

City of Los Angeles



Department of City Planning • Major Projects Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

FINAL ENVIRONMENTAL IMPACT REPORT

SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE - CAHUENGA PASS COMMUNITY PLAN AREA

This document together with the Recirculated Draft EIR, and its appendices comprise the Final EIR as required under the California Environmental Quality Act

*Harvard-Westlake School
Parking, Safety and Athletic Improvement Plan
Case Number: ENV 2013-0150-EIR
State Clearinghouse No. 2013041033*

Project Location: The approximately 25.83-acre Project Site is located on the east and west sides of Coldwater Canyon Avenue in Studio City, and is comprised of two components: (1) the approximately 6.83-acre Parking Structure/Development Site, which is located at 3701 North Coldwater Canyon Avenue (APNs 2385-018-001, 2385-018-002, 2385-018-003, 2385-018-011, 2385-019-013, 2385-019-014, 2385-019-015, 2385-019-016, 2382-019-017, 2385-019-049, 2385-019-050, 2385-019-051, and Paper Hacienda) and (2) the approximately 19-acre campus for the Harvard-Westlake School, which is located at 3700 North Coldwater Canyon Avenue (APNs 2384-007-005, 2384-017-045, and 2384-017-047).

Council District: 2

Project Description: The Project consists of the construction of a three-story, 750-space parking structure with a rooftop practice field and associated lighting at 3701 North Coldwater Canyon Avenue (the “Development Site”) to be used by the Harvard-Westlake School (“Harvard-Westlake”), located across the street at 3700 North Coldwater Canyon Avenue (the “Campus”), and the construction of a pedestrian bridge crossing over Coldwater Canyon Avenue from the Development Site to the Campus. Preparation of the Development Site includes the grading and removal of 137,000 cubic yards of soil (140,000 cubic yards were conservatively included in EIR analyses), the removal of a single-family residence, and the installation of soil nail wall retention system. The Project also includes roadway improvements and modified use of an existing Harvard-Westlake surface parking lot to facilitate traffic flow in the Project area and improve pedestrian and vehicle safety.

APPLICANT:
Harvard-Westlake School

PREPARED BY:
Sirius Environmental

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Major Projects Section

June 2017

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New FEIR Appendices:

- C. c) CalEEMod and d) AERMOD
- C.1 Construction Health Risk Assessment
- C.2 Air Quality Peer Review by ESA PCR
- C. Air Quality c) updated CalEEMod files and d) updated AERMOD files
- D.5 Tree Replacement Plan
- E.5 Professional Opinion Regarding Effect of Project on Groundwater Flow
- E.6 Memorandum Regarding Grading for Drilled Piles
- E.7 Third Party Review Preliminary Design of Soil Nail System
- G.4.3 Addendum Haul Route Traffic Analysis
- H.2 Historic Assessment
- K. Original Comment Letters on DEIR (exclusive of video materials)
- L. Original Comment Letters on RDEIR (exclusive of video materials)

1.0 INTRODUCTION

PURPOSE

In accordance with the California Environmental Quality Act (CEQA), the City of Los Angeles (City) prepared a Draft Environmental Impact Report (DEIR) for the Harvard-Westlake Parking, Safety and Athletic Improvement Plan Project, City of Los Angeles Case Number ENV-2013-0150-EIR (Project) in September 2013. As a result of certain changes to the Project, the City circulated a Recirculated Draft EIR in February 2016 (RDEIR). As required by CEQA, the City must prepare and certify a Final Environmental Impact Report before approving a project.

This document is the Final Environmental Impact Report (FEIR) for the Project. This document, together with the DEIR and RDEIR, and their technical appendices, which are incorporated by reference, comprise the FEIR. The FEIR has been prepared by the City of Los Angeles pursuant to CEQA Guidelines Section 15088 et seq. This FEIR has been prepared to meet all of the substantive and procedural requirements of CEQA (California Public Resources Code Section 21000 et seq.), the State CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 et seq., as amended (CEQA Guidelines) and the rules, regulations, and procedures for implementation of CEQA as adopted by the City. CEQA and the CEQA Guidelines are collectively referred to as “CEQA” in this FEIR.

The FEIR is required under Section 15132 of the CEQA Guidelines to include the DEIR, or a revised version; comments and recommendations received on the DEIR and the RDEIR either verbatim or in summary; a list of persons, organizations, and public agencies who commented on the DEIR and/or RDEIR; the responses of the Lead Agency to significant environmental issues raised by those comments in the review and consultation process; and any other relevant information added by the Lead Agency (including minor changes to the documents). This FEIR incorporates comments from public agencies and the general public, and contains appropriate responses by the Lead Agency to those comments. The Mitigation Monitoring and Reporting Program (MMP) is a separate document that the City must approve if it certifies this FEIR.

The evaluation and response to public comments is a part of the CEQA process, and it allows the opportunity to: (1) review and comment on the methods of analysis contained within the DEIR and/or RDEIR; (2) identify any omissions from the DEIR and/or RDEIR; (3) check for accuracy of the analysis contained within the DEIR and/or RDEIR; and (4) identify public concerns. Although the RDEIR replaces the DEIR in its entirety, the DEIR is included in this FEIR to provide context for the comments received on the DEIR and the responses to those comments presented herein.

PROJECT OVERVIEW

The Project consists of the development of a three-story parking structure with 750 parking spaces and a rooftop, lighted practice field (Parking Structure). The building would be 44 feet 6 inches to the field level (using a reference AMSL of 710 feet) and 56 feet 6 inches to the top of the facilities building to be located at the north end of the field. The Parking Structure would also feature a 32-foot high catchment fence around and atop the field, which would achieve a height of approximately 76 feet 6 inches. There would be approximately 14 light poles (each with four LED fixtures) that would reach a height of approximately 7 feet above the catchment fence, or 39 feet above the field, for a total overall height up to approximately 83 feet 6 inches.

The Parking Structure, other than the rooftop practice facility, would be used for parking purposes only, with no student drop-off and pickup operations permitted on the Development Site. All student drop-offs and pick-ups would occur on the Campus, in a slightly modified configuration than the existing configuration to allow for a safer operation for motorists and pedestrians.

The Project would include a debris basin on the southwest corner of the Development Site, in order to control and temporarily store water or other surficial runoff such as may be experienced during a heavy rainfall event. The debris basin would be comprised of an earthen material and surrounded by new, native, drought tolerant vegetation. Deflection walls are also planned for the Development Site in order to address the potential for surficial debris that may result from offsite and adjacent properties. The deflection walls would be located along the northwest corner of the Development Site and installed along a 30 degree angle to the adjacent ascending topography.

The Project would include off-site roadway improvements to Coldwater Canyon Avenue that would facilitate traffic movement through the Project area. These improvements include:

- Provide one additional southbound through lane on Coldwater Canyon Avenue resulting in one northbound through lane and two southbound through lanes along the Project frontage;
- At the intersection of Coldwater Canyon Avenue and the Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide:
 - Northbound: One left-turn lane, one through lane and one right-turn lane;
 - Southbound: One left-turn lane, two through lanes and one right-turn lane;
 - Eastbound: One left-turn lane and one optional through/right-turn lane; and
 - Westbound: One left-turn lane and one optional through/right-turn lane;
- Also at the intersection of Coldwater Canyon Avenue and the Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide new traffic signal equipment, including left-turn phasing for northbound and southbound Coldwater Canyon Avenue traffic, and LADOT's ATCS/ATCS equipment with connection to the Coldwater Canyon Avenue intersection at Ventura Boulevard;
- At the intersection of Coldwater Canyon Avenue and the Project's southerly driveway, provide:
 - Northbound: One through lane (i.e., no left-turns from northbound Coldwater Canyon Avenue to the southerly driveway will be permitted);
 - Southbound: Two through lanes and one right-turn lane; and
 - Eastbound: One optional left-turn/right-turn lane (controlled by a stop sign, with no left-turns permitted weekdays 7:00 a.m. – 7:00 p.m.).

The Project would also relocate school bus loading and unloading from Coldwater Canyon Avenue to within the Campus, and eliminate the use of local streets by students and visitors for parking for all but the largest special events, such as graduation and homecoming.

A practice field comprised of synthetic turf would be located on the top level of the Parking Structure. The rooftop practice field would be used for school-related athletic activities. An approximately 2,600 square foot facility (with equipment room, office and restrooms) would be located on the north end of the field. The rooftop practice field would include nighttime lighting to be used as needed up to 8:00 pm during weekdays (no lights would be permitted on weekends or holidays that occur on a weekday). The practice field would be part Harvard-Westlake's athletic program and would relieve the demand and use of the Campus' existing Ted Slavin Field, which is currently used for practice and game events for numerous sports. There would be no seating or public address system at the Project's new practice field.

The 32-foot tall catchment fence, to be located around the perimeter and atop the practice field, would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue. Lighting for the practice field would be integrated into the catchment fence with approximately 14 poles (each with four LED fixtures) located around the perimeter of the field reaching approximately 7 feet above the catchment fence. Although the catchment fence is technically a structure pursuant to the City's regulations, it would consist primarily of netting that would be marginally visible.

The Project also includes a pedestrian bridge crossing over Coldwater Canyon Avenue that would connect the Parking Structure to the Campus. The pedestrian bridge would allow for safe crossing between the Parking Structure and the Campus without stopping vehicles traveling along Coldwater Canyon Avenue. There would be no street-level crossing from the Parking Structure to the Campus in order to increase safety and maintain traffic flow.

Four soil nail retaining walls are proposed on the Development Site in order to create a level surface upon which the Parking Structure would be built. Grading activities associated with the soil nail wall installation would occur over approximately 9 months and involve the removal of 137,000 cubic yards of soil (though 140,000 cubic yards were conservatively analyzed in the DEIR and RDEIR). The number of haul trucks in daily use would be controlled so as to avoid the peak morning and afternoon commuter periods. Haul trucks will follow a prescribed route to a waste facility located approximately 13 miles from the Development Site. The first soil nail retaining wall would be located along the rear (west side) of the Parking Structure and would be the lower portion of a stepped wall design along that section. It would vary in height from 28 feet to 30 feet (south to north). The second soil nail retaining wall would be the upper portion of the stepped retaining wall along the west side of the Parking Structure and also would extend around the north and south sides of the Parking Structure. The south face of the second soil nail retaining wall would vary in height from 18 feet to 58 feet (from east to west), and at its eastern endpoint would be directly abutted by a conventional retaining wall that gradually transitions to grade along the Project's southern access road. The west face of the second soil nail retaining wall would vary from 52 feet to 90 feet in height (including the height of the first soil nail retaining wall), and the north face from 46 feet to 62 feet (from east to west). The third soil nail retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This soil nail retaining wall would vary in height from 17 to 44 feet (from north to south). The northern end of the third soil nail retaining wall would terminate at an energy dissipation structure that, along with flow-through planters, would treat and control the flow of storm water so that it can be safely discharged onto Coldwater Canyon Avenue. The fourth soil nail retaining wall would be on the south end behind the south side of the second soil nail retaining wall and would vary in height from 4 feet to 23 feet (from east to west). All retaining wall height measurements include a 3-foot high protective fence. The retaining walls would also maximize the amount of open space areas to the west of the Parking Structure within the steep hillside that is designated as "Desirable Open Space" on the Community Plan Land Use Map.

As part of the Project, Harvard-Westlake's main entrance driveway would be relocated approximately 37 feet to the south along Coldwater Canyon Avenue to align with the northerly Project driveway (this would result in the loss of approximately 140 parking spaces from the parking lots south of, and along, the main entrance driveway). Similar to the existing main entrance driveway, the relocated intersection with the northerly Project driveway would be controlled by a traffic signal, with new traffic signal equipment provided based on LADOT requirements. The east landing of the pedestrian bridge would be constructed on the Campus. A new pedestrian promenade would be created from the bridge into the center of the Campus.

A bus pick-up/drop-off zone would be provided on the Campus in an existing parking lot located at the south end of the Campus (Southern Parking Lot), which would result in the elimination of the use of approximately 103 parking spaces from the Campus. However, these 103 parking spaces would remain as overflow parking, as needed, for special events since special events do not usually occur at the same time as regular bus activity. During special events, associated bus service (team and event buses) would use the Campus' northern driveway (as at present). In addition, Harvard-Westlake would continue to permit St. Michael and All Angels Episcopal Church (St. Michael's) to use the Southern Parking Lot on Sundays to accommodate Sunday services, in addition to the possible use of the Parking Structure.

The reconfiguration of the existing main entrance driveway into the Campus will result in the removal of an additional 140 parking spaces currently located adjacent to and along the main entrance driveway. After the elimination of these 140 parking spaces, and the 103 parking spaces displaced within the Southern Parking Lot, a total of 335 surface parking spaces would remain on the Campus. With the development of the 750-space Parking Structure and the 335 remaining parking spaces, a total of 1,085 parking spaces would be provided at Harvard-Westlake. Approximately 104 off-site spaces (approximately 36 public street parking spaces on Coldwater Canyon Avenue, 40 spaces in the St. Michael's parking lot, and approximately 28 public street parking spaces in the neighborhood) would no longer be used by Harvard-Westlake except for special events, such as graduation and homecoming, when public parking spaces on neighboring streets might be used for overflow parking.

To increase the space available for mitigation trees and other native vegetation, the Project now (new since the RDEIR) also includes the demolition of a vacant single-family house owned by Harvard-Westlake that is located at 3680 Potosi Avenue.

PROCESS

As defined by Section 15050 of the CEQA Guidelines, the City of Los Angeles is the Lead Agency responsible for preparing the DEIR, RDEIR, and the FEIR for the Project. A Notice of Preparation (NOP) was prepared and circulated by the City of Los Angeles for the required 30-day review period, from April 12, 2013 to May 13, 2013. The City of Los Angeles held a scoping meeting for the DEIR on April 25, 2013, during which public comments were received by the City in response to the NOP. The DEIR was then prepared and circulated for a period in excess of the 45-day public review period required by CEQA, beginning on October 10, and ending on December 16, 2013 (66 days total).

The RDEIR was then prepared and circulated for the 45-day public review period required by CEQA, beginning on February 4, 2016, and ending on March 21, 2016. Comments on the DEIR and the RDEIR were received during the comment periods, and those comments are included and responded to in this FEIR.

CONTENTS OF THE FEIR

The primary purpose of the FEIR is for the City to respond to the comments received pertaining to the analysis contained within the DEIR and RDEIR. Pursuant to Section 15088 of the CEQA Guidelines, the City of Los Angeles, as the Lead Agency for the Project, has reviewed and addressed all comments received on the DEIR and RDEIR prepared for the Project. Included within the FEIR is the text of written comments that were submitted to the City during the required public review periods.

In order to adequately address the comments provided by interested agencies and the public in an organized manner, this FEIR has been organized in the following five chapters:

- Chapter 1 provides a brief introduction to the FEIR and its contents.
- Chapter 2 provides a list of commenting agencies, organizations, and individuals that are annotated to show numbers that correspond to numbered responses in Chapter 3.
- Chapter 3 provides the text of and responses to all written comments received by the City. Some of the comment letters received on the DEIR and/or RDEIR also provide comments on the Project (not the anticipated environmental impacts of the Project). These Project-related comments do not require a response in the FEIR since they do not raise any environmental issues related to CEQA, but the opinions expressed by the commenter will be forwarded to the decisionmakers for their consideration in the Project decision-making process.
- Chapter 4 provides a list of corrections and additions to the RDEIR.
- Chapter 5 provides the MMP, which was prepared in compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15091(d) and 15097. The MMP lists all of the proposed mitigation measures and identifies for each of the mitigation measures the applicable enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and action indicating compliance.

Consistent with CEQA Section 21092.5, responses to agency comments will be forwarded to each commenting agency at least 10 days prior to the City's certification of the FEIR.

The FEIR is available for public review at the following locations:

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

City of Los Angeles
Department of City Planning -Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Central Library
630 W. 5th Street
Los Angeles, CA 90071

Studio City Branch Library
12511 Moorpark Street
Studio City, CA 91604

Sherman Oaks Branch Library
14245 Moorpark Street
Sherman Oaks, CA 91423

Encino-Tarzana Branch Library
18231 Ventura Boulevard
Tarzana, CA 91356

Additionally, the FEIR can be downloaded or reviewed via the Internet at the Department of City Planning's website [www.planning.lacity.org/ (click on "Environmental Review" and then "Final EIR")]. The FEIR can also be purchased on CD-ROM. Contact **Milena Zasadzien** of the City of Los Angeles at **Milena.Zasadzien@lacity.org** or **(213) 978-1360** to purchase.

2.0 LIST OF COMMENTERS AND COMMENTS

List of Commenting Agencies, Organizations and Individuals

Original comment letters (not including video materials and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

The public comment period for the DEIR extended from October 10, 2013 through December 16, 2013 (67 days). The table below lists the letters and e-mails received on the DEIR.

DEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
A.	California Department of Fish and Wildlife	Betty Courtney, Environmental Program Manager, South Coast Region	December 16, 2013	3-24
B.	South Coast Air Quality Management District	Ian MacMillan	December 6, 2013	3-33
C.	Studio City Neighborhood Council	John Walker	December 11, and 12, 2013	3-34
D.	Save Coldwater Canyon!, Chatten-Brown & Carstens LLP	Michelle Black Douglas P. Carstens	December 13, 2013	3-57
E.	Save Coldwater Canyon!	Jennifer Rothman	December 13, 2013	3-192
F.	Save Coldwater Canyon! (form letter)	Adam Andrew Bob Sahil Gupta Ryan Johnson Michael Mann Perry Katz David Subar (2) Barbara Davilman Kevin Flaherty Kathleen Nielsen (2) Anne Mosell Vicki Stern Robert Dr. Jo Perry Emily Laskin (2) Karen Andrews Benjamin Hendricks Elaine Thomas Marty Mcguire Kalli Staehling (2) Dickran Sarkisian (2) Laurie Provost	Identical form letter submitted on various dates.	3-197

DEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
		Keith Steinbaum Karyn Zarubica Shaun Smith Wendy Vanguard Nathan Mendel Alexander Trugman Debra Miller (2) Doron Kauper Mark Trugman Jacquie Jones Aaron Epstein (2) Whitney Wagner Barbara Robbin Karen Abrams Dany Carol Nira Casey Mary Zakrasek Susan Clark (2) Brooks Taylor (2) Michael Laskin Joana, di Paolo Victoria Mudd Ruth Wald (2) Donna Mann Zarah Kulczycki Claudette Sutherland Margaret MacMillan Susan Estin Jack Laufer John Schouweiler Sheri Kessel Sheila Stewart (2) Paula Tiso-Mercier Debra Engilman Diana Hanson Miriam Stone Bruce Steinbaum Jay Stern Elizabeth Kenney Janet Jordan Ed Begley Linda Hunt Robert Beiser Chris Hatfield Jeffrey Jacobs Chouket Weglein (2) Tami Armitage		

DEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
		Elana Leaf Connie beck Rose Leibowitz Jeffrey M. Pollakoff Karen Leaf Carl Kleinman Patricia Bates Stephanie Kleinman Travis Schneider Masami Fukuhara Kris Ohlenkamp Guido Zwicker Walt Gorsey Jamie Jacobs Michael Maiman Susan Shapiro Amy Klienman Freida Maiman Debra Kane Andrew Wagner-Trugman Caitlin Cohen Joyce Rosenblum Kelly Ekizian Rita Silverman Arnie Sperling Lynn Sperling Howard Marylander Minako Arai Linda Cole Norma Johnsonn Hugh Lipton Miriam Reisman Kate Carlson Sheri Clemente Kris Kelly Debra Laabs Kenny Panchuk Flora Petrushkina Marsha Swsiller Jody Church Jay Cywan Rosemary Ringwald Laura Campaniolo Roy Belson Burt Sacks Betsy Soo Jarrett Jacobs		

DEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
		Jd Ferraro Vera Halpern Laura Glass Sharon Krischer Molly Flanegin Ceil Greenberg Paul Steinbaum Linda Delaney Dianne Gorsey Mike Donohew Laurie Cohn Patty Kirby Helen Giroux Janet Albaugh Jody Church Christopher White Aaron Kowan Stacey Freeman Jonathan Green (2) Kevin Maguire Brian McGarry Tasha and Rocco Cretacci Diane Lucero Jeff Stuart Jayne Hamil Liza and Perry Botkin (2) Andrea Nunez Julien Egger Julianne Belleve Deborah Amelon Carol Felman Bonnie Lane Benjamin Hyun Violeta Leja (2) Tabatha Sheltra KLary Pucci Gail Phillips Gary Green Stephany Yarbrough Deborah Shields Rachel Zugsmith Donna Miller Margi Randolph Ilyanne Morden Kichaven Eric Rollman Mike Kichaven Sheila Goldner		

DEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
		Marino Giammarco Isabel Charleston Collen Lopez Frank Hill Janet Keller Keith Henry Harold Kassarjian Pam Feinstein Alison McGarry Marla McGuire Doug and Kristin Gayer Milton Freidman Andrew Lasken Tyne Anderson Bryan Taylor Roz Wolfe Elke Heitmeyer Walter Afanasieff Nicole Haeusser Vedra Mehagian Skip Haynes Michael Wolfe Leni Isaacs Boorstin David Eisenberg Max Eisenberg Viviana Suner Barbara Meloni Halsey Steffi Gaines Denise Maiman Alan Fiske Arielle O'Dowd David and Charleen Richardson Daniel Harrison Marla Bechtel Alicia Czyzewski Zachary Rynew Sonia Johns Disha Webb Maureen Flannigan Soozin Kazick Ed and Ingrid Kelly Brooke Schwartz Hilda Plecas JB Taylor Alan Simon E. Hoyt Jude Eaton		

DEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
		Melanie Greco Julie Taron Tom Tardio Cathy Tardio Taryn Tardio Anisa Crisann Morgan Dan Adalsteinn Megan Cavallari Scott Ryan Sivahn Gottlieb Anna Maguire Kent Ecklund Malcolm Jackson Donna Haas Karen Harlan Karen Madigan Lorna Paisley Owen Salkin Donald Webb		
G.	The Federation of Hillside and Canyon Associations	Marian Dodge, President	December 10, 2013	3-206
H.	Residents of Beverly Glen (ROBG)	Tensie Palmer, President	December 10, 2013	3-214
I.	Tree People	Craig Prizant, Sr., Director, Development and Marketing	October 3, 2013	3-220
J.	Valley Industry and Commerce Association	David Adelman, Chair Stuart Waldman, President	October 21, 2013	3-220
K.		Karen Abrams	December 14 and 16, 2013	3-221
L.		Janet Albaugh	December 15, 2013	3-223
M.		Karen Andrews	November 9, 2013	3-223
N.		Parker and Carol Andrews	December 11, 2013	3-224
O.		The Beckuers	November 12, 2013	3-234
P.		Leni Isaacs Boorstin	December 16, 2013	3-234
Q.		Sarah Boyd	December 15, 2013	3-238
R.		William Dean	December 12, 2013	3-251
S.		William Dean	December 12, 2013	3-257
T.		Kathryn Donohew	December 8, 2013	3-257
U.		Geneva DuVall	November 8, 2013	3-258
V.	Studio City Residents Association	Alan Dymond	December 12, 2013	3-265
W.		Carol Elkind	December 10, 2012	3-268
X.		Shirley Engel	November 27, 2013	3-269
Y.		Elizabeth Forsythe Hailey	November 13, 2013	3-272
Z.		Adam Glibert	December 5, 2013	3-273

DEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
AA.		Tom Holland	November 25, 2013	3-274
BB.		Susan Jacobs	December 2, 2013	3-280
CC.		Jim Johnson	December 2, 2013	3-282
DD.	St. Michael's	Reverend Dan Justin	October 16, 2013	3-283
EE.		Peter Juzwiak	November 6, 2013	3-287
FF.		Katherine Karras	November 7, 2013	3-291
GG.		Rose Kauper	November 13, 2013	3-293
HH.		Beth Laski	December 16, 2013	3-293
II.		Dominik Leconte	December 16, 2013	3-295
JJ.		Katarzyna Smiechwicz (Kasia A. Leconte)	December 16, 2013	3-303
KK.		Catherine Lincoln	November 7, 2013	3-306
LL.		Bruce Lurie	December 3 and 13, 2013	3-307
MM.		Mary Mallory	December 16, 2013	3-311
NN.		Nancy Mehagian	December 8, 2013	3-312
OO.		Jeffrey Miller	November 7, 2013	3-314
PP.		Harvey Myman	December 2, 2013	3-314
QQ.		Residents of Studio City in Support of the Project: James David, Molly Quinn, Paul Kradin, Dianna Quinn, Tom Quinn, Natalie Mahdesian	Undated	3-316
RR.		Professor Jennifer Rothman	December 3, 2013	3-317
SS.		Arden Rynew	Unclear	3-332
TT.		Patricia Shellogg	December 13, 2013	3-333
UU.		Karen Steinbaum	November 27, 2013	3-334
VV.		Cathy Tardio	November 27, 2013	3-338
WW.		Cathy Tardio	October 15, 2013	3-341
XX.		John Van Tongeren	November 5, 2013	3-342
YY.		Wes Winter	December 5, 2013	3-342
ZZ.		Dan Kathryn Witt	December 11, 2013	3-343
AAA.		Jon-Erik Akashi	December 18, 2013	3-344
BBB.		Alex Izbicki	December 16, 2013	3-344
CCC.		Jennifer Rothman	February 14, 2014	3-351
DDD.	Save Coldwater Canyon!	Sarah Boyd, President	April 22, 2014	3-353

The public comment period for the RDEIR was from February 4, 2016 through March 21, 2016. The table below lists the letters and e-mails received on the RDEIR through March 31, 2017. Letters and e-mails received after March 31, 2017 are not included in this FEIR unless the letter or email includes subject matter that isn't already addressed by a prior commenter.

RDEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
1R	State Clearinghouse	Scott Morgan, Director	March 22, 2016	3-355
2R	Los Angeles Department of Water and Power	Charles Holloway, Manager of Environmental Planning and Assessment	March 18, 2016	3-355
3R	Fernandeño Tataviam Band of Mission Indians	Caitlin Gulley, Director	February 23, 2016	3-356
4R	Soboba Band of Luiseño Indians	Joseph Ontiveros, Cultural Resource Director	March 22, 2016	3-356
5R	Citizens for Los Angeles Wildlife	Alison Simard, Chair	March 21, 2016	3-357
6R	Federation of Hillside and Canyon Associations	Marian Dodge, President	March 21, 2016	3-360
7R	St. Michael's	The Rev. Dan Justin, Rector	March 18, 2016	3-371
8R	Santa Monica Mountains Conservancy	Irma Muñoz, Chairperson	March 29, 2016	3-373
9R	Save Coldwater Canyon!	Sarah Boyd, President	March 20, 2016	3-381
9.1R	Autumn Wind Associates	Greg Gilbert	March 16, 2016	3-413
9.2R	Chatten-Brown & Carstens	Michelle Black and Douglas P. Carstens	December 13, 2013	3-431
9.3R	Petition Cover Sheet	Save Coldwater Canyon!	Undated	3-431
9.4R	Petition Signatures	Various	Various	3-433
9.5R	Petition Comments	Various	Various	3-433
9.6R	Tom Brohard and Associates	Tom Brohard, PE Principal	February 29, 2016	3-468
9.7R	Save Coldwater Canyon!	Sarah Boyd, President	September 24, 2015	3-480
9.8R	Veneklasen Associates	Cathleen Novak, Associate and Samantha Rawlings, Senior Associate	December 1, 2014	3-490
9.9R	Wexco International	Brad P. Avrit, President and Jeff Hughes, Construction Manager	March 16, 2016	3-493
10R	Sierra Club	Barry Katzen, Chair	March 15, 2016	3-504
11R	Studio City Neighborhood Council	Lisa Sarkin, President	March 21, 2016	3-508
12R	Studio City Residents Association	Alan Dymond, President	March 17, 2016	3-545
13R		Aaron	March 20, 2016	3-548
14R		Karen Abrams	March 19, 2016	3-552
15R		Walter Afanasieff	March 17, 2016	3-554
16R		Della Alesso	March 21, 2016	3-554
17R		Kurt Alexander	March 21, 2016	3-555
18R		Deborah Amelon	March 21, 2016	3-557

RDEIR Comment Letters				
Letter	Organization	Commenter Name	Comment Date	Response Page Number
19R		Parker and Carol Andrews	March 21, 2016	3-560
20R		Anonymous	February 24, 2016	3-563
21R		Ranelle Anorga	March 21, 2016	3-570
22R		Julie Atwater	March 20, 2016	3-572
23R		Joël Badie	March 21, 2016	3-573
24R		Adrienne Barbeau	March 21, 2016	3-575
25R		Linda Bergman	March 21, 2016	3-575
26R		Patrice Berlin	March 19, 2016	3-576
27R		Mayim Bialik	March 21, 2016	3-577
28R		Joseph Bishara Kebbe	March 20, 2016	3-579
29R		Mary Ann Blodgett	March 21, 2016	3-581
30R		Jon Boorstin	March 21, 2016	3-581
31R		Leni Boorstin	March 21, 2016	3-583
32R		Jack Bornoff	March 21, 2016	3-586
33R		Liza Botkin	March 21, 2016	3-588
34R		Lawrence Broch and Susan Dickes	March 20, 2016	3-589
35R		Karen Brooks	March 21, 2016	3-592
36R		Allison Burns	March 21, 2016	3-593
37R		Richard and Karlyn Carson	March 21, 2016	3-595
38R		Mark Chatinsky	March 21, 2016	3-596
39R		Debby Cohen	March 21, 2016	3-598
40R		Ann Cooper	March 21, 2016	3-600
41R		Richard A. Cooper	March 21, 2016	3-602
42R		Elaine Cotler	March 20, 2016	3-603
43R		Sharon Crigler	March 21, 2016	3-604
44R		Sue Culhane	March 17, 2016	3-604
45R		Nancy Cushing-Jones	March 21, 2016	3-606
46R		Dana Kathryn	March 20, 2016	3-607
47R		Raymond Danon	March 21, 2016	3-608
48R		Joyce Dillard	March 21, 2016	3-610
49R		Carol Elkind	March 22, 2016	3-612
50R		Alan Fiske	March 21, 2016	3-613
51R		Fran and Arnold Freed	March 18, 2016	3-614
52R		Stacey Freeman	March 21, 2016	3-616
53R		Masami Fukuhara	March 21, 2016	3-618
54R		Jennifer Getz	March 21, 2016	3-619
55R		Adam Gilbert	February 26, 2016	3-620
56R		Greg Gilbert	March 10, 2016	3-621
57R		Helen R. Giroux	March 21, 2016	3-623
58R		Laura Glass	February 13, 2016	3-624
59R		Laura Glass	March 20, 2016	3-624
60R		Cheryl Goettemoeller	March 21, 2016	3-625
61R		Susan Goldberg	March 21, 2016	3-626
62R		Babbie Green	March 21, 2016	3-628

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63R		Holly Green	March 21, 2016	3-629
64R		Jonathan Green	March 21, 2016	3-631
65R		Dr. Miles Green	March 21, 2016	3-633
66R		Ron Grinel	March 22, 2016	3-633
67R		Byron J. Gross	March 20, 2016	3-635
68R		Jay Halpern	March 21, 2016	3-637
69R		Jayne Hamil	March 19, 2016	3-637
70R		Ann Lewis Hamilton	March 21, 2016	3-638
71R		Larry and Diana Hanson	March 21, 2016	3-641
72R		Jill Harris	March 20, 2016	3-642
73R		Catherine Hayes	March 20, 2016	3-645
74R		Tom Holland	March 20, 2016	3-646
75R		Thomas Honesco	March 21, 2016	3-649
76R		Kim Hoover	March 21, 2016	3-650
77R		Jackie Hunsicker	March 19, 2016	3-653
78R		Leon Ichaso	March 20, 2016	3-655
79R		Alex Izbicki	March 21, 2016	3-656
80R		Jamie Jacobs	March 20, 2016	3-662
81R		Jarret Jacobs	March 21, 2016	3-663
82R		Jeffrey S. Jacobs	March 17, 2016	3-665
83R		Jeffrey S. Jacobs	March 21, 2016	3-667
84R		Susan Jacobs	March 21, 2016	3-667
85R		Jim Johnson	March 18, 2016	3-672
86R		Peter Juzwiak	March 18, 2016	3-673
87R		Cheryl Kane	March 21, 2016	3-676
88R		Keith Kasai	March 21, 2016	3-676
89R		Perry Katz	March 19, 2016	3-677
90R		Blair Kaye	March 21, 2016	3-678
91R		Ingrid Kelly	March 19, 2016	3-680
92R		Ilyanne Morden Kichaven	March 20, 2016	3-681
93R		Brian L'Ecuyer	March 20, 2016	3-684
94R		Andrew Lasken	March 21, 2016	3-685
95R		Beth Laski	March 21, 2016	3-686
96R		Emily Laskin	March 21, 2016	3-688
97R		Michel Laskin	March 20, 2016	3-691
98R		Dominik J. Leconte	March 21, 2016	3-693
99R		Kasia A. Smiechowicz	March 21, 2016	3-695
100R		Rosemary Leibowitz	March 21, 2016	3-697
101R		Vi Leja	March 21, 2016	3-698
102R		Antoinette Levine	March 21, 2016	3-700
103R		Traci Lind	March 19 2016	3-700
104R		Edward Lozzi	March 21, 2016	3-702
105R		Sandra Lucchesi	March 21, 2016	3-704
106R		Alan M	March 21, 2016	3-704
107R		Heidi MacKay	March 18, 2016	3-705

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108R		Michael A. and Frieda Maiman	March 21, 2016	3-708
109R		Mary Mallory	March 21, 2016	3-710
110R		Donna Mann	March 19, 2016	3-712
111R		Richard Mann	March 19, 2016	3-714
112R		Chris Marble	March 22, 2016	3-716
113R		Melissa Marshall	March 21, 2016	3-717
114R		Tom Mazza	March 21, 2016	3-718
115R		Maria McQuhae	March 20, 2016	3-719
116R		Michael McQuhae	February 5, 2016	3-721
117R		Nancy Mehagian	March 19, 2016	3-722
118R		Nathan Mendel	March 21, 2016	3-723
119R		Victoria Miller	March 21, 2016	3-724
120R		Anne Mosell	March 20, 2016	3-725
121R		Victoria Mudd	February 10, 2016	3-727
122R		Mason Newton	March 21, 2016	3-727
123R		Deborah Nicholson	March 21, 2016	3-730
124R		Stephanie Noel	March 21, 2016	3-731
125R		Dan Opatoshu	March 21, 2016	3-732
126R		Mark Ormandy	March 19, 2016	3-733
127R		Steven Palma	March 20, 2016	3-735
128R		Michael Palmer	March 21, 2016	3-736
129R		Sabrina Parke	March 21, 2016	3-737
130R		Pamela Paul	March 21, 2016	3-739
131R		Jo Perry	March 21, 2016	3-740
132R		Gail Phillips	March 19, 2016	3-744
133R		Cameron D. Popkin	March 20, 2016	3-746
134R		Eric Preven	March 21, 2016	3-746
135R		Klary Pucci	February 4, 2016	3-752
136R		Klary Pucci	March 20, 2016	3-752
137R		David Richardson	March 21, 2016	3-754
138R		Jeannia Robinette	March 21, 2016	3-754
139R		Gail Robins	March 21, 2016	3-754
140R		Linda Robinson	March 21, 2016	3-755
141R		Arden and Sari Rynew	March 18, 2016	3-756
142R		Arden and Sari Rynew	March 14, 2016	3-760
143R		Arden and Sari Rynew	March 19, 2016	3-760
144R		Sari Rynew	March 20, 2016	3-762
145R		Lucy Schouweiler	March 20, 2016	3-764
146R		Melissa Schwartz Chambers	March 21, 2016	3-766
147R		Mona Seymour	March 21, 2016	3-767
148R		Tabatha Sheltra	February 5, 2016	3-774
149R		Andrea and Michael Sher	March 20, 2016	3-775
150R		Judy Shure	March 20, 2016	3-776
151R		David Simon	March 21, 2016	3-778
152R		Jack and Harriet Smalley	March 21, 2016	3-779

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153R		Harriet Smalley	March 21, 2016	3-779
154R		Karen Steinbaum	March 21, 2016	3-782
155R		Kenneth Stewart	March 20, 2016	3-785
156R		Jeff Stuart	March 21, 2016	3-786
157R		Brian Stulberg	March 21, 2016	3-788
158R		Elaine Stulberg	March 21, 2016	3-789
159R		Sylvia	March 21, 2016	3-790
160R		Rokhsan Taherpour	March 20, 2016	3-791
161R		Tom and Cathy Tardio	March 18, 2016	3-792
162R		Erna Toback	March 22, 2016	3-795
163R		Lisa Tobin	March 21, 2016	3-796
164R		Katherine Tolford	March 21, 2016	3-798
165R		Alex Trugman	March 21, 2016	3-800
166R		Mark Trugman	March 21, 2016	3-801
167R		Debra Van Tongeren	March 21, 2016	3-802
168R		Suellen Wagner	March 20, 2016	3-803
169R		Steven Weinstein	February 23, 2016	3-807
170R		Vicki Weinstein	March 21, 2016	3-808
171R		Richard Price Welsh	March 21, 2016	3-809
172R		William Weston	March 20, 2016	3-809
173R		Jennifer Wharton	March 20, 2016	3-810
174R		Trish Wiener	March 21, 2016	3-812
175R		Lawrence and Eleanore Zaiden	March 21, 2016	3-812
176R		Guido Zwicker	March 21, 2016	3-813
177RL		Bogdan Sharlay	April 8, 2016	3-814
178RL		Paige Dunham	April 11, 2016	3-816
179RL		Kevin O'Neal	April 11, 2016	3-818
180RL		Susan Stone	May 10, 2016	3-821
181RL		Masami Fukuhara	May 13, 2016	3-823
182RL		Mary Hellman	June 1, 2016	3-825
183RL		Kayla Park	June 6, 2016	3-827
184RL		Michael Seidel	June 14, 2016	3-829
185RL		Tom Holland	June 13, 2016	3-832
186RL		Michael Hayes	June 22, 2016	3-833
187RL		George Reilly	August 15, 2016	3-835
188RL		Karen Sarrow	September 15, 2016	3-837
189RL		June Rivas	September 29, 2016	3-839
190RL		Alexis Maestre-Saborit	October 6, 2016	3-842
191RL		Karen Neapolitan	October 22, 2016	3-844
192RL		Judith Birnberg	October 21, 2016	3-846
193RL		Andrea Sher	October 21, 2016	3-849
194RL		Zilla Clinton	November 16, 2016	3-851
195RL		Alexa Blanks	February 16, 2017	3-853
196RL		Gerri Constant	February 16, 2017	3-855
197RL		Tami Armitage	February 24, 2017	3-857

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198RL		Hildreth Simmons	February 28, 2017	3-860
199RL		Debra Engilman	March 1, 2017	3-862
200RL		Dante Pasqualucci	March 2, 2017	3-864
201RL		Ryan Reich	March 4, 2017	3-866
202RL		June Rivas	March 8, 2017	3-868
203RL		Heidi MacKay	March 9, 2017	3-870
204RL		Lisa De Pirro	March 11, 2017	3-872
205RL		Ellen Reiner	March 21, 2017	3-875
206RL		Mike Chambers	March 26, 2017	3-877
207RL		Evelyn Kazick	March 7, 2017	3-879
208RL		Jes Ike	March 29, 2017	3-881

3.0 RESPONSES TO COMMENTS

Section 15088 of the CEQA Guidelines states that “[t]he lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The Lead Agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.” Specifically, “[t]he written responses shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency’s positions is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted.” The CEQA Guidelines call for responses that contain a “good faith, reasoned analysis” with statements supported by factual information. Some of the comments submitted to the Lead Agency, however, were general in nature, stating opinion either in favor of or in opposition to the Project. In such cases, the comment is made a part of the administrative record and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

In accordance with these requirements, this Chapter of the FEIR provides a good faith, reasoned analysis and responds to each of the written comments on environmental issues received regarding the DEIR and RDEIR.

A number of commenters submitted videos and photographs, and other documentation as part of their comments, including copies of City documents and previous permits granted by the City. These materials are briefly summarized for each applicable comment below. Original comment letters (not including video materials, large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

A number of comments contain common themes. In order to avoid redundancy in responding to similar comments, this FEIR includes the following seven Master Responses (MR):

- MR-1. Non-CEQA Issues (Permits, Entitlements, and Opinions).
- MR-2. Noise Impacts on Adjacent Church and Preschool.
- MR-3. Practice Field Light and Noise.
- MR-4. Aesthetic and Lighting Impacts.
- MR-5. Land Use Consistency.
- MR-6. Desirable Open Space Designation and Biological Impacts.
- MR-7. Alternatives Analysis.

In Chapter 2, specific comments are assigned numbers for reference purposes. Chapter 3 presents responses numbered to correspond to each specific comment letter and number identified in Chapter 2.

Master Responses

MR-1. Non-CEQA Issues (Permits, Entitlements, and Opinions).

CEQA’s statutory framework sets forth a series of analytical steps intended to promote the fundamental goals and purposes of environmental review – information, participation, mitigation, and accountability. “The purpose of an [EIR] is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment, to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.” (Public Resources Code Section 21061) Thus, the primary purpose of an EIR is to identify a project’s potential impacts on the environment.

A number of comments raised issues that are not within the purview of CEQA, such as whether Harvard-Westlake has identified a need for the Project or whether Harvard-Westlake has an existing student enrollment cap. These types of issues are considerations that the decisionmakers may consider when taking action on the Project, and will therefore be addressed outside of the CEQA process since they do not relate to the Project’s potential impacts on the environment.

Non-CEQA issues include the following:

Need for Project

An EIR is not intended or required to provide justification or demonstrate the need for a particular project. Rather, as required by CEQA, an EIR is an informational document that is intended to provide public agencies and the public with detailed information about the effect that a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project. In accordance with the requirements of CEQA, the DEIR and RDEIR identified Project objectives and the Project’s anticipated physical environmental impacts. Project objectives include: to increase on-site parking supply to accommodate the demand generated by Harvard-Westlake and its visitors, to improve area circulation by removing buses from Coldwater Canyon Avenue, to improve the flow of traffic by constructing public improvements at no cost to the City, to enhance safety and security associated with vehicular and pedestrian circulation on Campus and in the surrounding area, and to enhance practice field facilities to increase opportunities for recreational activities at Harvard-Westlake.

The DEIR and RDEIR explain that, on a daily basis during the entire school year and without any special events, meetings, or visitors, current Campus parking is insufficient. Over 650 spaces are in demand from the 400 students, 185 full-time faculty and staff, 50 vendors, and 30 coaches who drive to school (RDEIR page 3.8-6), compared with the 578 spaces that are available. If meetings are held during the school day, such as for prospective parents, visiting members of the community, current parents, or other educational institutions and non-profits, the daily parking deficit substantially increases. The DEIR and RDEIR acknowledge that a small number of large special events, such as homecoming and graduation, require an estimated 1,800 parking spaces since these activities attract approximately 5,000 people (DEIR page 3.8-5 and RDEIR page 3.8-6) and that the increase in available Campus parking that results from the Parking Structure will not meet the demand from these events. Nonetheless, the Parking Structure will address the daily need for parking and for all but the largest special events.

Increasing on-site parking would essentially eliminate the need for school-related vehicles to park on the streets, either on Coldwater Canyon Avenue or in the residential neighborhood north of the Campus. In

addition, re-striping Coldwater Canyon Avenue in front of the Development Site would improve safety and traffic flow in that location. As stated in the DEIR on page 2-8 and the RDEIR on page 2-9, the new practice field is needed to increase opportunities for recreational activities on Campus since it would make it possible to hold simultaneous practice sessions on separate fields instead of on the same field as currently occurs. Additionally, demand for practice field space was increased in 2008 when the California Interscholastic Federation eliminated a 32-year old rule which restricted coaches working with their student-athletes during the off-season. The practical application of the rule change is that many sports became year-round programs that require access to training and practice facilities and thereby increased demand for use of the existing sports field (Ted Slavin Field). Since that rule change, Harvard-Westlake has seen an increase of twenty percent (20%) of students participating on one or more sports team. As a result of these two factors, the existing athletic field has experienced significant stress as well as an inability to accommodate all practice sessions.

All the Project objectives are identified on pages S-5 and 2-6 to 2-7 of the DEIR and on pages S-6 to S-7 and 2-8 to 2-9 of the RDEIR. The demand for parking at Harvard-Westlake is discussed on pages 2-15 to 2-16, 3.8-5, and 3.8-21 to 3.8-22 of the DEIR and on pages 2-18 to 2-19, 3.8-6, and 3.8-25 to 3.8-27 of the RDEIR. On-street parking use and the on-street parking survey are discussed in Appendix G, pages 24 to 25, of the DEIR and RDEIR. The need for an additional practice field is discussed on page S-5 of the DEIR and on page S-6 of the RDEIR.

Enrollment

Harvard-Westlake's enrollment is currently approximately 900 students. Enrollment varies from year to year. The City has not imposed an enrollment cap for Harvard-Westlake.

Permitting Violations

Comments have been submitted with respect to Harvard-Westlake's alleged non-compliance with past permits on the Campus (both related to an enrollment cap and construction without permits or not in accordance with permits). The City investigates and addresses this type of complaint outside the CEQA process since such comments do not relate to any inadequacies in the DEIR or RDEIR or potential environmental impacts of this Project. As appropriate, the City will augment its permit enforcement practices to ensure that permits are implemented in accordance with City requirements. Prior to the current comments submitted in response to the DEIR and RDEIR, a complaint was received by the Los Angeles Department of Building and Safety (DBS) in April 2009 regarding the construction of a mezzanine at the rear of the stage without permits, and an Order to Comply was issued. On October 15, 2013, a report of construction done without permits or inspections was filed with the DBS. Both of these matters were investigated by the DBS and resolved to the City's satisfaction. On June 20, 2014, a complaint was filed with the DBS regarding the existing lights at Ted Slavin Field. The City determined that the direct glare emanating from the field lights violated Los Angeles Municipal Code (LAMC) Section 93.0117 (Outdoor Lighting Affecting Residential Property) and issued an Order to Comply. In response, Harvard-Westlake installed a more substantial external visor on the non-compliant light fixtures. These visors wrap 360 degrees around the light fixture and block direct line-of-sight glare from the light source at the surrounding residential properties. In addition to adding the external visors, aiming adjustments were made to the light fixtures to ensure the facility was in compliance with the LAMC. The City re-inspected the lights and concluded on February 18, 2015, that the lights were in compliance with the LAMC. All three cases are now closed. Additionally, as stated above, Harvard-Westlake has not violated any permitting requirement by exceeding an enrollment cap since no cap has been imposed by the City. See

also **MR-3** regarding noise and use of lights at Ted Slavin Field and the difference between that Field and the use, noise and light of the practice field.

Opinions and General Support or Opposition to the Project

Many commenters expressed their opinion in support of, or in opposition to, the Project. The City welcomes all comments; however, opinions and expressions of opposition or support unrelated to physical environmental impacts are appropriately addressed outside the CEQA process. The purpose of an EIR is to present objective information as to a project's potential environmental impacts. The purpose of allowing the public and agencies to comment on an EIR is to allow any errors to be identified and corrected. Opinions concerning issues not addressed by CEQA (such as socio-economic issues, including potential impacts on property values and whether an applicant pays property taxes) and opinions regarding environmental issues already addressed in an EIR, as well as expressions of opposition or support for a project, are made a part of the administrative record and forwarded to the decisionmakers for their consideration in taking action on the Project, but they are not responded to in a CEQA document.

MR-2. Noise Impacts on Adjacent Church and Preschool.

Comments were raised that the DEIR and RDEIR did not analyze potential noise impacts to St. Michael and All Angels Episcopal Church (referred to as "St. Michael's", "St. Michael's Church" or "Church") which is located south of the Campus. The DEIR and RDEIR do analyze impacts to St. Michael's property and the primary tenant located on the St. Michael's property, Sunnyside Preschool (Sunnyside). The DEIR recognizes this fact in numerous points (e.g., page 3.7-4) and in the RDEIR (e.g., page 3.2-11) where it states that St. Michael's is located at the same address as Sunnyside. The RDEIR also describes construction noise levels for both the Church and Sunnyside as shown on Table 3.7-6: Unmitigated Construction Noise – Significantly Impacted Residences, St. Michael's Church and Sunnyside Preschool, and Table 3.7-12: Mitigated Construction Noise – Significantly Impacted Residences, St. Michael's Church and Sunnyside Preschool, which show the unmitigated and mitigated construction noise increase at the St. Michael's Church and Sunnyside.

In addition, Figure 3.7-2 of the DEIR and RDEIR, which identifies the Noise Monitoring and Sensitive Receptor Locations, specifically calls out St. Michael's and includes the entirety of the St. Michael's property. Furthermore, construction noise impacts were measured from the St. Michael's property line closest to the Development Site (see Figure 3.7-3 of the DEIR and RDEIR). Sunnyside activities generally occur further from the construction site as compared to where the noise was measured, so the impact analysis is for potential impacts that would occur at the closest outside point on the St. Michael's property, not necessarily at Sunnyside even though the discussion references Sunnyside due to its weekday, daytime use. Accordingly, the RDEIR clarified that the noise analysis applied to the St. Michael's property, not just Sunnyside as its primary tenant.

The DEIR and RDEIR further state that the noise analysis focused on the Project's potential environmental impacts on Sunnyside, rather than St. Michael's, because church activities are typically on weekday evenings, certain holidays, and on Sundays whereas Sunnyside typically operates Monday through Friday during the daytime hours. Nonetheless, for weekday daytime hours use, St. Michael's would be impacted by construction to a lesser degree than Sunnyside. At the time the analysis was completed, the calendar for St. Michael's was reviewed on the Church's website, and no daytime activities were listed. The schedule was reviewed again during November, 2013 and November, 2016, and no daytime activities were identified for either. Regardless, a short-term construction noise impact has been identified for the entire St. Michael's property, including Sunnyside. Thus, the specific noise impact to the Church is not a new

impact that has not been analyzed. Mitigation Measures MM-N-1 through MM-N-11 apply to all of St. Michael's property and would reduce noise levels at the exterior of all buildings from 17.1 dBA to 5.5 dBA (RDEIR Tables 3.7-6 and 3.7-12), a level of construction noise that just exceeds the 5 dBA threshold. Therefore, as stated in the DEIR and RDEIR, the mitigated noise increase resulting from construction is still considered a significant impact that would require the adoption of a statement of overriding considerations if the decisionmakers approve the Project.

It is important to note that the analysis presented in the DEIR and RDEIR presents a conservative analysis of noise levels because, in addition to using the nearest distance from the Church property line to the construction area to characterize the noise impact across the entire St. Michael's property (see RDEIR Figure 3.7-3), the analysis assumed that all equipment related to each construction phase would be in use simultaneously. Actual construction activity would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and the receptor and presence or absence of noise attenuating barriers. Noise levels for common construction equipment is shown on Table 3.7-4 of the DEIR and the RDEIR and outdoor construction noise levels are shown on Table 3.7-5. However, actual use of the equipment would depend on the phase of construction and the length of any overlap in construction phases. In the absence of a definitive construction schedule for the Project at the time of the noise analysis, the noise analysis conservatively assumed that all equipment would be used simultaneously even though not all construction phases overlap and none overlap for the entire period of each phase of construction. Lastly, not only does the noise analysis conservatively assume all equipment is in use at the same time, but it also assumes all equipment is located at the closest point to each receptor rather than spread throughout the Development Site. Actual construction noise levels, therefore, typically would be less intense and would generate less noise than the analyzed scenario which represents maximum use of all the equipment simultaneously. (See FEIR, Chapter 4, Corrections and Additions, Figure 3.2-4 Construction Schedule, and Table 3.2-5A Construction Equipment which show the actual overlap of activities and equipment.)

Lastly, construction noise impacts for the interiors of the Church and Sunnyside would be less than the exterior noise levels that were modeled and would not be expected to interfere with interior activities. The RDEIR conservatively anticipated that mitigated maximum exterior construction noise levels would be 59.4 dBA L_{eq} at Sunnyside/St. Michael's (RDEIR Table 3.7-12). This exterior noise level is identified as normally acceptable based upon the assumption that the buildings involved are of normal, conventional construction without any special noise insulation requirements for churches as identified in the *L.A. CEQA Thresholds Guide* (50 dB CNEL to 70 dB CNEL is identified as normally acceptable for schools and churches). The *L.A. CEQA Thresholds Guide* does not include guidance for assessing interior noise levels associated with construction activity for sensitive receptors. According to noise assessment guidance published by the U.S. Department of Housing and Urban Development, typical building construction results in a 20 dBA interior noise reduction from exterior levels.¹ Interior construction-related noise levels for rooms that face the construction area would be approximately 39.4 dBA L_{eq} . The California Department of Transportation has stated that an interior noise level of 52 dBA L_{eq} is acceptable for churches.² It is not anticipated that construction-related noise will exceed this standard within St. Michael's. Therefore, although exterior construction noise impacts would exceed the threshold of significance at the Church and Sunnyside, even after mitigation, interior noise impacts would be less than significant since they would not exceed 52 dBA L_{eq} .

¹ http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/environment/training/guidebooks/noise

² California Department of Transportation, *Traffic Noise Analysis Protocol*, May 2011.

MR-3. Practice Field Light and Noise.

Comments were made relating to the use of the Ted Slavin Field, which is Harvard-Westlake's existing athletic field. Several commenters stated that the use of the Ted Slavin Field is relevant to the analysis of potential impacts from the practice field atop the Parking Structure. However, these comments are not pertinent to the Project because the use of the practice field will differ substantially from current uses of the Ted Slavin Field. The primary differences are as follows:

1. The Project's field would be a practice-only field and, therefore, there would be no bleacher seating or spectating area to allow crowds to gather, watch practices, and potentially make noise (please refer to RDEIR page 3.7-4 and FEIR Chapter 4, Corrections and Additions, Project Design Feature PDF-N-1).
2. Since the field would be a practice field, no public address system is proposed or needed, and RDEIR page 3.7-16 specifically mentions this condition. Banning use of a portable public address system has been added as a project design feature (see FEIR Chapter 4, Corrections and Additions, Project Design Feature PDF-N-3) to reduce the already less-than-significant operational noise impacts.
3. Music (e.g., marching bands or drums) would not be allowed on the practice field. Banning the playing of music including band practice, musical instruments, radio or other music or broadcast equipment has been added as a project design feature (see FEIR Chapter 4, Corrections and Additions, Project Design Feature PDF-N-3) to reduce the already less-than-significant operational noise impacts.
4. Lighting levels for practice play would be 30 footcandles (fc), as compared to the 70 fc used for game play and 50 fc used for practice play on the Ted Slavin Field. Note that RDEIR pages 3.1-32 and 3.1-35 referred to 75 fc for game use on the Ted Slavin Field. Appendix I, the Lighting Evaluation, also contained the incorrect 75 fc citation on pages LD-5 and LD-7. The correct game-level illuminance on the Ted Slavin Field is 70 fc and is corrected in Chapter 4, Corrections and Additions, of this FEIR.
5. The use of the practice field would be prohibited before 8:00 a.m. and after 8:00 p.m. Monday through Friday and before 8:00 a.m. and after 5:00 p.m. on weekends and on holidays that occur on a weekday, as compared to the wholly unrestricted use of the Ted Slavin Field (please refer to FEIR Chapter 4, Corrections and Additions, Project Design Feature PDF-N-2).
6. The use of lights on the practice field would only be permitted on weekdays until 8 p.m., and prohibited on weekends and on holidays that occur on a weekday, as compared to the Ted Slavin Field lights that can be used Monday through Saturday up until 8 p.m. (except for seven Friday evenings and one Saturday evening up until 11 p.m.), and without exception for holidays. (please refer to FEIR Chapter 4, Corrections and Additions, Project Design Feature PDF-AES-4).
7. Instead of the conventional halide bulbs that currently light Ted Slavin Field, the practice field would be lit by LED fixtures (a more focused light source that further reduces spillover). Please refer to Project Design Feature PDF-AES-4.

Pursuant to an existing conditional use permit, the lights on the Ted Slavin Field are allowed to be used Monday through Saturday until 8:00 pm, except that each school year lights may be used until 11:00 pm

on seven Friday nights and one Saturday night. Lights are not allowed to be used on Sundays. Harvard-Westlake's review of the log times for when lights were switched off during the period January 1, 2014 through November 30, 2016, indicates that there were no instances when the lights were switched off after 8:00 p.m. (other than the permitted Friday and Saturday nights).

Comments were also made regarding the noise impacts that result from current usage of the Ted Slavin Field, including a December 1, 2014 report from Veneklasen Associates that was submitted during the RDEIR circulation period. The Veneklasen Associates report measured sound levels at four neighboring residences to the Campus over the course of four days. Campus activities recorded included an afternoon football practice and a Friday evening football game. Veneklasen Associates alleged that the sound emanating from the Ted Slavin Field during the evening football game violated Article 5, Section 115.02 and Article 6 of the City of the LAMC.

The purpose of an EIR is to evaluate the potential environmental impacts of a proposed project. School operations not associated with the Project, including the football game analyzed by Veneklasen Associates, are factors that the decisionmakers may consider when taking action on the Project but will be addressed outside of the CEQA process since they do not relate to the Project's potential impacts on the environment.

However, in consideration of submission of the Veneklasen Associates report, the following explains the applicable laws. The LAMC section referenced in the report, LAMC Section 115.02, states: "[i]t shall be unlawful for any person, other than personnel of law enforcement or governmental agencies, or permittees duly authorized to use the same pursuant to Sec. 103.111 of this Code, to install, use, or operate within the City a loudspeaker or sound amplifying equipment in a fixed or movable position or mounted upon any sound truck for the purpose of giving instructions, directions, talks, addresses, lectures, or transmitting music to any persons or assemblages of persons in or upon any public street, alley, sidewalk, park, or place, or other public property..." (emphasis added). As Article 5 specifically addresses sound emanating from sources on public property and not private property, the cited code section is not being violated by Harvard-Westlake's operations on its privately-owned Campus.

Noise emanating from private property is covered by LAMC Section 116.01 which states: "[i]t shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area." While not a ubiquitous aspect of high school education, intramural and interscholastic sports are conducted with enough regularity at schools (including band or other musical accompaniment) that the noise they produce is unlikely to be perceived as unusual and the related participant and spectator activities (i.e., cheering) as unnecessary. Nonetheless, the City will investigate and address noise-related complaints outside the CEQA process since these comments do not relate to any inadequacies in the DEIR or RDEIR or potential environmental impacts of this Project. Further, as noted above, the use of the Project's practice field differs from the uses of the Ted Slavin Field, including the lack of athletic competitions, bleacher seating, music, and amplified sound.

MR-4. Aesthetic and Lighting Impacts.

Comments were received regarding individual commenters' opinions regarding Project aesthetic impacts for both the Parking Structure and the pedestrian bridge, including nighttime lighting. Commenters stated that aesthetic impacts would be significant as a result of:

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- i. The visual character of the Development Site would change as a result of the grading and excavation of 137,000 cubic yards of earth (140,000 was conservatively analyzed in the RDEIR), and a change in the use of the Development Site to a three-story structure with netting and light poles on top extending to 83 feet 6 inches above grade (and associated weekday, nighttime illumination to 8:00 PM), on a lot zoned for large-lot residential use with surrounding single-family homes. This would increase urbanization within land designated “desirable open space” on an Avenue II, designated scenic highway within the Santa Monica Mountains;
 - ii. Views of the Project would be visually prominent from:
 - a. Homes (residential views)
 - b. Coldwater Canyon Avenue (a designated scenic highway in the City of Los Angeles with scenic features or resources noted in the Mobility Element as, “winding cross mountain road providing access to the Mulholland Scenic Parkway.”)
 - c. Mulholland Corridor and local trails;
 - iii. Lighting impacts (light, glare and glow) on adjacent homes (interfering with star gazing) and mitigation measures would not reduce impacts, and that Musco technology (as a potential vendor for the lighting equipment, including LED luminaires, light shields, and control software) does not work;
 - iv. Lighting impacts to wildlife; and
 - v. Precedent setting nature of the bridge, including its use primarily for private purposes.

Based on a review and consideration of the Development Site and the surrounding area, the DEIR and RDEIR concluded that the Project’s aesthetic impacts (including visual character – height and massing, views and lighting) would be less than significant, based on the following factors:

1. The Project includes considerable landscaping, including selective planting of mature trees (i.e. tall and foliated), that would substantially screen the building and pedestrian bridge abutments from the onset of operation.
2. The Project would be set within the hillside profile, reducing its visibility compared to a freestanding structure on flat ground.
3. The Project’s retaining walls would be substantially screened from view by the Parking Structure and considerable landscaping.
4. The pedestrian bridge was designed to reduce the appearance of massing, including substantial use of non-reflective materials and perforated/open side panels to diminish the appearance of bulk. In addition, the pedestrian bridge’s top would be transparent, further reducing visual impacts.
5. The Development Site is separated topographically from single-family residential developments to the north, south and west.
6. Fifty-one percent (3.5 acres) of the Development Site consists of ruderal vegetation or has been disturbed in the past (by five homes, of which four have been removed and the fifth would be removed as part of the Project to increase the open space area on the Development Site, and by the graded area used for storage and construction staging by DWP).

7. A substantial portion of the Development Site (2.29 acres) would remain undeveloped (augmented with additional native trees) and an additional 2.09 acres would receive new native, drought-resistant landscaping (Project Design Feature PDF-BIO-1 on RDEIR page 3.3-27). With the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, the portion of the Development Site to receive new native, drought-resistant landscaping has increased from 2.08 to 2.3 acres. Please refer to Chapter 4, Corrections and Additions, of this FEIR.
8. The Project, including the pedestrian bridge, would be visible for only a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides.
9. While the Project would be visible from the adjacent Mountains Recreation and Conservation Authority open space area to the west of the Development Site, it would be visible only intermittently between vegetation (RDEIR page 3.1-31). Similarly, the Project will not be visible from Mulholland Drive and will only be partially visible from a prominent ridge in the Outer Corridor Overlay Zone of the Mulholland Scenic Parkway Specific Plan (RDEIR page 3.1-17).
10. The Parking Structure would not silhouette on a ridgeline, and while it would be visible in panoramic views from a number of private homes, landscaping would substantially screen the structure.
11. The design of the Parking Structure makes extensive use of perforated exterior panels and open netting (along the sides and atop the practice field), thereby increasing the degree to which light can pass through the Parking Structure, preserving some of the hillside and skyline views from Coldwater Canyon Avenue alongside the Parking Structure, and more effectively blending the Parking Structure with the natural environment as compared to conventional parking designs.
12. The elevator tower on the east side of Coldwater Canyon Avenue is designed almost exclusively with glass along the north and south sides, providing the ability for motorists to see through the tower (RDEIR Figures 2-12, 2-14, and 2-15).
13. In general, the City does not protect private views. Similarly, CEQA case law has established that protection of public views is the appropriate EIR analysis. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720 [3 Cal. Rptr.2d 488], the Court held that, “we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general.” As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: “[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.”
14. Nighttime illumination would be less than the illumination from the Ted Slavin Field (across Coldwater Canyon Avenue) as it would be lighted for practice (30 fc) and not game play (70 fc) or practice play (50 fc) at the Ted Slavin Field; as analyzed in the RDEIR on page 3.1-35. Also, mitigation measure (MM-AES-5) ensures that spillover lighting would not exceed 0.0 fc on adjacent homes and open space (substantially less than the City Code (LAMC Section 93.0117) that limits spillover lighting intensity to no more than 2.0 fc).

15. Regulations would require that buildings be maintained and that materials be neutral colors (Regulatory Compliance Measures RC-AES-1 and RC-AES-2). In addition, the Project includes a number of design features to minimize aesthetic impacts, including landscaping, orientation of the Parking Structure to be close to Coldwater Canyon Avenue to preserve the hillside, use of Musco LED sports field lighting, which includes state of the art shielding, and minimal lighting of the pedestrian bridge (Project Design Features PDF-AES-1 through PDF-AES-5). The DEIR and RDEIR also include mitigation measures to reduce lighting impacts and/or ensure lighting levels meet mitigation commitments (MM-AES-1 through MM-AES-9).
16. A three-foot tall fence atop the retaining walls planted with vines and native plantings would help shield views of the structure from adjacent land (Mitigation Measure MM-AES-9).
17. The glow from the field and the potential glare that would be experienced by those with direct views of the light bulbs has been the subject of extensive comments on the DEIR and RDEIR, and is of concern to a number of neighbors. The DEIR and RDEIR state that direct glare of the LED lights atop the practice field will be prevented (Mitigation Measure MM-AES-5) and, through Project Design Feature PDF-AES-4, that the impact from glow of the field will be limited by the restrictions on hours of use (weekdays to 8:00 pm only, excluding holidays that occur on a weekday), and that this restriction reduces the potential impact to a less than significant level.
18. All interior lighting point sources in the Parking Structure would be shielded to prevent views of the fixture source when viewed from outside of the structure and the design of the structure shall incorporate screening elements to prevent lighting and car headlights from disturbing residents, and shall be controlled by occupancy sensors so that lighting levels are reduced when the Parking Structure is not occupied (Mitigation Measure MM-AES-6).
19. The pedestrian bridge is in a unique location, and the City would not be obligated to approve future requests for bridges. Each future project which requests a pedestrian bridge over a City street would be evaluated on its own merits and would be subject to environmental review prior to any decision to approve or disapprove the requested bridge. Therefore, whether a pedestrian bridge over a different street, or over a different portion of the same street, has been permitted would not increase the likelihood for the City to allow subsequent pedestrian bridge requests.

MR-5. Land Use Consistency.

Comments were received about whether the Project's location is appropriate considering the Development Site is zoned for residential uses and located along a designated scenic highway adjacent to undeveloped areas of the Santa Monica Mountains. Comments were also received suggesting that requests for discretionary actions demonstrate the Project's inconsistency with the land use designation or zoning. Several commenters also noted, primarily via submission of a letter template, that the pedestrian bridge would be used exclusively for private purposes and would "set a dangerous precedent" in the City of Los Angeles given the private use and its crossing of a public roadway.

Schools, parking lots, practice fields, and bridges are not prohibited by the Development Site's land use designations. Rather, a property's zoning designation determines whether a use is permitted on a specific property. In the case of the Development Site, the Development Site is zoned R1 and RE40, and Section 12.24-T of the LAMC permits a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit. Schools in the City are typically located in residentially zoned parcels

and approved with a conditional use permit. For example, the portion of the Campus located on the east side of Coldwater Canyon Avenue is in the R1 and RE15 zones.

Moreover, the discretionary approvals requested in connection with the Project including, for example, the requests for the City Planning Commission to determine appropriate development standards, such as height and building setbacks, as allowed by Section 12.24-F of the LAMC, are not indicative of whether the Project is appropriate for the land use designation. The LAMC specifically provides for such discretionary actions when a project is subject to a conditional use permit. Accordingly, the request for discretionary approvals for the Project does not reflect an inconsistency with the land use designation or zoning or provide any support for the contention that the Project is not appropriate for the Development Site.

The Project's consistency with applicable land use plans and policies was thoroughly analyzed in Chapter 3.6 of the DEIR and the RDEIR by reviewing each of the thresholds of significance established by Appendix G of the CEQA Guidelines and the *L.A. CEQA Thresholds Guide* and the regional and local regulatory framework, including the recently adopted Mobility Plan 2035, and all relevant zoning laws. Based on that detailed analysis, the DEIR and RDEIR appropriately concluded that: (i) the Project would be consistent with the intent of the Desirable Open Space Special Boundary as further discussed in **MR-6**; (ii) the Project would be consistent with the relevant goals, objectives and policies of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (Goal 5, Objective 5-1, Policy 5-1 and 5-2; Goal 6, Objective 6-1, Policy 6.1-1, 6.1-3, 6.1-4, and 6.1-5; Goal 13, Policy 13-1.4 and 13-2.1; and, Goal 15, Objective 15-1, Policy 15.1-3) as explained in Table 3.6-2 of the RDEIR; and (iii) the Project would be consistent with the relevant goals, objectives and policies of the Mobility Plan 2035 as explained in Table 3.6-3 of the RDEIR. The primary reasons, among others, for these conclusions are summarized below:

1. The Project would replace a substantially graded area with a Parking Structure with new landscaping and permeable areas, where approximately 64% of the Development Site would be improved with native and drought tolerant landscaping or be undisturbed except for the planting of new native vegetation and mitigation trees. Further, with the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, this area has increased to approximately 67%. Please refer to Chapter 4, Corrections and Additions, of this FEIR.
2. The Project would be somewhat separated from adjacent single-family homes by topography and landscaping;
3. The Project would allow Harvard-Westlake to provide adequate facility for its students at a site located across from the Campus thereby promoting provision of adequate school facilities without acquisition of new land;
4. The Project is consistent with other conditional uses for educational facilities in the immediate vicinity;
5. The Project supports the goal of improving the circulation system by providing a safer and more secure parking location and improving vehicular and pedestrian circulation on and off Campus by better accommodating drop-off and pick-up traffic currently on Coldwater Canyon Avenue;
6. The Project also supports improvement of the circulation system by providing for a pedestrian bridge so that students, faculty, staff and visitors may safely cross Coldwater Canyon Avenue without disrupting traffic flow; and

7. The Project supports design standards by providing set-backs, landscaping and building materials that allow the structures to blend into the natural environment and places the Parking Structure adjacent to Coldwater Canyon Avenue to allow for the maximum amount of undisturbed open space to the west of the Parking Structure.

The determination of whether the Project substantially conforms with the purpose, intent and provisions of the General Plan, including the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, will be made by the City Planning Commission, as required by Section 12.24-E of the LAMC.

As for the concern about the pedestrian bridge, private pedestrian bridges are permitted throughout the City over City roadways to permit safe passage from properties on either side of the street. The pedestrian bridge for the Project would be high enough to ensure that it would not interfere with the vehicular use of Coldwater Canyon Avenue and would assist with the smooth flow of traffic by ensuring that there is no pedestrian crossing at street level with its resultant traffic stoppage. Moreover, approval of the Project would not create a precedent for future requests for pedestrian bridges. Each future request for a pedestrian bridge over a City roadway would be evaluated on its own merits and would be subject to environmental review prior to any decision to approve or disapprove the requested bridge. Therefore, whether a pedestrian bridge over a different street, or over a different portion of the same street, has been permitted would not necessarily increase the likelihood for the City to allow subsequent pedestrian bridge requests.

MR-6. Desirable Open Space Designation and Biological Impacts.

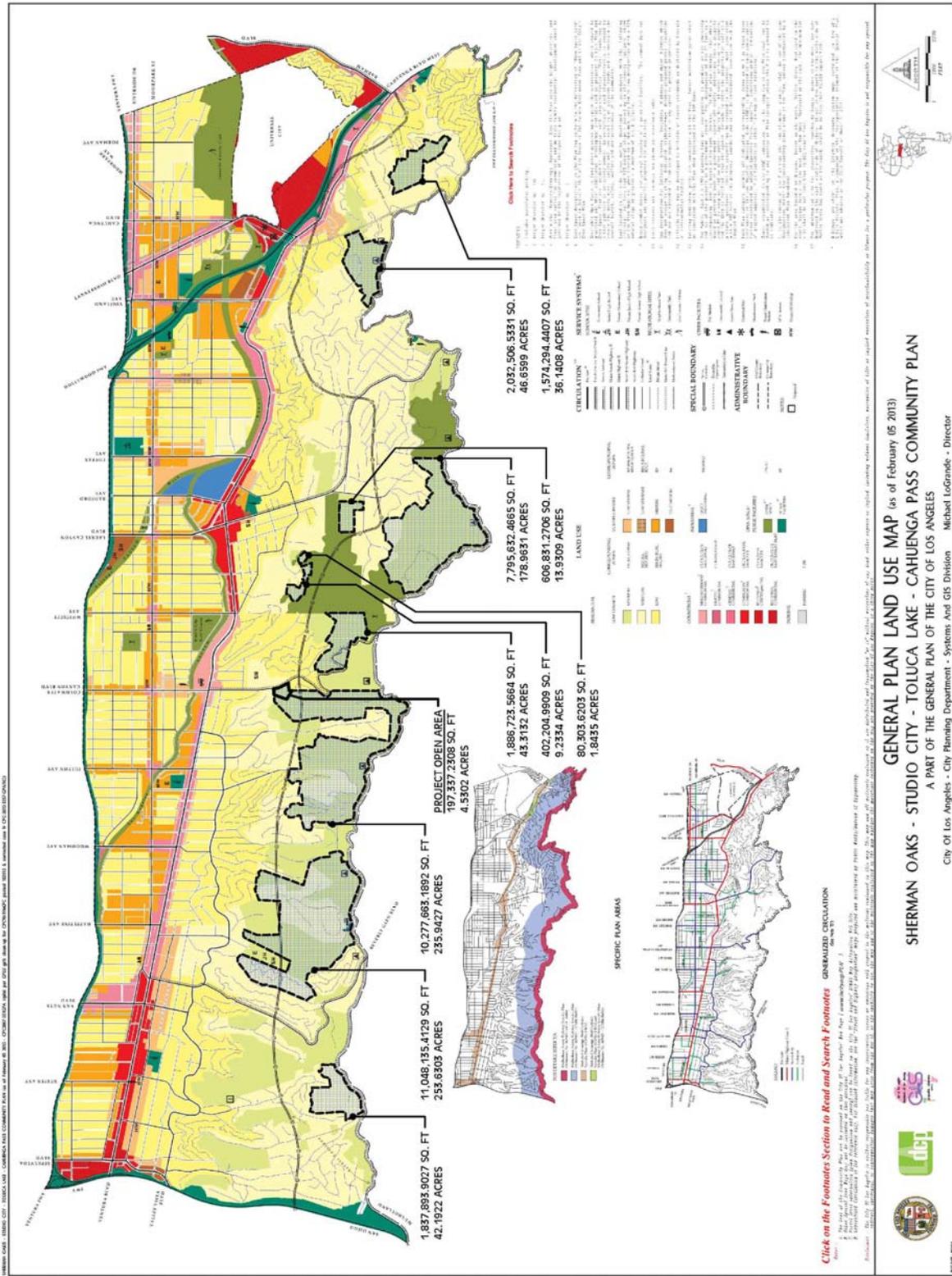
A number of comments on the RDEIR addressed issues pertaining to the conversion of an undeveloped land area into a developed area. Specific items raised in those comments involved questions regarding potential loss of Open Space, displacement of wildlife, general encroachment on wildlife corridors, and the loss of oak-walnut woodland. In addition to the general expression that open and undeveloped areas are important and limited resources in the City of Los Angeles, commenters stated that the Project would eliminate Open Space land that has particular value as wildlife habitat and is home to rare and protected tree species. Comments also addressed the scale of the Project and its relationship to the adjacent area.

Open Space Character of the Development Site and Land Use Designations

The Development Site is not zoned Open Space, as many commenters suggested. The Community Plan's Land Use Map designates the southern three-quarters of the Development Site to be located within a much larger "Desirable Open Space" area. In fact, the Community Plan's General Plan Land Use Map identifies 10 areas as "Desirable Open Space" that encompass approximately 860 acres (see following map showing acreages of Desirable Open Space). The Development Site is located within a small portion of the northeastern edge of one of the ten areas identified as "Desirable Open Space."

Footnote No. 7 on the Community Plan Map further describes Desirable Open Space as:

"... 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 DEIR and RDEIR contain detailed analyses of the Project's potential impacts to land use and consistency with applicable land use plans (pages 3.6-8 through 3.6-13 of the DEIR and pages 3.6-8 through 3.6-15 of the RDEIR). The analysis indicates that the Project would be partially consistent with the goals, objectives and policies of the General Plan with respect to open space, inasmuch as seventy-five percent of the Development Site is identified as Desirable Open Space and the Project minimizes its footprint by constructing the majority of its structure within an area that has already been graded or disturbed. In summary, the Desirable Open Space designation does not prohibit development within such areas, and contemplates that development may occur where development controls are imposed to conserve open space characteristics.

The Development Site is not undisturbed open space, as has been suggested by a number of commenters. As indicated on pages 3.6-9 and 3.6-10 of the DEIR and pages 3.6-10 and 3.6-11 of the RDEIR, approximately half the Development Site has been previously developed and disturbed. The Development Site has been previously graded and occupied by five homes, one of which currently remains but will be removed as part of the Project. The Development Site, for years, has been used for storage by Harvard-Westlake and the Los Angeles Department of Water and Power, and includes paved driveways and multiple curb cuts. The area where the homes were located as well as other previously graded areas occupy approximately half the Development Site (RDEIR Figure 3.3-2). A further five percent of the Development Site consists of nonnative ruderal vegetation. Therefore, a significant portion of the Development Site would not be considered to be land which possesses open space characteristics that should be protected, and development within these areas would not conflict with the goals, objectives and policies of the General Plan. Further, the Development Site's close proximity to Coldwater Canyon Avenue, a daily thoroughfare for thousands of commuters and resultant vehicular noise and lights, and residential neighborhoods immediately to the north further degrade the potential value of the Development Site as open space.

The Project, as described in the RDEIR, would include drought tolerant, native vegetation and landscaping on approximately 64 percent of the Development Site. Further, with the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, this area has increased to approximately 67 percent. Please refer to Chapter 4, Corrections and Additions, of this FEIR. Protected trees that are removed as part of the Project will be replaced on-site with mitigation trees at a 4:1 ratio, and would be regularly monitored and cared for (Regulatory Compliance Measure RC-BIO-1, which addresses mitigation for removal of protected trees, has been renumbered to Mitigation Measure MM-BIO-8. Please refer to Chapter 4, Corrections and Additions, of this FEIR). Approximately 33 percent of the Development Site, adjoining the open space lands, would remain undisturbed. Additional tree species are also envisioned and include the use of Canary Island and Eldarica pines, and native tree species such as Toyon, Mountain Mahogany, and Hollyleaf Cherry which are already present in other areas of the Campus and throughout Coldwater Canyon. The approvals requested in connection with the Project include requests for the City Planning Commission to determine appropriate development standards, such as height and building setbacks, as allowed by Section 12.24-F of the LAMC. The determination of whether the Project substantially conforms with the purpose, intent and provisions of the General Plan, including the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, will be made by the City Planning Commission, as required by Section 12.24-E of the LAMC. However, the analysis in the DEIR and RDEIR regarding conformance with applicable is contained in Chapter 3.6 of the DEIR and RDEIR and summarized, in part, in **MR-5**.

Biological Impacts

The RDEIR analysis concludes that the Development Site's biological value as a natural community/habitat has been substantially compromised in the past. There are a number of factors that support this conclusion:

1. The majority of the area within the construction limits consist of disturbed or ruderal vegetation that provide minimal benefit to wildlife.
2. The majority (78%) of the walnut trees constituting the oak-walnut woodland on site are diseased and dying, reducing their value as a source of food and shelter for wildlife.
3. The location of the Development Site at the tip of a finger of vacant land prevents it from being a linkage between large habitat blocks.

Of the 338 protected trees surveyed on-site, sixty-five percent are rated with health grades "D", "F", or are deemed dead (RDEIR Appendix D.3, Table 2), including the majority (78%) of the black walnut specimens that are suffering from the walnut twig beetle and the Thousand Cankers disease ("TCD") that the walnut twig beetle carries (RDEIR Appendix D.2B, page 5 and Appendix D.3, page 7). Grade "D" trees are characterized as "declining trees with a reduced chance for survival due to...excessive stem or branch dieback caused by overcrowding, shading, or various pathological conditions. These generally support partial foliage, compromised structure, and/or excessive infestations and would not be expected to survive the average lifespan of the species." (RDEIR Appendix D.3, page 16). Grade "F" trees are characterized as exhibiting "severe, irreversible decline, massive dieback and/or decay, and/or little to no signs of life." (RDEIR Appendix D.3, page 16).

As TCD infestation progresses in a tree it girdles and kills branches and eventually the entire tree by disrupting the flow and storage of nutrients. Branch dieback takes place as the tree's nutrients get more and more concentrated at the base and trunk. Similarly, attempts by the tree to refoliate take place close to the trunk. Tree-provided habitat (close to the ground as opposed to the canopy) is less valuable and habitable to wildlife and, in particular, most avian species that rely upon more protected nesting sites. In advanced cases, such as those seen in the trees graded D or F, walnut production is substantially suppressed rendering the tree of lesser and lesser value as a food source for wildlife. Finally, the dead and dying wood these trees create represent potential fuel for wildfires. As pointed out at page 3.3-2 of the RDEIR, TCD is ultimately fatal to walnut trees and there are currently no control methods available. In fact, with the concurrence of the California Department of Fish and Wildlife, the University of California Statewide Integrated Pest Management Program prescribes that infected trees be removed and destroyed by grinding or burning immediately after removal in order to prevent the spread of TCD.

Despite these existing conditions, the RDEIR determined that the removal of 147 trees (13 oaks and 134 walnuts of which 76 percent and 30 percent, respectively, are graded "D" or "F" as per RDEIR Appendix D.3 page 9) would represent a significant impact since these are protected trees. However, these tree removals will be mitigated in accordance with the LAMC, as amended, at a 4:1 replacement ratio, as stated at page 3.3-24 of the RDEIR. As such, the RDEIR appropriately concluded that mitigation would be sufficient to reduce potentially significant impacts on the Development Site to a less than significant level. That is, the replacement of the 147 trees to be removed (most of which are diseased and will prematurely die) with 528 healthy trees would result in substantially improved woodland health and value to wildlife, both as habitat and a food source. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project,

and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Please also refer to **Response to Comment 5R-3** regarding the reduced value of unhealthy trees for nesting, food sources, and shelter. Nonetheless, the RDEIR did conclude that the cumulative encroachment and loss of oak-walnut woodland in the area was a cumulatively significant and unavoidable impact even after mitigation (RDEIR pages 3.3-23 and 3.3-29).

Further, the discussion of Wildlife Movement Corridors and Habitat Linkages on page 3.3-9 of the RDEIR indicates that the Development Site connects to open space to the west but does not provide connectivity between larger open space areas. The site is at the northern edge of an open space area that is surrounded by single-family residences to the northwest, north, northeast, southeast, and east. As such, it is a “dead end” for wildlife movement on an area-wide scale and cannot be considered as a vital linkage point for wildlife movement between larger open space areas. It is primarily for this reason that the RDEIR considered potential impacts to wildlife movement to be less than significant.

Relationship of Development Scale to Adjacent Areas

Commenters expressed the opinion that the Development Site was similar to the adjacent land owned by the Santa Monica Mountain Conservancy. However, as discussed above, the Development Site is not pristine land, over one-half has been previously disturbed. Therefore, only a portion of the Development Site is similar to the undeveloped hillside to the west that is owned by the Santa Monica Mountains Conservancy (see also photographs included in **Response to Comment D-15H**). Further, of the portion that has not been previously disturbed, less than half would be affected by the Project.

Commenters also expressed the opinion that the Project, and specifically the Parking Structure, would be “out of scale” with the surrounding neighborhood. While it is indeed the case that many of the streets near the Development Site are occupied with one- and two-story single family residences, the Parking Structure, at a height of 44 feet 6 inches to the field level would not be the only building of such size in the area (the roof of the facilities building, at a height of 56 feet 6 inches, would not be visible from Coldwater Canyon Avenue given its placement on the practice field). Already on Campus are two buildings of approximately the same height as the practice field on top of the Parking Structure. The first, referred to by Harvard-Westlake as Chalmers Hall, reaches a height of 48 feet to the top of the parapet (approximately 4 feet taller than the height to the Parking Structure field level). The second, referred to as Seaver, reaches a height of approximately 40 feet. Farther north on Coldwater Canyon Avenue, several multi-family apartment buildings also exist on Coldwater Canyon Avenue between the Ventura Freeway and Ventura Boulevard and reach a height approximately equal to the Parking Structure’s top level. The Parking Structure field level is at a lower elevation than nearby single-family homes to the north, northwest, and south, all of which are visible from Coldwater Canyon Avenue. Thus, the Parking Structure is not incompatible in scale with the neighborhood. Also, through the analysis of Project aesthetics, it was also noted that the Parking Structure’s setback from the curblin, the use of landscaping elements as screening, and intervening hillsides will limit motorists’ views of the Parking Structure to a limited stretch of Coldwater Canyon Avenue.

Coldwater Canyon Avenue is a designated scenic highway in the City of Los Angeles, noted in the City of Los Angeles Mobility Plan as a “winding cross mountain road providing access to the Mulholland Scenic Parkway”. (Mobility Plan 2035, an Element of the General Plan, page 187). The northern boundary is located at Ventura Boulevard and the southern boundary at the transition into Beverly Hills, a distance of approximately 4 miles. While this entire length is one continuous roadway, the northern 0.4 miles of Coldwater Canyon Avenue (where the Development Site is located) possesses a different visual character

than the remaining length, which fulfills the scenic designation through rapid gains in elevation in the approach toward Mulholland Highway and eventual expansive vistas of the San Fernando Valley, undeveloped hillsides, and neighborhoods of west Los Angeles. The Development Site will be compatible with the scenic designation through appropriate screening of the Parking Structure and layered landscaping comprised of protected tree species and other native plantings consistent with the surrounding area and Coldwater Canyon.

MR-7. Alternatives Analysis

A number of commenters suggested that the DEIR and RDEIR did not analyze a reasonable range of alternatives. CEQA requires that an EIR describe a reasonable range of project alternatives sufficient to permit informed decision-making and public participation. CEQA does not require that an EIR discuss every conceivable alternative to a project. According to the CEQA Guidelines, an EIR must describe a reasonable range of alternatives to the proposed project, or to its location, that would feasibly attain most of the project's basic objectives while reducing or avoiding one or more of its significant effects.

The purpose of an EIR's discussion of alternatives and mitigation measures is to identify ways to reduce or avoid significant environmental effects of a proposed project. (*Laurel Heights Improvement Ass's v Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 403) Thus, the purpose of the alternatives analysis is to determine whether there is a feasible way to achieve the Project's basic objectives, while avoiding impacts. Accordingly, an EIR must focus on alternatives that can avoid or substantially lessen a project's significant environmental effects but not to the degree that the objectives are fully compromised. (CEQA Section 21002; CEQA Guidelines Section 15126(a)-(b)) The DEIR concluded that the Project would result in significant temporary construction impacts to air quality and noise. The RDEIR, which includes changes to the Project, project design features, and mitigation measures, concluded that the temporary construction impact to air quality was reduced to a level below significance, but that the Project would result in significant temporary construction impacts to noise and a significant cumulative impact resulting from the general loss of oak-walnut woodland and potential impact on the ringneck snake and coastal western whiptail lizard. Both the DEIR and RDEIR also concluded that the Project would not result in any significant operational impacts. Therefore, the purpose of the alternatives analysis is to identify alternatives to the Project that would reduce or avoid the significant temporary construction impacts to noise and significant cumulative impact resulting from the general loss of oak-walnut woodland and potential impact on the ringneck snake and coastal western whiptail lizard while still meeting the Project's objectives.

Since the purpose of an EIR's discussion of alternatives is to suggest ways project objectives might be achieved at less environmental cost, project alternatives must be able to implement most project objectives. (CEQA Guidelines Section 15126(b))

In addition, the alternatives presented in an EIR must be potentially feasible. (CEQA Guidelines Section 15126(a)) The term feasible is defined as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal and technological factors.

Chapter 5 of the DEIR and RDEIR present a reasonable range of alternatives (five alternatives including the No Project Alternative). However, these alternatives either fail to meet the Project's major objectives for parking and practice field space or fail to substantially lessen the Project's significant construction noise and cumulative loss of oak-walnut woodland impacts, or both. Alternative 1, the No Project

Alternative, while required under CEQA, fails to meet any Project objective, major or otherwise, as more fully discussed in the DEIR on page 5-7 and RDEIR on page 5-6.

Alternative 2, the construction of four homes as permitted by right under the existing zoning, would result in less construction noise and air quality impacts since this alternative would result in a series of smaller footprints and reduced grading on the Development Site. Unlike the Project, this alternative would increase daily trips to access the homes without implementing any of the traffic improvements that would be constructed by the Project, thereby resulting in greater traffic impacts than the Project, although still below a level of significance. However, like the No Project Alternative, this alternative fails to meet any of the Project objectives (DEIR pages 5-8 through 5-11 and RDEIR pages 5-9 through 5-13). Alternative 2 would also result in the loss of a significant number of protected trees (approximately half as many as the Project, RDEIR page 5-11) and the development of four homes with associated hardscape and landscaping would remove comparable wildlife habitat.

Alternative 3, a two-story structure with no practice field and no pedestrian bridge fails to meet the major Project objectives of (i) providing sufficient on-site parking to accommodate current demand, (ii) improving circulation through street improvements and elimination of off-site parking and (iii) providing additional recreational opportunities to Harvard-Westlake students, without a significant reduction in the Project's construction noise impacts and cumulative loss of oak-walnut woodland. This alternative would result in one-third less parking and, therefore, require that bus loading and unloading remain on Coldwater Canyon Avenue so that the existing southern parking lot (owned by Harvard-Westlake) could continue to be used for daily student parking. As a result, Alternative 3 would have more impact to traffic and the surrounding community streets, which would continue to accommodate off-site parking, than the Project. Moreover, this alternative would have a footprint identical to the Project and would therefore require the same amount of grading and same number, height and length of soil nail retaining walls. In doing so, it would fail to reduce the Project's noise impacts during the grading and excavation period and fail to reduce the number of protected trees to be removed. The length of the grading and excavation period would also be unaffected (DEIR pages 5-11 through 5-16, and RDEIR page 5-17). This alternative would result in greater, and significant, impacts to traffic and circulation since the movement of pedestrians from the Parking Structure to Campus would be accommodated via a cross walk with signal (DEIR pages 5-15 through 5-16 and RDEIR page 5-13), as there would be insufficient ground clearance to construct a pedestrian bridge. As described on RDEIR page 5-18, an analysis based on level of service indicates that both the AM and PM peak commuter would be adversely affected, with commuter delays increasing above the threshold considered to be significant by the City (please refer to the City thresholds of significance in Table 5-2A added in Chapter 4, Corrections and Additions, of this FEIR and the clarification that traffic impacts would be significant as a result of at-grade pedestrian crossing). Furthermore, under this alternative, since the height of the Parking Structure would be lowered but the height of the retaining walls would remain the same, this alternative would result in a greater aesthetic impact because the retaining walls would be more visible, as compared to the Project. Lastly, the roof level of the Parking Structure would appear as a vacant, finished surface rather than a green, artificial practice field, which may be perceived as a less desirable aesthetic.

Alternative 4 consists of a four-story (five level) parking structure that provides 750 spaces and covers a 25% smaller footprint than the Project. The reduction in footprint would be achieved by reducing the length of the Parking Structure by 25% from its southernmost terminus. Cars would park on the roof level instead of a practice field, so rooftop lighting would be limited to general security fixtures common to parking lots (rather than the Project's Musco LED fixtures) and no catchment fence around and atop the roof level would be used. As with the Project, a pedestrian bridge would be provided in order to cross over Coldwater Canyon Avenue and would be located approximately at the current entrance to the Campus via

the Harvard-Westlake driveway. With regard to environmental impacts associated with Alternative 4, a slightly shorter system of soil nail retaining walls will be required and, thus, the duration of the grading and excavation phase will be correspondingly reduced (RDEIR page 5-22). However, the same mix of construction equipment will be used and will result in an identical, significant impact from construction noise during that phase. Construction of the Parking Structure itself will take longer than the Project, given the increased number of levels.

Alternative 4's aesthetic impacts are more numerous than the Project and are considered similar or potentially even greater in magnitude. By adding another level to the parking structure, the building would be more prominent in motorist's views as well as from residences situated among the surrounding hillsides. The visual density of the additional level contemplated by this alternative would therefore be increased, further contributing to the sense of building mass.

Lighting impacts from Alternative 4 would be reduced in some regard (though the Project's environmental impact from lights was already determined to be below a level of significance), but would exist for a greater percentage of the day since lighting for parking would be utilized for a longer portion of the day than for the rooftop practice field. During the daytime, views of a green practice field may also be preferred over views of cars parked on the rooftop.

Biological impacts under Alternative 4 would be reduced, given the 25% reduction in building footprint, but would not be materially different than the Project. The Parking Structure's footprint is approximately 28% of the Development Site, equating to 1.91 acres (RDEIR page 2-13). A 25% reduction would add 0.5 acres to the 4.6 acres that would otherwise remain undeveloped or newly landscaped with native drought-resistant trees as part of the Project (please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees). Further, the additional undeveloped acreage would be gained along an area that is adjacent to and parallels Coldwater Canyon Avenue (rather than the more distant areas located to the west) and is already not ideally suited for wildlife habitat. As the RDEIR conservatively concluded that the Project would have a cumulative impact from the loss of oak-walnut woodland, a small increase in the percent of land to remain undeveloped, particularly given its lack of open space characteristics, would not change such findings.

Noise impacts from the Project's operation were determined to be less than significant. Under Alternative 4, the sources of noise would be different but would have a similar impact as the Project. Instead of noise emanating from students and coaches using the practice field up until 8 pm on weekdays and 5 pm on weekends and on holidays that occur on a weekday, noise would consist of car doors, alarms, horns, and voices throughout the day and likely beyond the 8 pm (weekday) and 5 pm (weekend and holiday) limitations otherwise imposed on practice field use.

In addition to this alternative producing many of the same impacts as the Project, or impacts that would be only slightly reduced, it fails to meet one of the major objectives of the Project (the provision of enhanced recreational opportunities for Harvard-Westlake students). Accordingly, this alternative is not considered environmentally superior to the Project and does not meet established CEQA standards for concluding viability as a Project alternative.

Alternative 5 would place a 750-space parking structure on the east side of Coldwater Canyon Avenue on the current southern parking lot (owned by Harvard-Westlake). However, this alternative would require a 10-story structure with rooftop parking to accommodate the same number of parking spaces as the Project.

Bus staging would remain on Coldwater Canyon Avenue and, unlike the Project, the southern parking lot would not be available for special event parking. This alternative provides for no improvements to the Development Site or to Coldwater Canyon Avenue, and no practice field for Harvard-Westlake students (a major Project objective). Noise impacts from construction will be lessened, as a result of reduced grading and the elimination of soil nail retaining walls, but are still considered to be significant. Construction of the parking structure itself, with seven more stories than the Project, would take longer to complete and its location immediately adjacent to sensitive receptors (St. Michael's as well as nearby residences) would increase the intensity of construction noise. Like the Project, such construction noise cannot be mitigated in full and is considered a significant impact. Aesthetically, the alternative would not result in development on the west side of Coldwater Canyon Avenue nor in a pedestrian bridge, but would dominate views on the east side of Coldwater Canyon Avenue and would be significantly out of character with the Campus and surrounding neighborhood. Located near a point where Coldwater Canyon Avenue curves and begins to rise uphill, the very characteristics cited in the street's scenic designation, the 10-story parking structure would continue to be visible to motorists traveling southbound but also become visible to motorists headed northbound (as they descend toward St. Michael's).

Failure to replace diseased and non-native vegetation on the Development Site is potentially an adverse biological impact. The majority of the black walnut trees on the Development Site are suffering from the walnut twig beetle and the Thousand Cankers fungal disease that the walnut twig beetle carries (RDEIR Appendix D.2B, page 5 and Appendix D.3, page 7) and, as no cure or treatment is currently known to exist, the premature dieback of black walnut trees will continue. In their place, and absent the mitigation trees required as part of the Project, non-native and ruderal plant species are likely to occupy an increasingly large area of the Development Site. In comparison to the Project's 4.6 acres of healthy native trees and vegetation, the 6.83 acres of declining, dead, or sparse woodland that would result from this alternative is, on balance, an increased biological impact. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Lastly, this alternative does reduce air quality impacts because the parking structure would only require 1,950 cubic yards of cut and fill and no export of dirt, and would remain, like the Project, a less than significant impact.

In conclusion, Alternative 5 fails to achieve the major project objective of increasing opportunities for recreational activities for Harvard-Westlake students, fails to improve the flow of traffic since buses would continue to be park on Coldwater Canyon, fails to relocate overflow student drop-off and parking from neighboring streets, and does not materially reduce the environmental impacts of the Project.

In addition to these five alternatives, six other potential alternatives to the Project were considered but rejected from further consideration for the reasons discussed on pages 5-3 through 5-5 of the RDEIR (the DEIR considered the first five alternatives, as follows): (i) use of (satellite) off-site leased parking, (ii) increased Transportation Demand Management (TDM), (iii) subsurface parking and/or subsurface tunnel under Coldwater Canyon Avenue, (iv) a practice-field only alternative, (v) multiple parking structures on the east side of Coldwater Canyon Avenue, and (vi) a parking structure on the Development Site with two stories above grade and one below grade. The following summarizes the conclusions of the DEIR and RDEIR.

- i. Satellite facilities: As discussed in the DEIR and RDEIR, no off-site alternatives were considered because, when taking into consideration site suitability, economic viability, the availability of sites, and Harvard-Westlake's ability to acquire, control, or have access to other sites, an off-site

location for the parking structure and the practice field was appropriately determined to be infeasible.

- ii. Increased TDM program: Harvard-Westlake already has an aggressive TDM plan that reduces vehicle trips (please also refer to RDEIR page 3.8-6). Harvard-Westlake's voluntarily TDM plan includes the following features:
 1. Operates an extensive bus transportation system, among the largest offered by independent schools in the City. Beginning with the 2012-2013 school year, a total of nineteen large-capacity buses are used to transport students to school in the morning. Among those routes, eight buses provide direct transportation service to the Campus. Harvard-Westlake has consistently sought to expand the scope of the bus service, noting that as recently as 2001-2002 there were only two buses offering morning transportation to the Campus.
 2. Provides a fifty percent subsidy to students who ride a bus to Campus, as compared to Harvard-Westlake students in grades 7 through 9 on the Holmby Hills campus. Harvard-Westlake has indicated that, for the 2016-17 school year, the cost alone for a single-student parking pass is comparable to the cost of an entire year's subsidized bus ridership. One hundred percent of the revenue from student parking passes is used to provide the bus subsidy.
 3. Offers ride-matching services for purposes of forming carpools.
 4. Surcharges parking passes for students who are not part of a carpool. As compared to a carpool with two or more riders, the surcharge is over 50%.

Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

However, future increases in student carpooling and bus participation will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed. Students who attend Harvard-Westlake are drawn from a large geographic area across the City and, in some cases, carpooling is not practical or there are not enough similarly-located students to form a reasonable bus route. With the Campus serving grades 10 through 12, grades for which after-school activities are the norm rather than the exception, it is also unlikely to be the case that students can arrive via carpool in the morning and rely on that carpool for transportation to the after-school activity and then again to their residence in the evening. For example, it is not reasonable to match a student participating in a music program with a student on a sports team for a potential carpool as the days, locations, and times of the activities do not generally coincide. Thus, it is difficult from a practical basis to encourage additional rideshare beyond the substantially high levels already attained at Harvard-Westlake.

Other measures to reduce parking demand at the Campus, such as increased walking, bicycling, and public transit use, are not always feasible because a number of Harvard-Westlake students do not live walking or biking distance from the school or near public transportation that would transport them to the school.

Daily student, faculty, and staff parking needs are also not the sole contributor to the parking shortfall. As noted on RDEIR page S-11, the Campus has numerous events where guests are on Campus for a relatively brief period of time and need parking (e.g., parent-teacher meetings, committee meetings, prospective parent tours, exhibitions, and alumni reunions). Athletic events, while occurring after regular school hours, often require more parking than is currently provided on Campus. Harvard-Westlake estimates that football games, for example, have an attendance of approximately 1,500 to 2,000 people and an associated demand for 800 parking spaces (RDEIR page 3.8-6). Increased TDM thresholds, largely applicable to the student population, will not be effective at addressing parking for such midday, non-student needs or for after-school athletic and special events.

Further, even if the theoretical assumption is made that through enhanced TDM a sufficient supply of on-campus parking could be produced without the Project, doing so would not fulfill one of the Project's primary objectives; namely, providing additional recreational opportunities to Harvard-Westlake students through a practice field (please also refer to **Response to Comment D-12**).

Several commenters made direct comparisons of Harvard-Westlake to other independent schools with in-force TDM programs. However, TDM programs have to take into consideration a variety of factors specific to each school, such as total student enrollment, grades served, the number and type of adjacent roadways, existing carpooling and bus efforts, availability of public transportation, and localized traffic patterns. For example, multiple commenters cited the Buckley School's TDM program. However, according to the Buckley School's website (www.buckley.org), it is a K-12 school, with 474 students in grades K-8 and 346 students in grades 9-12. In general, students in grades K-8 are better candidates for "scheduled" transportation options (such as carpools and bus transportation) as there are typically fewer before-school and after-school activities offered for children of this age. By comparison, students in upper grades (e.g. 9-12 or 10-12 as is the case for Harvard-Westlake) are more likely to be involved in before-school and after-school programs related to academic, music, athletic, and cultural programs. As the Harvard-Westlake Campus is for upper school students only, there are substantially different challenges and circumstances related to implementing carpools and bus service as compared to other schools.

Other commenters made comparisons of Harvard-Westlake to UCLA, citing the reduction in number of cars traveling to the UCLA campus despite steady enrollment. However, UCLA is served by a substantial public transit network that is not available at Harvard-Westlake. Also, it is possible that the reduction in requested parking permits at UCLA may be due to other factors that are similarly not applicable to Harvard-Westlake, such as increased student housing on and off campus (which reduces the number of commuting students), ride-sharing services, and/or students choosing to park in other areas (private lots, on adjacent streets, etc.).

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- iii. Subsurface parking east of Coldwater Canyon Avenue or tunnel under Coldwater Canyon Avenue. Subsurface parking on the Campus is not feasible because the Campus is located in the low point of a 140-acre watershed, and installation of the City-required storm infrastructure throughout the Campus and Coldwater Canyon Avenue is not feasible. Los Angeles City and County codes require that new construction within such a watershed be designed to discharge a 50-year storm event. The capacity of the existing 24 inch storm drain east of Coldwater Canyon Avenue is less than 20 cubic feet per second which is insufficient to handle the 440 cubic feet per second of water that would result from a 50-year storm. Moreover, subsurface pedestrian crossing is also not feasible because of the existing infrastructure under Coldwater Canyon Avenue (60-inch DWP water line, three-inch gas line, six-inch water line, 51-inch water line, eight-inch sewer and PT&T telephone infrastructure among others). Emergency responder access would likely be compromised with tunneling, and the potential for rapid flooding during storms and reliance on mechanical pumping of runoff would increase the safety risk to students, faculty and visitors utilizing the Parking Structure (see RDEIR, Appendix E.4, the Subterranean Parking Structure Engineering Assessment).
 - iv. Practice field only. A sports field only alternative would fail to meet the major Project objectives of increased parking and improved traffic and safety and would require an almost-identical amount of grading, installation of soil nail retaining walls, and removal of protected trees.
 - v. Multiple facilities on the Campus. Development of multiple lots on the Campus would fail to meet the major Project objective of providing additional recreational opportunities while potentially creating greater visual quality, lighting and noise impacts because the parking facilities would be closer to sensitive receptors than the Parking Structure and/or constrain circulation within the Campus.
 - vi. Parking structure on the Development Site with two stories above grade and one below grade. Subsurface parking on the Development Site would create additional visual and noise impacts because the parking structure would be lower than the retaining walls, mechanical ventilation would be required, additional grading would take place and therefore would increase rather than reduce the construction noise and air quality impacts. The same number of protected trees would be removed, resulting in the same biological impacts as the Project.

For these reasons as more fully set forth in the discussion of each of these alternatives in the DEIR and RDEIR, no further analysis of any of these alternatives is warranted under CEQA.

Specific Responses

The following include comments received by the Lead Agency on the DEIR (beginning with comment letter A and ending with comment letter DDD) as well as comments received in connection with the RDEIR (beginning with comment letter 1R and ending with 194RL).

A. California Department of Fish and Wildlife (CDFW), Betty Courtney, letter dated December 16, 2013

A-1 Comment

The Department of Fish and Wildlife (Department) has reviewed the draft Environmental Impact Report (DEIR) for the construction of a three-level, 750-space, parking structure with a rooftop (lighted) athletic field (Parking Structure), pedestrian bridge, and access road improvements (project) located on an approximately 24.5 acre project site that is comprised of the approximately 5.5-acre development site and the approximately 19-acre upper campus of the Harvard-Westlake School. The Parking Structure would be located on an approximately 5.5-acre development site across Coldwater Canyon Avenue from the approximately 19-acre Harvard-Westlake School. The project also includes improvements to Coldwater Canyon Avenue adjacent to the project site that would improve traffic flow and pedestrian safety along that stretch of Coldwater Canyon Avenue.

The project site is located in the Santa Monica Mountain foothills at the southeastern edge of the San Fernando Valley. The Santa Monica Mountains rise to the south, with Beverly Hills and the west Los Angeles basin beyond that. The Santa Monica Mountains stretch to the east and west of the site and the San Fernando Valley is just north of the property. The area to the west of the proposed development site is the Santa Monica Mountains Conservancy natural open space. The area to the north, east, south (and further west beyond the open space) is urbanized.

Significant resources on the project site include 44 coast live oaks (*Quercus agrifolia*) and 271 California black walnuts (*Juglans californica* var. *californica*). The DEIR concludes that, most (approximately 78%) of the walnuts (of City ordinance size) on the site are infected with a fungus in the genus *Geosmithia*, which produces a condition commonly known as "thousand canker disease." This condition appears to always be fatal to infected trees. The project will result in the removal of and encroachment upon coast live oaks and California black walnuts.

In addition to the preferred proposed project, the DEIR describes five alternatives: 1. No Project; 2. Existing Zoning (4 homes); 3. Reduced Development (Two-Level Structure, No Athletic Field, No Pedestrian Bridge); 4. Smaller Footprint Parking Structure, No Athletic Field, Rooftop Parking; and 5. East Side of Coldwater Canyon Avenue Alternative - Southern Parking Lot.

A-1 Response

This comment is a summary of portions of the DEIR and, therefore, no response is required.

A-2 Comment

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the City of Los Angeles to minimize impacts to fish and wildlife resources with a focus on these stressors. Please let Department staff know if you would like a copy of the plan to review.

A-2 Response

Planning staff will work with CDFW staff on implementing the Wildlife Action Plan as appropriate within the City of Los Angeles.

A-3 Comment

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code. (Fish & G. Code, §§ 711.7, subd. (a), 1802.) The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA). (See generally Pub. Resources Code, §§ 21070; 21080.4.) Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the project under CEQA. (*Id.*, § 21069.)

A-3 Response

The commenter's role is noted.

A-4 Comment

The DEIR describes 5 project alternatives to the preferred project proposal as described above. From a biological resources impact perspective, any of project alternatives such as alternative 5 for example, that minimizes the area of disturbances to native vegetation and associated biological resources would be preferred. It is preferred that habitat is avoided rather than implementing costly mitigation efforts - with no guarantee of success - to mitigate for loss of habitat from the project.

A-4 Response

As discussed on page 5-27 of the DEIR and page 5-31 of the RDEIR, there are reasons other than biological reasons why Alternative 5 is not the environmentally preferred alternative. In addition, as explained on page 5-27 of the DEIR, Alternative 5 does not meet the Project objectives. Please refer to **MR-7** regarding sufficiency of Alternatives analysis.

A-5 Comment

Page 3.3.-18 describes that there will be impacts to 1.05 acres of Southern Oak Woodland/Southern Walnut Woodland. Of the 315 protected trees on the development site and adjacent property, 129 would be removed and 26 would sustain permanent encroachment. Of the trees to be removed 12 are oaks and 117 are walnuts. Additionally, the project would encroach on 6 oaks and 20 walnuts.

Page 3.3-22 entitled: "*Mitigation for Removals*" states that: "Removal of trees shall be mitigated for according to the City of Los Angeles Municipal Code and to the satisfaction of the City's Chief Forester (Bureau of Street Services, Forestry Division), and the Board of Public Works. Current Board of Public Works policy has increased the minimum requirement for protected tree replacement to 4:1. Given the significantly diseased condition of most of the walnut trees to be removed and the fact that there is currently no treatment available for the "thousand cankers disease" from which they suffer, it is not recommended the planting of any new Southern California black walnuts. To comply with the 4:1 replacement ratio, at least 516 mitigation trees should be planted on-site in the remaining open space areas of the Harvard-Westlake property. The Conceptual Mitigation Planting Plan (plan) calls out areas potentially suited for the recommended mitigation trees for the site: coast live oak, California scrub oak (*Quercus berberidifolia*), western sycamore (*Platanus racemosa*), and Mexican elderberry (*Sambucus mexicana*). City guidelines for mitigation trees call for "15-gallon specimen[s] measuring one inch or more in diameter at a point one foot above the base and not less than seven feet in height, measured from the

base." However, given that the majority of the removal trees are walnuts in poor condition that should not be replaced "in-kind", it is recommended that a range of smaller container sizes (such as one to five gallon) be allowed for mitigation trees in this project. The City Forester shall determine the final container sizes acceptable for each replacement species. Mitigation trees should be planted in groups, or clusters, of three to five trees in a circular or triangular pattern to mimic natural groups of trees. The City Forester shall determine the final placement of each replacement tree and/or group of trees. The replacement trees must be planted by a Tree Expert, as defined by the City of Los Angeles Municipal Code, and carefully planted to maximize likelihood of survival. All plantings will be generously watered immediately after planting and maintained for three years from the date of planting."

Because of the inherent difficulties of creating functional woodland habitat with associated understory components, the Department recommends that off site acquisition of woodland habitat in the local area be considered. All acquired habitat should be protected under a conservation easement and deeded to a local land conservancy for management and protection. The off site acquisition could include a California black walnut woodland component that is not disease compromised to the benefit of this species in the local area.

A-5 Response

The commenter's recommendations for planting are noted and have been addressed in Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR) as part of the RDEIR (page 3.3-25). The commenter's suggestion that Harvard-Westlake consider the acquisition of offsite woodland habitat as further mitigation is also noted.

A-6 Comment

The goal of the mitigation is to recreate functioning woodland of similar composition, structure, and function to the selected oak woodland that was impacted. The mitigation site should mimic the function, density, percent basal, canopy, and vegetation cover, as well as other measurable success criteria before the mitigation should be deemed a success. Measurable success criteria (based on present site conditions and/or functional local native woodlands as reference sites) should be part of the plan to ensure that suitable woodland appropriate understory becomes established on the mitigation site. Suitable woodland understory includes herbs, grasses, shrubs, vines, and trees.

A-6 Response

It is widely recognized as extremely difficult to create a complete ecosystem at the outset of a mitigation project. The goal of the mitigation project is to replace the major components or dominant plant species, which will in turn act as cornerstones for habitat development by attracting wildlife and providing some essential habitat components that will facilitate recruitment of other habitat elements. The time required for a naturally functioning habitat is longer than most feasible monitoring programs. The monitoring program required by Regulatory Compliance Measure RC-BIO-1, 2.s will ensure that the major habitat components survive through the monitoring period while the remainder of Regulatory Compliance Measure RC-BIO-1 will ensure that the woodland habitat is mitigated in accordance with LAMC requirements. After being monitored and established for three years, the replacement trees are expected to continue to thrive, thus enabling the habitat development process to continue naturally. Additionally, Regulatory Compliance Measure RC-BIO-1 contains several measures to ensure that the replacement trees survive or are replaced during the monitoring period, including, without limitation, RC-BIO-1, 2.m, requiring generous watering immediately after planting and for three years from the date of monitoring; RC-BIO-1, 2.n, requiring the posting of a bond to guarantee survival of the replacement trees; RC-BIO-1, 2.r, establishing the baseline placement and irrigation status for future monitoring; and, RC-BIO-1, 2.s, requiring monitoring and reporting for three years at intervals to be determined by the City Forester (this measure has been augmented to require additional monitoring as required by the City Forester). Generally

speaking, trying to artificially establish “all” components of an oak/walnut woodland habitat at once would be counterproductive because the trees require very limited watering to become properly established, with deep roots and stout stems. The other, more shallowly rooted, understory and associated plant species would require more frequent and shallower watering, which would encourage shallow roots and weaker trunks in the trees. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.

A-7 Comment

The Department does not concur that a two years of monitoring is acceptable for the purposes of concluding successful completion of mitigation for loss of native oak woodland habitat. Oak trees are very long-lived species and take up to 20 years to show signs of stress and disease. The Department recommends the lead agency require the applicant to monitor the oak woodland for a minimum of 10 years and that the site goes seven (7) years with no supplemental irrigation in order to be deemed self-sustaining. This allows the trees to go through one typical drought cycle, as our climate typically runs in seven year drought cycles on average. This should also be the minimal time needed to see signs of stress and disease in order to determine the need for replacement plantings.

A-7 Response

Harvard-Westlake shall comply with the replacement oak tree/woodland mitigation monitoring period as conditioned by the City of Los Angeles. Regulatory Compliance Measure RC-BIO-1 2.s requires three (3) years of monitoring and has been modified to state that additional monitoring following the three-year period shall be determined by the City Forester. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the additional monitoring required and for the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.

A-8 Comment

All seed and shrub sources used for tree and understory species in the mitigation planting site should be collected or grown from on-site sources or from adjacent areas and should not be purchased from a supplier.

A-8 Response

Harvard-Westlake will be required to comply with the replacement container sizes mandated by the Tree Removal Permit. Reasonable efforts shall be made to salvage seeds from on-site sources or from adjacent areas. As indicated in Mitigation Measure MM-BIO-1.c, “[a] qualified biologist shall use reasonable efforts to salvage seeds from on-site Protected Trees that are removed to be used on-site to mitigate loss of Protected Trees.”

A-9 Comment

Oaks should be replaced by planting acorns as this method has been shown to result in greater oak survival when monitoring efforts (including the exclusion of herbivores) are employed to maximize seedling survival during the monitoring period.

A-9 Response

Harvard-Westlake will be required to replace protected trees that are removed as part of the Project in accordance with the City of LAMC Section 17.05R (4 & 5) as amended by Ordinance Number 177404 and to the satisfaction of the City’s Chief Forester and the Board of Public Works. Further, as stated in Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR) under the subheading “Mitigation for Removals”, last sentence, “The Forestry Division will determine the final stock size and locations of mitigation plantings.” It shall

therefore be at the discretion of the Forestry Division whether removed oaks are replaced from acorns or from seedlings of one stock size or another, including whatever consideration the Forestry Division may give to the Development Site's biological aesthetic following Project completion and as landscaping matures.

A-10 Comment

Please clarify what, if any, herbivory fencing is proposed for the restoration site. The Department recommends fencing the entire oak woodland mitigation area to keep herbivory of young trees to a minimum. Fencing should be constructed to be deer proof. This method, in the Department's experience, provides superior results to caging individual trees, which has very poor success in keeping trees from being browsed. Additionally, caging and placing tubes around young trees stunts growth and alters the growth habit of trees.

A-10 Response

Any anti-herbivore fencing proposed for the mitigation site would depend on the specifics of the site, including but not limited to, the topography, adjacency to private property, and existing vegetative conditions. In some cases, fencing the entire mitigation area might conflict with other goals of mitigation, such as facilitating wildlife movement or recruitment of other habitat elements. The City will work with Harvard-Westlake and the CDFW to provide appropriate herbivory protection; however, the ultimate success or failure of tree replacement will be affected by herbivory, and Harvard-Westlake is responsible for ensuring that replacement trees thrive (Regulatory Compliance Measure RC-BIO-1, 2.n and 2.s), which requires that Harvard-Westlake monitor and document replacement trees. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.

A-11 Comment

All California walnut trees infected with the Thousand Canker fungal disease that are removed from the project site should be disposed of properly to reduce the chance of spread to other trees. Properly dispose of material from affected trees includes burning or burying branches and smaller diameter wood as soon as possible. Persons salvaging wood and branches off the project site can spread the insect carrier and fungus to new areas. Tools and equipment coming into contact with infected trees should be sanitized before reuse.

A-11 Response

The City recognizes the risk of spreading Thousand Canker fungal disease if appropriate protocol is not followed. Proper removal protocol shall consist of disposing of branches and other wood offsite at an authorized refuse facility and ensuring that tools and equipment coming into contact with infected trees are sanitized before reuse. Branches and other wood shall not be buried onsite in order to reduce the likelihood of spreading Thousand Canker disease. Regulatory Compliance Measure RC-BIO-1 was clarified in the RDEIR to require proper disposal of infected trees (RDEIR page S-21). Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.

A-12 Comment

All fencing used in the project area should be constructed with materials that are not harmful to wildlife. Prohibited materials include, but are not limited to, spikes, glass, razor, or barbed wire. All hollow fence posts should be capped; fence poles with top holes should be sealed, to prevent the entrapment of bird species and other wildlife.

A-12 Response

Mitigation Measure MM-BIO-2 was revised as part of the RDEIR to add a requirement that all fencing not be harmful to wildlife (RDEIR page 3.3-28).

A-13 Comment

Page 3.3-26 MM-BIO-6 states "A wildlife salvage program shall be conducted within 14 days prior to the commencement of grading on the Project Site. The salvage effort will be conducted by a qualified wildlife biologist with experience capturing and handling native wildlife. Wildlife captured will be relocated to one of the local designated open space preserves."

The Department recommends that additional salvage efforts take place during initial grubbing/grading for species of low mobility. Salvaged species must be release out of harm's way only to immediately adjacent suitable habitat not impacted by disturbance activities.

A-13 Response

Mitigation Measure MM-BIO-6 was revised as part of the RDEIR to require additional salvage efforts for low mobility species (RDEIR page 3.3-28 to 3.3-29).

A-14 Comment

Page 3.3-26 MM-810-7: All vegetation removal within the approved impact area will take place between September 1 and February 15, to the extent feasible. If construction takes place between February 15 and September 1, a preconstruction survey (by a qualified biologist) will be undertaken to identify any nests and any appropriate protective measures.

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 1 0.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86), and includes take of eggs and/or young resulting from disturbances which cause abandonment of active nests. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted.

If avoidance of the avian breeding season is not feasible, the Department recommends that, beginning thirty days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction

fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. The project proponent should provide the [CEQA lead agency] the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to the {CEQA lead agency} and, upon request, the Department. Based on the submitted information, the [CEQA lead agency] (and the Department, if the Department requests) will determine whether to allow a narrower buffer.

A-14 Response

The requested mitigation is not feasible with this Project. It is certain that native birds will be nesting in undisturbed portions of the Project Site because most of the Project Site is within 300 feet of areas where it is likely that native bird species would nest. Given the nesting season, construction could only occur in the three-month period of October through December. The program of establishing buffers, halting construction while the Lead Agency and CDFW are consulted is infeasible and would result in significant work stoppages. The Development Site is in a suburban environment where all of the species found are well acclimated to human activities. Therefore, the proposed mitigation measure of allowing the experienced biological monitor the discretion to determine the level of protection necessary to ensure compliance with the MBTA and CDFG Code is appropriate for this Project.

A-15 Comment

The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint (i.e., outside the demarcated buffer) and that the flagging/stakes/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to the [CEQA lead agency] during the grubbing and clearing of vegetation, and shall notify the [CEQA lead agency] immediately if project activities damage active avian nests.

A-15 Response

Mitigation Measure MM-BIO-7 was revised as part of the RDEIR to require that a biological monitor be on-site during all grubbing and clearing, and to require the biological monitor to submit weekly monitoring reports if requested by the City during the grubbing and clearing of vegetation, and to notify the City immediately if Project activities damage active avian nests (RDEIR page 3.3-29).

A-16 Comment

The project will result in the removal of many trees on the project site.

Activities that will result in the removal of trees, buildings or other habitat for bats should consider avoiding adverse impacts to bats. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment, (Fish and Game Code Section 4150, California Code of Regulations, Section 251.1). Several bat species are also considered California Species of Special Concern (CSC) and meet the CEQA definition of rare, threatened or endangered species (CEQA Guidelines 15065). Take of CSC could require a mandatory finding of significance by the Lead Agency, (CEQA Guidelines 15065).

To avoid the direct loss of bats that could result from removal of trees and/or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark}, the Department recommends that the following steps should be taken:

1. To the extent feasible, tree removal or relocation would be scheduled between October 1 and February 28, outside of the maternity roosting season.
2. If trees and/or structures must be removed during the maternity season (March 1 to September 30), a qualified bat specialist should conduct a pre-construction survey to identify those trees and/or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats.
3. Each tree and/or structure identified as potentially supporting an active maternity roost should be closely inspected by the bat specialist no greater than 7 days prior to tree disturbance to more precisely determine the presence or absence of roosting bats.
4. If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, it is preferable to push any tree down using heavy machinery rather than felling it with a chain saw. In order to ensure the optimum warning for any roosting bats that may still be present, the tree should be pushed lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. The tree should then be pushed to the ground slowly and should remain in place until it is inspected by a bat specialist. Trees that are known to be bat roosts should not be sawn up or mulched immediately. A period of at least 24 hours, and preferably 48 hours, should elapse prior to such operations to allow bats to escape. Bats should be allowed to escape prior to demolition of buildings. This may be accomplished by placing one way exclusionary devices into areas where bats are entering a building that allow bats to exit but not enter the building.
5. Maternity season lasts from March 1 to September 30. Trees and/or structures determined to be maternity roosts should be left in place until the end of the maternity season.
6. The bat specialist should document all demolition monitoring activities, and prepare a summary report to the City upon completion of tree disturbance and/or building demolition activities.

A-16 Response

Four of the five structures that once occupied the Development Site have been previously removed (RDEIR page 3.5-3). (Two homes were red-tagged and demolished following the 1994 Northridge earthquake and two were demolished in 2011 with permit numbers 11019-20000-00599 and 11019-20000-00600.) A single-family home remains as the only structure, is located on the southernmost portion of the Development Site, and is now proposed to be removed as part of the Project. The majority of the trees on the Development Site that are to be removed are small diameter walnut trees and other landscape trees. There are a few larger diameter trees such as Aleppo pines that could potentially have small cavities or loose bark that could support a roosting bat, however, with the buildings removed it is highly unlikely that a maternity colony is present within the impact area on the Development Site. Mitigation Measure MM-BIO-7 has been revised as part of the RDEIR to address the comment and requires a bat expert to be consulted if evidence of bats is identified during preconstruction surveys (RDEIR page 3.3-29).

A-17 Comment

PDF-BIO-1, Page 3.3-24 specifies the retention of approximately 2.19 acres of native vegetation (oak woodland and other native species) on the Development Site (that shall function as a natural conservation area) with an additional 1.12 acres of new landscaping and states "To the extent that this area remains relatively free of human disturbance, it will continue to function as a component of the natural ecology of the area except in the immediate vicinity of the new development."

The Department recommends that the natural conservation area be protected and managed in perpetuity under a conservation easement by a local conservancy.

A-17 Response

The commenter's recommendation that the natural conservation area be protected and managed under a conservation easement will be forwarded to the decisionmakers for their consideration in taking action on the Project. It is also noted that, based upon changes to the Project as described in the RDEIR, approximately 2.29 acres of native vegetation would remain undeveloped and an additional 2.08 acres would receive new landscaping (a combined increase of 1.03 acres as compared to the DEIR). Please refer to Project Design Feature PDF-BIO-1. Further, with the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, the portion of the Development Site to receive new native, drought-resistant landscaping has increased to 2.3 acres (from 2.08 acres). As amended in Chapter 4, Corrections and Additions, of this FEIR, PDF-BIO-1 specifies that no further development shall be permitted on the approximately 4.6 acres referenced above.

B. South Coast Air Quality Management District, Ian MacMillan, letter dated December 6, 2013**B-1 Comment**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final environmental impact report (Final EIR) as appropriate.

Based on a review of the Draft EIR the lead agency determined that the proposed project will result in significant localized air quality impacts during construction. Specifically, the air quality analysis demonstrated that the proposed project will exceed the SCAQMD's CEQA localized construction significance thresholds for PM10. This significant impact is primarily a result of extensive grading activity that will occur in close proximity to residential land uses surrounding the project site. Therefore, the SCAQMD staff recommends that pursuant to Section 15126.4 of the CEQA Guidelines the lead agency require the following additional mitigation measures identified in the Final EIR.

B-1 Response

The comment summarizes the localized PM10 impact identified in the DEIR. Responses to the commenter's specific recommended mitigation measures are discussed in the responses below. Based upon updated analysis contained in the RDEIR (page 3.2-29) and the incorporation of revisions to Mitigation Measure MM-AQ-10 (please refer to Chapter 4, Corrections and Additions, of this FEIR) that require the use of construction equipment meeting stringent emissions standards as well as the addition of Mitigation Measure MM-AQ-11 (which requires diesel haul trucks to be model year 2010 or newer or, if unavailable, meet the USEPA 2007 model year NOx requirements), the Project is no longer anticipated to have a significant impact upon air quality during construction.

Notably, the analysis concludes that:

1. PM2.5 emissions during the Project's most intensive construction period will be 3 pounds per day as compared to the significance threshold of 55 pounds per day.
2. PM10 emissions will be 8 pounds per day as compared to the significance threshold of 150 pounds per day.
3. NOx emissions will be 59 pounds per day as compared to the significance threshold of 100 pounds per day.

Results are summarized in Table 3.2-11, added as part of this FEIR (please refer to Chapter 4, Corrections and Additions). The analysis has been peer-reviewed by an independent air quality expert, and the resulting report has been included in this FEIR as Appendix C.2.

B-2 Comment

Additional Construction Mitigation Measures

1. Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx emissions requirements.
2. Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles) have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:
(*footnote: For example, see the Metro Green Construction Policy at : http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf*)
 - a. Project start, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - b. Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - c. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
 - d. Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website:
<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

B-2 Response

As noted in **Response to Comment B-1**, Mitigation Measure MM-AQ-10 has been modified to include stringent pollution controls on most of the Project's construction equipment and the resultant air quality analysis indicates that construction pollutants will be below the applicable thresholds of significance. Following the suggestion of the SCAQMD, Mitigation Measure MM-AQ-11 has been added to Chapter 4, Corrections and Additions, of this FEIR and requires the use of 2010 or newer haul trucks or, when such trucks are not available, trucks that meet USEPA 2007 requirements for NOx emissions.

B-3 Comment

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

B-3 Response

The FEIR will be provided to the commenter in compliance with CEQA.

C. Studio City Neighborhood Council, motion and letter, dated December 11, 2013 and December 12, 2013, John Walker, President**C-1 Comment**

At a special meeting on December 11, 2013, the Board of the Studio City Neighborhood Council passed the following motion: MOTION 2013.12.11.8: The Board of the Studio City Neighborhood Council supports the written conclusions to the Harvard-Westlake Parking Plan Draft Environmental Impact Report from the Ad-hoc Committee, appointed and overseen by the President, as the official position of the Studio City Neighborhood Council. Please do not hesitate to contact us if you have any questions.

C-1 Response

As this comment contains no comments on the environmental impacts of the Project, no specific response is required.

C-2 Comment

The following comments relate specifically to the Harvard-Westlake Parking Improvement Plan (the "Project") Draft Environmental Impact Report (the "DEIR") dated September, 2013. Based on a review and analysis of the DEIR and the comments received from the stakeholders of Studio City, the Board of the Studio City Neighborhood Council (the "SCNC") in its response below is conveying the concerns raised about the impact that the Project will have on our community and the sufficiency of the RDEIR study and analysis.

C-2 Response

Individuals concerns are responded to below.

C-3 Comment

The SCNC has received the following specific concern from the stakeholders: (1) this Project will not result in improved traffic flow.

C-3 Response

As discussed in the DEIR and RDEIR Chapter 3.8, using City of Los Angeles Thresholds of Significance, the Project would not result in a significant adverse traffic impact during construction (refer to Project Design Feature PDF-TR-1 on RDEIR page 3.8-20 that limits the Project's vehicular activity during daily peak traffic periods as well as RDEIR Table 3.8-5 for level of service analysis with and without the Project's construction). Since the Project does not include any trip generating uses, development of the Project will not generate new trips to the Project Site (refer to Table 3.8-6 for level of service analysis with and without Project operations and the improvement from LOS D to LOS A at the Harvard-Westlake driveway during the morning peak hour). As part of the Project, Harvard-Westlake will make the following traffic improvements:

1. Provide one northbound through lane and two southbound through lanes on Coldwater Canyon Avenue along the Project frontage (i.e., addition of one southbound through lane)
2. At the intersection of Coldwater Canyon Avenue and the Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide: northbound – one left-turn lane, one through lane and one right-turn lane; southbound - one left-turn lane, two through lanes and one right-turn lane; eastbound - one left-turn lane and one optional through/right-turn lane; and westbound - one left-turn lane and one optional through/right-turn lane
3. At the intersection of Coldwater Canyon Avenue and the Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide new traffic signal equipment, including left-turn phasing for northbound and southbound Coldwater Canyon Avenue traffic, and LADOT's ATSAC/ATCS equipment with connection to the Coldwater Canyon Avenue intersection at Ventura Boulevard
4. At the intersection of Coldwater Canyon Avenue and the Project's southerly driveway, provide: northbound - one through lane (i.e., no left-turns from northbound Coldwater Canyon Avenue to the southerly driveway would be permitted); southbound - two through lanes and one right-turn lane; and eastbound - one optional left-turn/right-lane (controlled by a stop sign, with no left-turns permitted weekdays 7:00 a.m. – 7:00 p.m.).

The Project would also relocate school bus loading and unloading from Coldwater Canyon Avenue to within the Harvard-Westlake Campus, and eliminate the use of local streets by students and visitors for parking for all but the biggest special events, such as graduation and homecoming.

The sufficiency of the length of turn lanes from Coldwater Canyon Avenue into the Parking Structure have been analyzed as part of the RDEIR (pages 3.8-22 through 3.8-24). Using Highway Capacity Software modeling regularly employed by the City of Los Angeles, turn lanes were determined to be sufficient in length such that through-traffic will not be impacted by vehicles turning into the Parking Structure.

C-4 Comment

The SCNC has received the following specific concern from the stakeholders...(2) the construction of a privately owned pedestrian bridge across one of the major arteries between the San Fernando Valley and the City side of the hill is not safe in light of the geology of the area.

C-4 Response

Geotechnical findings contained in the DEIR were updated in the RDEIR as a result of additional borings, test pits, research, and laboratory tests. The new analyses and geotechnical findings were also independently peer-reviewed. Both the updated analyses and peer review were conducted by licensed geotechnical engineering firms. The reports were reviewed by the City of Los Angeles Department of Building and Safety and approved in July, 2015 (RDEIR Appendix E.1b). A description of the work conducted and geotechnical findings are included in RDEIR Chapter 3.5, Appendix E.1, and Appendix E.1a. The potential for earth movement is acknowledged, as is the case for any development in Southern California, but the conclusion is reached that the Project (including the pedestrian bridge) does not represent a safety hazard to Project occupants, the surrounding community, or motorists along Coldwater Canyon Avenue as a result of the following factors:

1. There is no potential for surface rupture from an earthquake given the distance to the nearest fault (RDEIR page 3.5-19).
2. While the eastern portion of the Parking Structure, and most of the pedestrian bridge, will be located in an area with the potential for liquefaction, foundations (including the pedestrian bridge foundations on both sides of Coldwater Canyon Avenue) will be drilled and cast in place at least eight feet into the underlying bedrock (RDEIR page 3.5-21).
3. The geologic bedding is favorably oriented for the installation of soil nails. A lone observation of adverse bedrock orientation was incorporated into the design of the soil nail retaining wall in that area of the Development Site (RDEIR page 3.5-20).
4. Key components of the gross and seismic stability analysis include the soil characteristics, bedrock condition, and bedrock orientation of the Project Site. Through additional borings, test pits, and laboratory tests, a detailed geologic profile for the Development Site was developed and incorporated into the modeling (RDEIR page 3.5-21).
5. The system of soil-nail retaining walls that will be used to support the hillside and create the area upon which the Parking Structure will exist was examined for gross and seismic stability according to Los Angeles Department of Building and Safety standards. The results indicate factors of safety in excess of such standards (RDEIR page 3.5-22).
6. A system of soil-nail monitoring strain gauges will be used in order to regularly monitor the hillside for potential movement, during and after construction (RDEIR page 3.5-22).
7. The offsite slopes that ascend southward from the Development Site were determined to be surficially stable. As such, there is no risk of landslides as a result of the Project (RDEIR page 3.5-22).
8. The offsite slopes that ascend northward from the Development Site were determined to be surficially unstable in areas that are sloped in excess of 28 degrees. A system of deflection walls has been incorporated in the Project design to redirect, control, and dissipate the energy from potential debris flow (such as might be generated during a significant rain event) (RDEIR page 3.5-22).
9. The potential for general ground shaking as a result of an earthquake has been incorporated into the Project design as per LAMC and California Building Code (RDEIR page 3.5-20).

The soil nail retaining wall design was independently peer reviewed and the conclusion was reached that “the DRS preliminary soil nail design considers the appropriate geotechnical factors for the development site, utilizes the most current modeling software, meets applicable design standards and building codes, and correctly concludes that the project can be completed and maintained safely and successfully.” (See FEIR Chapter 4, Corrections and Additions, for the addition of new Appendix E.7 Third Party Review Preliminary Design of Soil Nail System; page 3 of the report contains the quoted sentence.)

See also **Response to Comment C-5** regarding bridge safety.

C-5 Comment

The SCNC has received the following specific concern from the stakeholders... (3) the bridge will not be owned by a public agency and subject to the regular inspections applicable to other bridges in the City after an earthquake.

C-5 Response

While the prospect of disruption to Coldwater Canyon Avenue as a result of maintenance of the pedestrian bridge as well as the potential for impeding emergency responder movement are of public concern, the likelihood of such disruption has been reduced through a number of engineering elements. First, the pedestrian bridge will derive its support from foundations that are drilled and cast in place at least eight feet into bedrock on either side of Coldwater Canyon Avenue. Given the non-permeable nature of the bedrock on the Development Site, groundwater will remain perched in the soil and layers of alluvium/colluvium above the bedrock and will not subject the pedestrian bridge to the potential effects of liquefaction. Second, the structural design of the pedestrian bridge will be in accordance with the 2017 City of Los Angeles Building Code for resisting vertical, seismic and wind loadings. Third, the Project’s structural engineer, at Harvard-Westlake’s request, has increased the imposed seismic design loads by 50 percent in excess of those required by the 2017 City of Los Angeles Building Code when designing the Parking Structure, pedestrian bridge, and bridge support structures (RDEIR page 3.5-21). Using a load factor 1.5 times greater than what is required puts the pedestrian bridge and Parking Structure in the same Codified Occupancy Risk Category as an “essential facility” as described in the 2017 City of Los Angeles Building Code, table 1604.5. Other examples of “essential facilities” are hospitals, fire stations, and police stations, as shown below, and are intended to be occupied safely and immediately following a natural disaster or earthquake without significant structural damage or loss of integrity.

Category	Type	Examples	Building Code Seismic Importance Factor
I	Low hazard to human life	Barns, sheds, and other agricultural storage	1.0
II	Structures not listed in categories I, III, or IV	Residential homes	1.0
III	Substantial hazard to human life	Schools and gymnasiums	1.25
IV	Essential facilities	Hospitals, fire stations, police stations, evacuation centers	1.5

Furthermore, the pedestrian bridge is designed with a structural steel Vierendeel truss system, which by its engineering nature has the ability to absorb seismic energy through bending of members. This structural mechanism provides additional capacity through post elastic bending without brittle failure when compared to more traditional truss configurations that utilize diagonals. On a comparative basis, traditional trusses that utilize diagonals are stiffer prior to member yielding, but have a lower ability to absorb seismic forces in a post elastic state when compared to Vierendeel trusses. The end result of the

truss system as designed, combined with the 1.5 increased seismic force, is a more ductile bridge capable of undergoing large seismic movement without failure.

Another common type of bridge failure occurs when the bridge itself slips off of the vertical supports at either end of the bridge due to large seismic deflections. Such a possibility has been reduced for the Project in that the Vierendeel bridge structural system extends well beyond the cast in place concrete pedestals on either side of Coldwater Canyon Avenue.

Lastly, while not an engineering element, surface rupture in the event of an earthquake is not considered a risk given the distance from the Development Site to the nearest fault line.

Regulatory Compliance Measure RC-GEO-6 has been modified to require that Harvard-Westlake work with the appropriate City of Los Angeles agencies, prior to issuance of building permits, to develop monitoring, response, and recovery plans for the pedestrian bridge. Measures shall include, but are not limited to, a seismometer to detect the potential for shifts in the pedestrian bridge and structural inspections of the pedestrian bridge on an annual basis, as well as following any earthquake that results in localized mean peak ground acceleration greater than 0.25g. See FEIR Chapter 4, Corrections and Additions, for page 3.5-30, the added clarification to Regularly Compliance Measure RC-GEO-6 and for the renumbering from RC-GEO-6 to Mitigation Measure MM-GEO-1.

C-6 Comment

The SCNC has received the following specific concern from the stakeholders...(4) the construction of 87 foot high retaining walls will be neither safe based on the geology of the area, compatible with the surrounding environment or in compliance with the standards for retaining walls set forth in the Baseline Hillside Ordinance.

C-6 Response

The construction of the proposed soil nail retaining walls would be undertaken in accordance with applicable codes to ensure safety. The Department of Building and Safety has approved the Project-specific, peer-reviewed geotechnical report and proposed foundations and wall designs, and has concluded the construction of the retaining walls will be safe based on the geology of the area. As noted in **Response to Comment C-4**, the system of soil-nail retaining walls that will be used to support the hillside and create the area upon which the Parking Structure will exist was examined for gross and seismic stability according to Los Angeles Department of Building and Safety standards. The results indicate factors of safety in excess of such standards (RDEIR page 3.5-22).

The Parking Structure and proposed landscaping would substantially screen the retaining walls from view, and therefore the aesthetic impacts were found to be less than significant in the DEIR and RDEIR. The City's Baseline Hillside Ordinance does limit grading amounts in certain residential areas, but does not limit the type or size of retaining walls, which is addressed in the Los Angeles Municipal Code. The commenter's opinion that the proposed walls may not be compatible with the surrounding environment will be forwarded to the decisionmakers for their consideration in taking action on the Project.

C-7 Comment

The SCNC has received the following specific concern from the stakeholders...(5) the Project involves the grading and export of a total of 135,000 cubic yards which will adversely impact the surrounding area during the grading and removal process and may adversely impact the stability of the surrounding area after its removal and (6) the Project requires many discretionary actions including granting: (i) a conditional use permit for 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 Zone, (ii) a height variance to permit maximum heights of 83 feet 6 inches 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, (iii) encroachments into portions of the front yard setback area (along Coldwater Canyon Avenue), to allow for the setbacks ranging from zero to 20 feet, in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1, (iv) A maximum grading and export quantity of approximately 3,000 cubic yards of earth 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 Sections 12.21 C.10(f)(3)). [The Project would actually involve the grading and export of a total of 135,000 cubic yards; however, 132,000 cubic yards are exempted from grading limitations pursuant to LAMC Section 12.21 C.10(f)(3)], (v) 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, (vi) an Airspace Vacation from the City of Los Angeles to allow a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue and (vii) approvals from the City of Los Angeles for the removal of protected trees.

C-7 Response

The DEIR and RDEIR analyzed grading activities and found that they will not create a significant impact on the surrounding community. The traffic studies prepared for the DEIR and RDEIR, both of which were approved by the LADOT, conclude that the hauling and grading operations would also not create a significant traffic impact. The Supplemental Traffic Analysis (RDEIR Appendix G.2) and the peer review (RDEIR Appendix G.3) supported the determination that the hauling and grading operations would not create a significant traffic impact. Harvard-Westlake has voluntarily agreed, through RDEIR Project Design Feature PDF-TR-1, to limit the hauling hours and volume of vehicles as follows (notably, the morning peak hour is avoided and from 9:00 a.m. to 10:00 a.m. only two truck trips take place every 10 minutes, on average):

- a. 8:00 a.m. to 9:00 a.m., incidental deliveries only
- b. 9:00 a.m. to 10:00 a.m., up to 6 trucks (12 truck trips)
- c. 10:00 a.m. to 2:00 p.m., up to 14 trucks per hour (28 truck trips per hour)
- d. 2:00 p.m. to 3:00 p.m., up to 12 trucks (24 truck trips)
- e. 3:00 p.m. to 4:00 p.m., up to 6 trucks (12 truck trips)

Additionally, construction workers are to arrive before 7:00 a.m., remain onsite during the work day, and depart after 4:00 p.m. (RDEIR page 3.8-13).

Such restrictions were specifically designed to avoid disruption to traffic and hauling during the peak morning and afternoon traffic hours.

For a discussion of the stability of the hillside following the grading phase and installation of soil-nail retaining walls, please refer to **Response to Comment C-4**.

For a discussion of the appropriateness of the discretionary actions requested as part of the Project's approval, please refer to **MR-5** and **Response to Comment G-8**. Please also refer to Chapter 4.0, Corrections and Additions, of this FEIR regarding the removal of request for waiver of the Tentative Tract Map requirement. Based upon a 2014 Appellate Court judgement (Second District, Division 1; Tower

Lane Properties v. City of Los Angeles, Bruce Karsh et al.), such waiver is no longer applicable to projects that do not involve the subdivision of land.

C-8 Comment

Please offer justification and support for the conclusion in the DEIR that the Project is consistent with applicable plans and policies and is in keeping with the suburban nature of the area as set forth in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (the “Community Plan” (Exhibit VI). The Zoning Code, the Baseline Hillside Ordinance (Exhibit VII) and the Community Plan represent the long range planning standards and vision for this part of the City of Los Angeles and they included important protections for its stakeholders. The additional analysis should insure that these governing documents are not overridden or ignored.

C-8 Response

Please refer to **MR-5** regarding the Development Site’s zoning designation and the Project’s consistency with applicable land use plans.

C-9 Comment

The Community Plan at 1-1.2 has the stated policy objective: “Protect existing single family residential neighborhoods from new, out-of-scale development.” And at 1-1.3 “Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.” The Community Plan map identifies land where only single-family residential development is permitted: it protects these areas from encroachment by designating where appropriate, transitional residential densities which serve as buffers and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.

C-9 Response

Please refer to **MR-5** and **MR-6** regarding residential zoning and scale of development. A school use is permitted within a residential neighborhood with a conditional use permit and therefore is not an incompatible use in a residential area. Moreover, the Project will not introduce incompatible uses with a single family residential neighborhood. Also, as explained in **MR-6**, the Project would not be out of scale with the existing residential neighborhood due to the Parking Structure’s placement adjacent to the hillside and its setback from the curblines reducing the impression of height and mass, and its use of landscaping elements as screening, as well as the intervening hillsides that limit views of the site. Therefore, the Project is not inconsistent with the policy quoted in the comment.

C-10 Comment

This Project site is at the southern entry to the San Fernando Valley. The San Fernando Valley has long been recognized as the epitome of suburban life. Please provide documentation and support to demonstrate how a three story parking structure with an athletic field on top of it is a use that is compatible with the single-family residential uses and open space which is part of the Santa Monica Mountains Conservancy that is adjacent to the Project site. A finding of no significant impacts and no required mitigation cannot be substantiated when the Land Use analysis fails to study potential conflicts with the Community Plan. The Land Use Chapter only studies “relevant goals, objectives and policies” of the Community Plan leaving out all other goals, objectives and policies which may identify potential conflicts between the Project and the Community Plan.

C-10 Response

Please refer to **MR-5** for a discussion of the relevant sections of the City of Los Angeles General Plan and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan and **MR-6** regarding the

Development Site's current biological condition and the characteristics that reduce its conservational value. An EIR is not required to analyze the potential effects of a project on plan goals, objectives and policies that are not applicable to a project or to general City goals, objectives or policies that can only be dealt with by the City, not an individual project.

C-11 Comment

The following comments are identified by the DEIR page number to which they relate. Each of these comments should be considered as a question of who, what, where, when or why as such would apply and we request a response to each of them. The remainder of this document is organized into two sections: (i) General Comments on the DEIR and (ii) Traffic Comments on the DEIR.

C-11 Response

No specific response to this comment is required. Rather, responses are provided individually below based upon each concern or comment raised.

C-12 Comment

The Summary of Project Alternatives set forth in the DEIR does not include an alternative for a transportation management plan that includes a comprehensive carpooling plan utilizing satellite parking for both daily student parking and for major events similar to that utilized by the Oakwood School.

No serious project alternative has been presented that would include the construction of one or more two or three story parking structures on the east side of the street that would allow for school uses to remain within the existing campus.

The DEIR indicates that "Without providing increased parking, most of the project objectives would not be satisfied and therefore such an alternative is not required under CEQA." Please provide an analysis of an alternative that provides for an athletic field without a parking structure.

Please provide an analysis of additional alternatives taking into account the points listed above.

C-12 Response

Please refer to **MR-7** regarding alternatives to the Project, including increased TDM measures, smaller structures on the east side of Coldwater Canyon Avenue, and a practice field-only alternative. See also RDEIR Chapter 5 which revised the discussion of alternatives in the DEIR.

C-13 Comment

The DEIR indicates that the impact of the Project upon the visual character in the vicinity of the Development Site along Coldwater Canyon Avenue, a designated Secondary Scenic Highway would be less than significant. Please explain how the construction of a three story parking structure no matter how well designed could have a less than significant impact upon the visual character of the area which is currently undeveloped land zoned for large lot residential uses.

C-13 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics including visual character, and **MR-6** regarding the current biological state of the Development Site and schools being located in a residentially zoned area.

C-14 Comment

The DEIR states the Project applicant shall retain a lighting design expert to implement the following protocol to ensure compliance with all City lighting regulations, assumptions used in the DEIR analysis and all mitigation measures no later than 6 months after the certificate of occupancy. The SCNC requests that, should the project go forward, the light design expert be obtained and render a report including an analysis verifying compliance with all mitigation measures before a certificate of occupancy is granted.

C-14 Response

Mitigation Measure MM-AES-7 has been revised to require that a lighting design expert shall be retained to ensure and document compliance with all City lighting regulations, assumptions used in the DEIR analysis and all lighting mitigation measures before a certificate of occupancy is granted. See FEIR Chapter 4, Corrections and Additions.

C-15 Comment

DEIR MM-AES-9 indicates that “an eight-foot-tall (total average height) cable retention system (to prevent rock fall) combined with a green chain link fence (with undulating top), with adjacent appropriate native plantings shall be constructed atop retaining walls to further assist in screening the structure and light and glare from the practice field on to adjacent residences.” The SCNC suggests the utilization of vines and other climbing plants to create a living green barrier to screen the structure and to mitigate the lighting impacts should the project go forward.

C-15 Response

The comment correctly refers to an eight-foot-tall cable retention system, combined with a green chain link fence, as discussed in the DEIR. However, due to project design changes discussed in the RDEIR, Mitigation Measure MM-AES-9 and Mitigation Measure MM-BIO-2 were updated to specify the use of a three-foot-tall chain link fence (with undulating top).

Such mitigation measures require the use of native plantings atop the retaining walls as well as vines and other climbing plants, as appropriate, throughout the three-foot-tall chain link fence, specifically for the purposes cited by the commenter.

C-16 Comment

The DEIR indicates that the proposed Project would not generate new vehicle trips to the study area and there would not be an associated increase in regional emissions. Presently there are 578 (page S-5) parking spaces available on the existing campus. The Project contemplates a repurposing of 243 of those spaces leaving 335 (page S-4) parking spaces on the existing campus. There are also 40 (page S-5) spaces at St. Michaels that are available. The Project would ultimately result in 1,085 (page S-4) parking spaces. Please explain why, if the Project will not generate new vehicle trips, there is a need for the construction of an additional 507 parking spaces. The Project will only be removing a total of 81 cars from the neighborhood (36 (page S-5) from Coldwater and 45 (page S-5) from other neighborhood streets. This results in a surplus of 418 spaces. Please explain why these spaces will be constructed if they are not needed? Representatives of the SCNC drove through the streets in the immediate neighborhood during morning school hours and did not find there to be parking intrusion on the surrounding streets.

Please provide the school’s 10 year plan.

C-16 Response

Please refer to **MR-1** regarding the daily insufficient supply of parking spaces on the Campus. Harvard-Westlake has informed the City that it does not have a 10-year plan.

C-17 Comment

The DEIR states that Project construction (including truck trips) and operation would not generate significant amounts of criteria pollutants such that they would impact regional air quality. Please explain how it is possible to grade and remove 135,000 cubic yards of earth with the number of truck trips required to accomplish that without having a significant impact on regional air quality.

C-17 Response

Criteria pollutant emissions were estimated using the methodology established by the regional air quality management district, the South Coast Air Quality Management District (SCAQMD). The SCAQMD has established thresholds of significance for assessing the potential impacts of regional emissions in CEQA documents. The thresholds are based on daily emissions, as opposed to monthly or annual emissions.

The majority of construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). This a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. However, CalEEMOD does not accurately assess fugitive dust emissions associated with excavation activity. In order to accurately characterize emissions associated with the Project, CalEEMOD was used in conjunction with emission formulas provided by United States Environmental Protection Agency (EPA) in the AP-42 Compilation of Air Pollutant Emission Factors handbook.

As discussed above, daily construction activity is important for comparing Project emissions to the SCAQMD regional thresholds. It is anticipated that construction activity would occur over 30 months. A construction schedule has been incorporated as Figure 3.2-4 in Chapter 4, Corrections and Additions, of this FEIR and illustrates the overlapping points of the Project's eight phases (the DEIR discussed three distinct construction phases, but was subsequently divided into eight as a result of the more detailed design plans contained in the RDEIR). The largest potential impact upon air quality occurs during the overlap of the grading, soil nailing, and shotcrete phases. In broad terms defined for this air quality analysis, the Project would be built in eight general phases: grading, soil nailing, shotcrete, foundations/structure, tower/ramp, bridge, streetwork, and sitework. There would be overlap between the following phases: grading/soil-nailing/shotcrete, foundation/structure/tower/ramp, foundation/structure/bridge, and street/site work. Grading would extend for about 9 months, and for the first 2 months of the Project would be the primary construction activity. Soil nailing and shotcrete activities would begin in the 3rd and 4th months, respectively, and each continue for a duration of 9 months. Following the construction of the retaining walls and site grading there would be approximately 13 months of foundations and structure work that would overlap with first about 5 months of work on the tower/ramp and then by about 4 months of work on the pedestrian bridge. Site work and street work would not overlap with other activities.

Key assumptions used in the air quality analysis include (RDEIR page 3.2-27):

1. 200 cubic yards of demolition debris
2. 137,000 cubic yards of excavated material (to be conservative, the RDEIR analysis assumed 140,000 cubic yards)

3. 144 haul truck trips per day (i.e., 72 inbound trips and 72 outbound trips), plus up to 16 delivery truck trips per day (8 inbound and 8 outbound)
4. 3.5 acres of land disturbed per day during grading based on 2 scrapers, 1 dozer, and 1 blade
5. 100 concrete truck trips per day during the foundation/structure phase (i.e., 50 inbound trips and 50 outbound trips)
6. 15,000 square feet of land to be paved

As shown in RDEIR Table 3.2-6, unmitigated construction emissions would fall below the regional significance thresholds for VOCs, CO, SO_x, PM_{2.5}, and PM₁₀ but would exceed the threshold for NO_x (137 pounds per day as compared to the threshold of 100). Mitigation measures would reduce NO_x to below this threshold by requiring that most of the construction equipment utilize advanced emissions controls (USEPA Tier III outfitted with diesel particulate filters, or Tier IV) as part of the revised Mitigation Measure MM-AQ-10 and the addition of Mitigation Measure MM-AQ-11 that requires haul trucks be of model year 2010 or newer or, when not available, meet the USEPA 2007 requirements for NO_x emissions (refer to Chapter 4, Corrections and Additions, of this FEIR). Thus, the conclusion is appropriately reached that the Project would have a less than significant impact on air quality as a result of construction. Table 3.2-11 is included in Chapter 4, Corrections and Additions, of this FEIR and summarizes the mitigated emissions. The air quality analysis was peer-reviewed by an independent air quality expert, and the resulting report has been included in this FEIR as Appendix C.2. The peer reviewer identified several deficiencies or incorrect assumptions contained in the RDEIR air quality analysis, concurred with the updated methodology and assumptions that were employed to revise the air quality analysis (as reported in this FEIR), and agreed that the Project's construction would have a less than significant impact on air quality.

In light of revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has also been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015). The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). As described on page ES-1 of the HRA, the HRA includes three separate components: 1) emissions inventory; 2) dispersion modeling; and 3) health risk calculations. Dispersion modeling was performed using the USEPA AERMOD model with meteorological data from the closest representative SCAQMD monitoring station. The AERMOD concentration (dose) results were incorporated into the health risk calculations.

The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. As described in Section 4.0 of the HRA, the analysis made the conservative assumptions that:

1. All sensitive populations would be exposed to Project's related emissions for almost 20 hours per day, 350 days per year.
2. No reduction in emissions would take place through the use of mechanical filtration. In other words, the analysis assumed that sensitive receptors would always be located outside, or inside with the windows open.
3. All equipment applicable to each construction phase would be running continuously during the entire day.
4. No reduction in dust was assumed to result from plume depletion due to deposition as emissions travel from the source to the sensitive receptor.

With the incorporation of the revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards and that would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk.

Note that the DEIR did identify significant fugitive dust impacts as a result of localized emissions at six residences adjacent to the Development Site (DEIR page 3.2-26). The modeling output files were included in Appendix C of the DEIR. As a result of updates to equipment emissions factors and SCAQMD's meteorological data set since the DEIR was circulated, compliance with SCAQMD Rule 403 (Regulatory Compliance Measure RC-AQ-1), and, most notably, the revised Mitigation Measure MM-AQ-10, the fugitive dust impact cited in the DEIR is no longer relevant as the levels are below the threshold of significance.

Lastly, while not directly referenced by the commenter, the Lead Agency notes that the RDEIR analyzes the impact on air quality resulting from the Project's operation (including from the relocation of school buses) on pages 3.2-31 to 3.2-34. As noted on RDEIR page 3.2-31, "a worst-case analysis was completed as if the Parking Structure would be fully occupied with 750 passenger vehicles during the AM Peak Hour." It further assumed that vehicles would travel from the entrance to the Parking Structure to the farthest parking space on each floor. The RDEIR found that no thresholds of significance would be exceeded, nor would the Project conflict with implementation of the applicable air quality plans, nor violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor expose sensitive receptors to substantial pollutant concentrations, nor create objectionable odors affecting a substantial number of people, and, therefore, appropriately found that there would be no significant impact on air quality from Project operation.

C-18 Comment

The DEIR indicates that the Project would impact approximately 1.05 acres of oak/walnut woodland (a significant impact) and that the Project would result in the removal of 12 oaks, and 117 walnuts, encroachment would impact and additional 6 oaks and 20 walnuts. All these trees are protected by City ordinance. The DEIR concludes that there will be no significant impact due to the proposed mitigation measures. The SCNC notes that the replacement of mature trees (even if some are in a diseased state) with trees that are in one to five gallon in size is not in compliance with the intent of the City guidelines which calls for replacement with "15-gallon specimens measuring one inch or more in diameter at a point one foot above the base and not less than seven feet in height, measured from the base." Should the project go forward, we request that the trees be replaced with trees that are in compliance with the City guidelines.

C-18 Response

Please note the changes to the acreage and number of impacted trees in the RDEIR, Chapter 3.3. As stated in Regulatory Compliance Measure RC-BIO-1 as part of the RDEIR, section 2.j, "[t]he Forestry Division will determine the final stock size and locations of mitigation plantings." (RC-BIO-1, section 2.j, was modified in Chapter 4, Corrections and Additions, of this FEIR and contains substantially the same language. RC-BIO-1 has also been renumbered to Mitigation Measure MM-BIO-8.) There are reasons why the City's Forestry Division may not permit Harvard-Westlake to plant all of the trees at a 15-gallon size, including that larger trees do not grow as well as smaller trees, at least initially, because their roots have been unnaturally confined to a pot resulting in them becoming "pot bound." The commenter's concerns will be forwarded to the decisionmakers and the Urban Forestry Division for their consideration.

C-19 Comment

The DEIR indicates that the impact on flora and fauna from the Project will be less than significant. Two stakeholder groups, the Santa Monica Mountains Conservancy and Save Coldwater Canyon, have raised concerns regarding the adverse impact of the Project on the area in general and on specific species in particular. (See Exhibits I, II and III) Please respond specifically to each of the concerns regarding the impacts on the flora and fauna on the Project site and the contiguous Santa Monica Mountains Conservancy lands which are an important resource for our community.

Note: The referenced exhibits are: I -- letter from the Santa Monica Mountains Conservancy; II -- PDF of presentation by Save Coldwater Canyon!; and III -- a species list from the DEIR. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

C-19 Response

The commenter references attachments that were also submitted as separate comments and addressed in response to those comments. See **Responses to Comments D-135 to D-147** for detailed responses to comments from the Santa Monica Mountains Conservancy (i.e., Exhibit I). Exhibit II is a summary presentation of concerns set forth in full in comment letters C (from the Studio City Neighborhood Council), D (from Chatten-Brown & Carstens LLP) and E (from Save Coldwater Canyon!). See detailed responses to those comment letters. Exhibit III is a species list copied from the DEIR. The DEIR addresses this species list as well as species identified as present or potentially present on-site (see DEIR pages 3.3-4 to 3.3-6 and 3.3-16 to 3.3-21, and RDEIR pages 3.3-5 to 3.3-9 and 3.3-20 to 3.3-23).

C-20 Comment

The DEIR indicates that the Project would not expose people to substantial increased risk as a result of geologic hazard, liquefactions, subsidence, expansive soils. ZIMAS maps of the site where the bridge will be constructed (See Exhibit IV and Exhibit IV-1) indicate that the land on one side of Coldwater is liquefaction and the land on the other side of street is not liquefaction. The report of the professional geologic Kenneth Wilson (See Exhibit V page 2) indicates “The potentially significant difference in foundation properties could cause each side of the bridge to react differently during a moderate to large earthquake...potentially causing the bridge to fail onto Coldwater Canyon Avenue.” Please address the statements of the professional geologist related to how the bridge will react in an earthquake. Should the project go forward, the SCNC wants to insure that the safety of the school’s student population and of all the stakeholders and commuters is maintained in the event of a bridge failure.

C-20 Response

The letter report from geologist Kenneth Wilson is responded to in detail in **Responses to Comments D-189 to D-203**. RDEIR page 3.5-21 states:

“The Byer Report contains recommendations to resist the ground shaking, including the use of pile foundations that are anchored at least 8 feet into bedrock. The Project includes drilled piles throughout the majority of the parking structure itself as well as the pedestrian bridge landing on the east side of Coldwater Canyon. Additionally, the Project’s structural engineer, John A. Martin & Associates, reviewed this seismic information and incorporated compensating elements into the Project design, such as moment frames, and, at Harvard-Westlake School’s request, used seismic loads 50 percent in excess of those required by the City’s Building Code.”

The Byer Report was approved by the City's Department of Building and Safety. In addition, the Byer Report was peer reviewed, and the peer review concurred with the Byer Report's recommendations and conclusions. Given that the Parking Structure and pedestrian bridge foundations will derive support directly from bedrock, there is no "difference in foundation properties" as Kenneth Wilson cites in his report. Further, the Parking Structure and pedestrian bridge have been designed, based upon Building Code, to resist earth shaking (please also refer to **Response to Comment C-5**).

C-21 Comment

The Project would remove 135,000 cubic yards of earth altering the topography in the vicinity of the site. Please explain the impact of the removal of this amount of earth on the stability of the surrounding hillside properties and the manner of construction of the retaining walls. Many of these concerns are set forth in the geological report included as Exhibit V.

Please address each of the concerns raised in the geological report included herein as Exhibit V.

C-21 Response

This comment also addresses detailed geotechnical concerns raised by geologist Kenneth Wilson in his report. See **Responses to Comments D-189 to D-203**. Please also refer to **Response to Comment C-4** regarding hillside stability. The Parking Structure would result in removal of 137,000 cubic yards of soil and installation of retaining walls. The Project will comply with applicable codes and recommendations of the Project-specific geotechnical report that the Department of Building and Safety has approved.

Most of the Project's earth retention systems consist of soil nail retaining walls. The course of construction for soil nail retaining walls typically consists of creating an initial "bench", limited to five to ten feet in height, which runs the length of where the retaining wall is to be located. Soil nails are installed along the length, including the use of proof and test nails to confirm the target strength characteristics. Once the first bench is completed, a second row is initiated, and so on in a stepwise fashion until the soil nail retaining wall reaches the foundation level. Strain gauges and monitoring devices are also installed so that movement of the retaining wall, if any, can be detected.

Using conservative soil and bedrock properties and shear strengths on the Development Site, a comprehensive design for conventional and soil nail retaining walls was created for the Project. The construction-level information in the Final Geologic and Soils Engineering Report (Appendix E.1 of the RDEIR), includes specifications for the soil nails, degree of nail inclination below horizontal, nail spacing, nail length, attachment points and hardware, temporary and permanent wall facing, proof nails, and a permanent monitoring regimen following construction. At the request of Harvard-Westlake, the soil nails are to be installed with redundant corrosion protection, a provision that exceeds City requirements for soil nail walls. Detailed calculations, using methods and standards prescribed by both the City and the Federal Highway Administration, show that the soil nail and conventional retaining walls will be gross and seismically stable.

C-22 Comment

The DEIR indicates that the Project would be consistent with applicable plans and policies. The Community Plan at 1-1.2 has the stated policy objective: "Protect existing single family residential neighborhoods from new, out-of-scale development." And at 1-1.3 "Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses." The Community Plan has as objective 5.1 "Preserve existing open space resources and where possible develop new open space." The map on page 3.6-4 of the DEIR specifically indicates that the Project site is designated as desirable open space. The Project would be built on land that is

currently zoned residential and is presently undeveloped. Stakeholders are concerned that this Project is not consistent with the vision of the community for the area as defined in these governing documents.

Please provide additional study and analysis to document how the Project may be in conflict with the Community Plan as stated in the example above. A finding of no significant impacts and no required mitigation cannot be substantiated when the Land Use analysis fails to study potential conflicts with the Community Plan. The Land Use Chapter only studies “relevant goals, objectives and policies” of the Community Plan leaving out all other goals, objectives and policies some of which may identify potential conflicts between the Project and the Community Plan.

C-22 Response

Please refer to **MR-5** and **Response to Comment C-9** regarding the Project’s compatibility with the Community Plan and **MR-6** regarding the Desirable Open Space designation. An EIR is not required to identify all land use goals, objectives and policies, only those that are relevant to the project being analyzed. The comment does not identify any goals, objectives or policies which are relevant to the Project that were not properly analyzed in the DEIR or RDEIR and, therefore, no further study is required.

C-23 Comment

Figure 3.6-1 and other Figures contained in the DEIR show differing mapping of the Project area. Please provide a new map showing, should the project go forward, exactly where the area of the Project will remove dirt and construct the retaining walls and parking structure. Specifically, should the project go forward, is any construction occurring south of Galewood Drive and Coldwater Canyon Avenue to the driveway of the parking structure?

C-23 Response

Figure 3.6-1 primarily shows land use designations in the area. The location of the Parking Structure is approximate. The precise location of the Parking Structure on the Development Site is shown in Figure 2-2 and Figures 2-7 to 2-10. Details of where and how deep excavation would be are shown in Figure 3.5-3. The Development Site is located south of Galewood Drive, and excavation is proposed south of Galewood Drive to the Parking Structure entrance (see Figure 3.5-3). There would be no connection from the Development Site to Galewood Drive.

C-24 Comment

There has been an accumulation of additional surrounding properties purchased over the years by Harvard-Westlake. What is the intended use of all these surrounding properties?

C-24 Response

The properties that Harvard-Westlake owns around the Campus and the Development Site are used for faculty and staff housing.

C-25 Comment

The SCNC requests that, should the project go forward, Harvard-Westlake agree to compensate the owners of the surrounding residences if there is damage to their homes or property caused by the Project. Historically, damage to surrounding homes and property has been a major problem in Studio City, such as during the demolition and construction of the Moorpark Bridge. It must not be the property owner’s cause of action to sue Harvard-Westlake for damages. The SCNC suggests that, should the project go forward, an inspection of the homes and property be performed, within 500 feet of the outer property line of the Project site, before grading and construction begins so there is a baseline to show damage if it occurs.

C-25 Response

The Federal Transit Administration has published detailed guidance for assessing vibration impacts from construction activity in the *Transit Noise And Vibration Impact Assessment* (May 2006). A detailed construction vibration analysis was completed for the Project based on this guidance, and presented on page 3.7-14 of the DEIR and page 3.7-16 of the RDEIR. Heavy equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet. Soil nailing would generate vibration levels similar to caisson drilling. The closest residential structure not owned by Harvard-Westlake is located at 3901 Van Noord Avenue and is approximately 77 feet from the construction limit line on the Development Site. The maximum vibration level at this distance would be less than 0.01 inches per second PPV, significantly less than the 0.2 inches per second PPV significance threshold for non-engineered timber and masonry buildings at any residential structure. Therefore, the Project would result in a less-than-significant impact related to construction vibration. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Ground vibrations from construction activities do not often reach the levels that can damage structures, but they can achieve the perceptible ranges very close to the site. The construction activities that typically generate the most severe vibrations include blasting and impact pile driving. The Project would not include either of these activities and therefore inspection of homes on adjacent properties is not needed.

The design of the Project would be subject to the requirements of the Building Code and the review by and approval of the Department of Building and Safety, in order to ensure that the Project, if approved, would not adversely affect nearby properties. The commenter's suggestion to undertake inspections of properties near the Development Site prior to commencement of grading activities is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

C-26 Comment

The DEIR indicates at MM-N-9: A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about the construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the Project site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

C-26 Response

The comment acknowledges the establishment of a noise disturbance coordinator in Mitigation Measure MM-N-9. No further response is warranted.

C-27 Comment

Despite the establishment of a noise disturbance coordinator, the SCNC is concerned that the seriousness of the noise issue and its related repercussions are not given sufficient consideration. Strokes and depression can and do occur with a constant DB above 6 for a prolonged period of time. The projections are that this DB level will be reached for "a prolonged period of time". It is noted that there will be postings of "disturbance coordinators with a phone number to call." The DEIR does not, however, tell us where those postings will be. Should the project go forward, the SCNC requests that the homes in the surrounding area and St. Michaels Church be sent a Notification Bulletin each time the DB levels are expected to be 6 or above for an hour or more.

C-27 Response

The commenter's concerns regarding construction noise will be forwarded to the decisionmakers for their consideration in taking action on the Project, including the request for homeowners and St. Michael's to be notified when construction noise levels are expected to exceed ambient levels by 6 decibels for an hour or more. The comment does not dispute the adequacy of the noise analysis in which the level of impact was assessed in compliance with the *L.A. CEQA Thresholds Guide*. Regarding the visibility of the posting for the coordinator, Regulatory Compliance Measure RC-N-4 of the DEIR and RC-N-3 of the RDEIR require that the notice be displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety. In addition, Mitigation Measure MM-N-9 has been revised to state that notices shall be displayed at the entrance to the Development Site. Please refer to FEIR Chapter 4, Corrections and Additions.

C-28 Comment

Bushes, shrubs and trees can be a buffer to noise. Should the project go forward, the SCNC recommends that the entire area surrounding the parking structure be planted as density as possible. We recommend that the retaining wall be shrouded with a net and some type of ivy or other climbing vine planted at the bottom to ease the feedback of noise and to soften the visual landscape. In the DEIR we do not see any planting between the parking structure and the retaining wall. Please explain why there is no foliage planned for that area.

C-28 Response

The commenter's recommendations regarding landscaping will be forwarded to the decisionmakers for their consideration in taking action on the Project. Bushes and shrubs provide minimal noise reduction; solid barriers are required to noticeably reduce noise. Providing vegetation on the retaining walls around the structure is challenging because the lowest approximately 30 feet of the walls are in shade all the time, and would not be warranted since operation of the Project would not result in any significant noise impacts. The retaining walls will generally not be visible from Coldwater Canyon Avenue given the placement of the Parking Structure adjacent to the walls and only partially visible from neighboring residences that are located at a higher elevation than the Parking Structure. As more fully described in **Response to Comment C-15**, Mitigation Measure MM-AES-8 and Mitigation Measure MM-BIO-2 require that landscaping be placed atop the retaining walls and vines and other climbing plants, as appropriate, be located throughout the three-foot chain link fence that sits atop the retaining walls.

C-29 Comment

During the excavation period, where 100 trips per day are listed, there is no noise determination cited – that is important information and it should be provided in the DEIR.

C-29 Response

On-road construction truck noise was analyzed on page 3.7-13 of the DEIR and 3.7-15 of the RDEIR. The DEIR analyzed the occurrence of ten haul truck trips per hour (i.e., five inbound trips and five outbound trips), while the RDEIR analyzed twelve truck trips (i.e., six inbound trips and six outbound trips) from 9:00 a.m. to 10:00 a.m. and 3:00 p.m. to 4:00 p.m., up to twenty-eight truck trips (i.e., fourteen inbound trips and fourteen outbound trips) from 10:00 a.m. to 2:00 p.m., twenty-four truck trips (i.e., twelve inbound trips and twelve outbound trips) from 2:00 p.m. to 3:00 p.m., and up to twenty-eight truck trips (i.e., fourteen inbound trips and fourteen outbound trips) on Saturdays. Trucks would travel Coldwater Canyon Avenue between the Project Site and the Ventura Freeway. The mobile noise analysis was completed based on guidance provided in the California Department of Transportation's *Technical Noise Supplement* related to the Federal Highway Administration's RD-77-108 estimation methodology. The analysis determined that on-road truck noise would not result in significant impacts (increases of 0.3 - 0.5

dBA L_{eq} , as compared to the threshold of significance of 5 dBA) and no further analysis is required (RDEIR page 3.7-15).

C-30 Comment

Should the project go forward, the SCNC suggests staging of construction workers and trucks away from the Project area. FilmLA is a good source to assist in finding alternative parking and truck waiting areas.

C-30 Response

The commenter's concerns regarding the location of construction worker and truck staging areas will be forwarded to the decisionmakers for their consideration in taking action on the Project. Note that Regulatory Compliance Measure RC-N-1 of both the DEIR and RDEIR restricts truck routes to nonresidential areas and Mitigation Measure MM-N-7 requires construction staging areas to be located away from sensitive uses.

C-31 Comment

Traffic in the Project area has already been disrupted for many years due to construction of the trunk line project on Coldwater Canyon. Should the project go forward, every effort must be used by Harvard-Westlake to ensure the least amount of disruption of the surrounding neighborhoods.

C-31 Response

The commenter's concerns regarding potential continued traffic disruption on Coldwater Canyon Avenue following several years of disruption due to construction of the LADWP trunk line will be forwarded to the decisionmakers for their consideration in taking action on the Project. It is noted that the traffic analysis, conducted using the Critical Movement Analysis method that determines volume-to-capacity ratios, does not indicate that there will be significant impact on the five intersections studied as a result of the Project's construction (RDEIR Table 3.8-5).

C-32 Comment

In the Threshold of Human Audibility used as an example, deafening happens at anything above 90dBA taking into consideration how far away the origin of the noise is to the person hearing it. An auto horn from 10ft away blowing 100 dBA can be deafening. The maximum noise levels of "common construction" listed as examples indicate that nothing is above 89 dBA. Within this chart the distances are calculated at 50' and 100'. A total of 49 residences and a preschool are listed as "Significantly Impacted Receptors".

Please address how the level of dBA can be reduced for significantly impacted receptors.

C-32 Response

Construction of the Project would result in temporary increases in ambient noise levels in the Project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type, and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. The detailed noise analysis presented in Chapter 3.7 of the DEIR and RDEIR identified unmitigated impacts during construction of the Project at nearby land uses. Beginning on page 3.7-20 of the DEIR and on page 3.7-22 of the RDEIR, three regulatory compliance measures and eleven mitigation measures are identified to control and reduce community noise exposure. (In the DEIR, four regulatory compliance measures and ten mitigation measures were listed. For the RDEIR, the measure relating to construction and demolition hours of operation was reclassified from a regulatory compliance measure to a mitigation measure.) Construction noise cannot be limited to within 5 dBA of existing noise

levels despite the incorporation of all feasible mitigation measures, and significant and unavoidable impacts are identified at numerous land uses.

Mitigation Measure MM-N-1 would reduce construction noise levels by approximately 3 dBA. Mitigation Measures MM-N-2 through MM-N-9, while difficult to quantify, would assist in attenuating construction noise levels. Mitigation Measure MM-N-10 would ensure that the Harvard-Westlake coordinates with the construction contractor to keep student exposure to noise at a minimum. Certain typical control measures would not be feasible. For example, noise barriers would have little effect on reducing construction noise because of the topography surrounding the Development Site. Please also refer to **MR-2** for further information regarding the analysis of construction noise, including aspects of the analysis that are more conservative than actual construction conditions (e.g., all equipment operating simultaneously, located at the construction limit line, and with the same results extrapolated for the entire sensitive receptor property as would be experienced at the property line).

C-33 Comment

Off-site Construction Haul Truck Noise Levels – The noise levels indicated in the examples presented appear to be independent of the (existing noise levels) on all streets mentioned. Please provide the combined noise levels of recorded street noise and the added level of noise during construction.

C-33 Response

Baseline noise levels as well as the combined effect of baseline noise and construction noise is presented in Table 3.7-7 of the DEIR and RDEIR. Results were calculated using existing traffic volumes quantified in the project-specific traffic analysis. Off-site construction noise was estimated by adding ten truck trips per hour to existing roadway volumes in the DEIR and, in the RDEIR, by adding twelve truck trips from 9:00 a.m. to 10:00 a.m., twenty-four truck trips from 2:00 p.m. to 3:00 p.m., and twenty-eight truck trips on Saturdays. The updated findings contained in the RDEIR indicate that the existing noise levels along Coldwater Canyon Avenue were estimated to range from 68.4 to 70.4 dBA L_{eq} . This is consistent with the 69.0 d dBA L_{eq} monitored noise level presented in Table 3.7-1 of the DEIR and RDEIR.

C-34 Comment

Parking Structure Noise Levels: - Please provide the combined noise levels resulting from the Parking Structure Noise Levels and the ambient and existing Noise levels of all adjoining and nearby streets. Should the project go forward, that would be the noise level that the surrounding residences will be living with upon completion of the project.

C-34 Response

The Parking Structure's operational noise analysis is presented on page 3.7-14 and in Table 3.7-9 of the DEIR and on page 3.7-16 and in Table 3.7-9 of the RDEIR. As shown in Table 3.7-9, the analysis combined predicted noise levels (3rd column) with existing noise levels (4th column) to obtain a new ambient noise level (5th column).

C-35 Comment

Please provide the sports field activity noise levels combined with parking structure noise levels.

C-35 Response

Table 3.7-11 of the DEIR and RDEIR present combined practice field and parking noise levels.

C-36 Comment

The DEIR states that Sunnyside Preschool would be significantly impacted by noise. Therefore, the Project would result in a significant and unavoidable impact related to construction noise. Should the

project go forward, the SCNC recommends that Harvard-Westlake implement some type of relocation fund to provide for relocation of the preschool during the entire construction period. The time of relocation should also include a few weeks before any construction activity begins so that both the parents and the students may become acclimated to the new location.

C-36 Response

The commenter's recommendations regarding operations at Sunnyside will be forwarded to the decisionmakers for their consideration in taking action on the Project. While a significant noise impact is anticipated for Sunnyside (the primary tenant at the property owned by St. Michael's), a relocation fund is not a typical mitigation measure (construction occurs throughout the City in proximity to schools). Mitigation Measure MM-N-1 would reduce construction noise levels by approximately 3 dBA. Mitigation Measures MM-N-2 through MM-N-9, while difficult to quantify, would assist in attenuating construction noise levels. As required by Mitigation Measure MM-N-7, staging would be located away from sensitive uses, and as required by Mitigation measure MM-N-9, a noise disturbance coordinator would be required to implement reasonable measures to resolve noise complaints. Mitigation Measure MM-N-10 is revised as follows (See FEIR Chapter 4, Corrections and Additions):

MM-N-10: The site administrators for Sunnyside Preschool and for Harvard-Westlake School shall coordinate with the construction contractor to schedule construction activity such that student exposure to noise is minimized.

Based upon the updated analysis contained in the RDEIR, and as further described in **MR-2**, it is noted that the exterior noise increase at St. Michael's and Sunnyside (modeled at the point of the property closest to the Development Site) resulting from Project construction is, conservatively, estimated at 5.5 dBA L_{eq} as compared to the threshold of significance of 5.0 dBA L_{eq} .

C-37 Comment

There is no identified location for staging of construction vehicles used for dirt haul and delivery of concrete during large concrete pours. There is also no mitigation proposed for construction vehicle staging to insure traffic is not impacted. A less than significant finding is not supported without further study and mitigation.

C-37 Response

A description of activities related to construction of the Project is provided in the DEIR on pages 2-16 and 2-17 and in the RDEIR on page 2-20. The analysis of traffic impacts related to construction of the Project is provided in the DEIR and RDEIR beginning on page 3.8-12 of each document. As stated on page 2-17 of the DEIR and on page 2-20 of the RDEIR, haul trucks are anticipated to be staged on the Development Site (west side of Coldwater Canyon Avenue) and, to the extent needed, the Southern Parking Lot (east side of Coldwater Canyon Avenue). In addition, staging of all construction equipment and material would occur on the Development Site. See also **Response to Comment C-30** regarding construction equipment staging. Thus, the suggestion in the comment for mitigation related to construction vehicle staging is not required as there are no significant traffic impacts related to construction of the Project.

C-38 Comment

The pedestrian bridge will be privately owned, but there is no proposed mitigation or monitoring to insure the bridge will be inspected for structural integrity and proper maintenance consistent with other public road projects and bridges.

C-38 Response

Please refer to **Response to Comment C-5**. Mitigation Measure RC-GEO-6 has been modified to include mandatory structural inspections on an annual basis, as well as following any earthquake that results in localized mean peak ground acceleration greater than 0.25g. Please refer to FEIR Chapter 4, Corrections and Additions for the change and regarding the renumbering to Mitigation Measure MM-GEO-1.

C-39 Comment

As a mitigation measure, should the project go forward, Harvard-Westlake should adopt a traffic management plan to include monitoring to make sure faculty, students, visitors and parents are abiding by the school's policies for parking, student drop off, busing, transportation and vehicle circulation. There should be continued monitoring and operational adjustments to insure the new facilities are being properly utilized and the traffic benefits of the project are realized. Specifically there should be a traffic control monitor at the intersection of Ventura Boulevard and Coldwater Canyon Avenue to direct traffic during Project construction.

C-39 Response

RDEIR page 2-19 states that the Project "is intended to eliminate the use of local streets by students and visitors for parking for all but the biggest special events (such as graduation)."

Project Design Feature PDF-TR-4 has been added to Chapter 4, Corrections and Additions, of this FEIR to require that a security guard be posted at the northern Campus driveway who shall deny entry to students who attempt to walk onto Campus, unless the student rides public transportation, uses a bicycle or similar mode of transportation, and/or walks to Campus from his or her residence (and that students be provided identification to verify permission to walk on Campus). The commenter's recommendation regarding a traffic control monitor at the intersection of Ventura Boulevard and Coldwater Canyon Avenue during project construction will be forwarded to the decisionmakers for their consideration in taking action on the Project. The analysis of traffic impacts related to the construction and operation of the Project is provided in the DEIR and RDEIR in Chapter 3.8, Transportation, Circulation and Parking. As stated on page 3.8-26 of the DEIR and on page 3.8-31 of the RDEIR, the construction and operation of the Project would result in traffic impacts that are less than significant. Therefore, no additional mitigation beyond what is included in the RDEIR is required.

C-40 Comment

Should the project go forward, Harvard-Westlake should continue the current school bus program and continue to provide incentives to reduce vehicular trips to the campus.

C-40 Response

The comment references measures currently utilized by Harvard-Westlake to reduce vehicle trips, which are described in the DEIR on page 3.8-7 and in the RDEIR on page 3.8-6. These measures include providing subsidized bus transportation for students, offering discounted parking permits for students who carpool, and providing ride-matching services for purposes of forming carpools. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. It is anticipated that Harvard-Westlake would continue offering these programs following completion of the Project. The suggestion in the comment will be forwarded to the decisionmakers for their consideration in taking action on the Project.

C-41 Comment

The School should institute a parking management program for school days and annually scheduled school functions.

C-41 Response

As stated in the Project objectives provided in the DEIR beginning on page 2-6 and in the RDEIR beginning on page 2-8, the Project is intended to provide a sufficient supply of parking on the Campus that would accommodate parking demand for regular school use, as well as for typical school-related activities outside of regular school hours. It is expected that Harvard-Westlake would continue to manage the use of its parking supply following completion of the Project. For example, pages 3.8-16 and 3.8-17 of the DEIR and pages 3.8-19 and 3.8-20 of the RDEIR describe the actions expected to be taken by Harvard-Westlake in regards to managing bus drop-off/pick-up, student drop-off/pick-up, student parking, and staff/visitor parking on-site. For the largest events, such as graduation and homecoming, Harvard-Westlake is expected to continue to manage parking demand as it currently does via use of offsite, satellite parking (such as at Sportsmen's Lodge), shuttle buses, and, when it can be accommodated by the event, parking on the Harvard-Westlake track and Ted Slavin field. The suggestion in the comment will be forwarded to the decisionmakers for their consideration in taking action on the Project.

C-42 Comment

The initial study and checklist for this Project identified numerous potentially significant impacts to the project in the areas of: aesthetics, air quality, biological resources, hydrology and water quality, land use and planning, and noise. It also contained two mandatory findings of significance where there could be potentially significant impacts (1) The project has 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 and (2) the Project has impacts which are individually limited, but cumulatively considerable.

C-42 Response

This comment restates analysis contained in the Initial Study and does not raise any new environmental issues contained in the DEIR or RDEIR. The Initial Study preceded the DEIR and RDEIR and analyzed the potential for the Project to impact environmental issues. The DEIR and RDEIR provide more detailed analysis in the issue areas of Aesthetics, Air Quality, Biological Resources, Hydrology and Water Quality, Land Use and Planning, and Noise. The DEIR and RDEIR analyze in detail the Project's potential to degrade the quality of the environment through the detailed analysis of each of these issues. Potential cumulative impacts are also addressed for each issue area in each topical chapter of the DEIR and RDEIR.

C-43 Comment

Based upon the SCNC's review of the DEIR and input received from stakeholders, the DEIR appears deficient in its study of some Project impacts, and lacks certain mitigation measures. In some cases the findings of significance for the Project impacts are not fully supported with the analysis presented in the DEIR. An analysis of all feasible alternatives should be considered. The safety of the stakeholders and the impact on the environment and the community as a whole must be adequately addressed. We request that the Final EIR address each concern listed herein and those raised by the Santa Monica Mountains Conservancy, the Hillside Federation, Save Coldwater Canyon and individual stakeholders. After the SCNC has reviewed the responses provided in the Final EIR, the SCNC will submit a final response letter which will indicate whether or not the SCNC supports the Project and the conditions which will be required if the Project is to be approved.

We appreciate your consideration of our community's concerns about the Project.

C-43 Response

The DEIR and RDEIR were prepared in accordance with the requirements of CEQA and present analyses and conclusions supported by fact. This FEIR further supports and documents these conclusions in responses to comments. As required by CEQA, Chapter 5 of the DEIR and RDEIR presents an evaluation of a reasonable range of alternatives and reasons why certain alternatives were not evaluated in detail. Please refer to **MR-7** regarding sufficiency of Alternatives analysis.

The commenter references concerns raised by the Santa Monica Mountains Conservancy, the Federation of Hillside and Canyon Associations (aka “Hillside Federation”), and Save Coldwater Canyon!. The Santa Monica Mountains Conservancy submitted three comment letters (either directly to the Lead Agency or as an exhibit to another comment letter). The first two, dated September 23, 2013 and November 4, 2013, in reference to the DEIR, are addressed as **Responses to Comments D-126 to D-147**. The third letter, dated March 29, 2016 in reference to the RDEIR, is addressed as **Responses to Comments 8R-1 to 8R-15**. The Federation of Hillside and Canyon Associations submitted two comment letters. The first, dated December 10, 2013, in reference to the DEIR, is addressed as **Responses to Comments G-1 to G-14**. The second, dated March 21, 2016, in reference to the RDEIR, is addressed as **Responses to Comments 6R-1 to 6R-21**. Save Coldwater Canyon! submitted three comment letters. The first two, dated December 13, 2013, in reference to the DEIR, are addressed as **Responses to Comments D-1 to D-203 and E-1 to E-7**. The third, dated March 20, 2016, in reference to the RDEIR and including a number of attachments, is addressed as **Responses to Comments 9R-1 to 9.9R-22**.

C-44 Comment

The commenter attached eight exhibits, consisting of:

- Letter from the Santa Monica Mountains Conservancy, dated November 4, 2013
- Presentation to the Studio City Neighborhood Council by Save Coldwater Canyon, dated December 3, 2013
- List of Sensitive Biological Species from the DEIR, summarized by Save Coldwater Canyon
- Zimas print-out of the Development Site showing the distance to the Hollywood Fault and landslides that are potentially present on the Development Site
- Letter to Douglas Carstens, dated November 7, 2013, regarding geological issues as noted by Kenneth Wilson, Principal Geologist
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan
- City Hillside Grading Ordinance
- Zimas print-out for the Development Site showing the parcel areas and zoning

Note: Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

C-44 Response

Please refer to **Responses to Comments D-135 through D-147** regarding the Santa Monica Mountains Conservancy letter, **Responses to Comment Letters D and E** regarding the Save Coldwater Canyon presentation, **Responses to Comments D-153 through D-188** regarding the impact of the Project on biological resources, and **Responses to Comments D-189 through D-203** regarding comments received by Kenneth Wilson.

D. Save Coldwater Canyon!, Chatten-Brown & Carstens LLP, Michelle Black, Douglas P. Carstens, letter dated December 13, 2013**D-1 Comment**

On behalf of Save Coldwater Canyon! Inc. ("SCC"), we submit these comments on the Draft Environmental Impact Report ("DEIR") on the above-referenced project. Although it has repeatedly claimed to have sufficient parking to support its entitlements, the Harvard-Westlake School ("School") proposes a massive parking structure project ("the Project") consisting of a three-story, 750-space parking garage topped by a football-sized sports field that would be connected to the school by a private bridge crossing over Coldwater Canyon Avenue, a designated scenic highway. The Project also includes an athletic office, restrooms, and an equipment storage area, as well as lighting for the sports fields.

D-1 Response

The commenter provides an opinion regarding the Project's mass and parking and restates the Project Description. The commenter's opinion will be forwarded to the decision makers for their consideration in taking action on the Project.

D-2 Comment

Finally, the Project would require the widening of Coldwater Canyon Avenue to add new traffic lanes and additional operational changes to the road.

D-2 Response

The traffic improvements to be provided by the Project are described in the DEIR on page 2-7 and depicted on Figure 2-16 and in the RDEIR on pages 2-12 to 2-13 and in Figure 2-17. The comment does not state a specific concern with the traffic improvements; therefore no further response is required.

D-3 Comment

Earth export would be 135 times the amount permitted by the City's Baseline Hillside Ordinance. Building heights would triple City maximums.

D-3 Response

This comment references the Project's grading quantities and building height. The request relating to export of earth materials involves a request for approval to export approximately 2,500 cubic yards of earth materials (the DEIR originally analyzed 3,000 cubic yards), in lieu of the 1,000 cubic yard limit otherwise permitted by the Baseline Hillside Ordinance. The majority of the earth export, consisting of approximately 132,000 cubic yards, would result from excavation for the Parking Structure and its foundation (RDEIR page 2-20), which is not subject to and is expressly excluded from the earth export limitations of the Baseline Hillside Ordinance pursuant to LAMC Section 12.21-C,10(f)(3). In addition, approximately 2,000 cubic yards of earth excavation and export resulting from the widening of Coldwater Canyon Road (RDEIR page 2-20) would also not be subject to the export limitations since that area would be dedicated as public right-of-way and would no longer be a part of the Development Site. With respect to building height, the comment states the Project's height as being "triple City maximums." One component of the Project involves a retaining wall that would reach a maximum height of 90 feet 5 inches (including three feet of green chain link fencing atop the retaining wall), in lieu of the 30 foot height otherwise permitted for the Development Site by LAMC Section 12.21 C.10-4. That wall would be behind the Parking Structure and would not be visible from Coldwater Canyon Avenue. Harvard-Westlake has requested that the City Planning Commission determine the appropriate height for the Project pursuant to LAMC Section 12.24-F, which provides the City Planning Commission the ability to state that the height

and area regulations required by other provisions of Chapter 1 of the LAMC shall not apply to the conditional use request.

D-4 Comment

The school is located in an area of Studio City and the Santa Monica Mountains that is otherwise exclusively residential. Accordingly, the Project site is zoned not for commercial or school use, but for very low density residential use. The school operates as a conditional use in recognition of the fact that it could have potential adverse impacts on its surroundings. It does not operate by right within the zone. Two-thirds of the Project site has been designated as desirable open space by the City of Los Angeles, and the entire site sits adjacent to land controlled by the Santa Monica Mountains Conservancy ("SMMC") and Mountains Recreation and Conservation Authority ("MRCA"). This hillside community is known for its scenic vistas, natural beauty, wildlife, oak and woodland habitat, and quiet residential feel. By introducing a large hillside parking structure, 41-foot-tall bridge, 39-foot-tall sports lights above a football field that is already 45 feet above the ground (a total of 84 feet in height), and retaining walls up to 87 feet in height, the Project would forever alter the character and nature of this treasured hillside community.

D-4 Response

The commenter's opinion that the Project would alter the character and nature of the surrounding community will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **MR-4** regarding Project aesthetics, **MR-5** for zoning, and **MR-6** regarding open space and biological impacts.

D-5 Comment

The DEIR contains numerous deficiencies that prevent the document from complying with the California Environmental Quality Act ("CEQA"). The DEIR is based on premises that are contradicted by evidence in the record, and it fails to address the concerns Save Coldwater Canyon submitted during the scoping process. Specifically, the DEIR fails to adequately consider the Project's significant impacts on scenic vistas and visual character, on traffic congestion (both during and after construction), on a rare oak and walnut woodland, and on protected land owned by the MRCA. The DEIR also fails to adequately evaluate light and noise pollution. For each of these impact areas, the DEIR recognizes significant impacts will occur that will not be mitigated, but fails to explore the significance of those impacts, develop a full range of effective mitigation measures, or adequately analyze alternatives to avoid the impacts, as required by CEQA.

D-5 Response

The DEIR and RDEIR were prepared in accordance with the requirements of CEQA and present analyses and conclusions supported by fact. This FEIR further supports and documents these conclusions in responses to comments. The commenter does not provide additional evidence to support the claim that the Project would result in significant impacts on scenic vistas and visual character, traffic congestion, oak and walnut woodland, and on land owned by the MRCA, or the failure of the DEIR to adequately evaluate light and noise pollution. The DEIR provides a detailed analysis on aesthetics, including scenic vistas, visual character and light pollution (Chapter 3.1), biological resources (Chapter 3.3), noise (Chapter 3.7) and transportation, circulation and parking (Chapter 3.8). The RDEIR provides these same Chapters and incorporates additional studies, facts, and analyses that were undertaken in light of changes to the Project design. For example, RDEIR pages 3.1-32 to 3.1-38 present an updated lighting analysis that incorporates the use of LED fixtures for use on the practice field, rather than the conventional halide bulbs described in the DEIR. The design change from halide to LED fixtures reduced estimated light spillover onto Coldwater Canyon Avenue from 3.5 fc to 0.4 fc (RDEIR page 3.1-35), as compared to a threshold of significance of 2.0 fc, and the spillover onto adjacent open space and residences to 0.0 fc. The full,

updated lighting study is contained in RDEIR Appendix I. As further example, the traffic study was also updated to include supplemental traffic counts, turn lane sufficiency analysis, and Project Design Feature PDF-TR-1 that ensures construction does not significantly impact roadway conditions in the Project area (RDEIR Chapter 3.8). The updated traffic study is contained in RDEIR Appendix G.2, was independently peer reviewed (RDEIR Appendix G.3), and, like the DEIR traffic analysis, was approved by the LADOT (RDEIR Appendix G.4 2).

Contrary to the commenter's assertions, neither the DEIR nor RDEIR identify a significant impact as a result of light pollution. The DEIR identified two unmitigated significant impacts -- a temporary significant noise impact during construction, and a temporary significant air quality impact also during construction. The RDEIR identified the same temporary significant noise impact, no temporary significant air quality impact and a significant Project impact on two animal species (the coastal western whiptail lizard and San Bernardino ringneck snake) as well as a significant cumulative impact on oak-walnut woodland. Please also refer to **MR-7** regarding sufficiency of Alternatives.

The commenter's opinion that the DEIR fails to adequately analyze or mitigate potential significant impacts of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-6 Comment

The Project is also inconsistent with the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan ("Community Plan"), as well as with the Mulholland Scenic Parkway Specific Plan, but the DEIR fails to recognize or mitigate these significant impacts on land use. Without identification of those conflicts and fuller analysis of possible methods for their mitigation, the DEIR fails to fulfill its function as an informational document.

D-6 Response

As stated in the RDEIR, page 3.1-17, the Project is not subject to the Mulholland Scenic Parkway Specific Plan. The Development Site is approximately 34 feet from that Specific Plan's outer corridor overlay zone and approximately 2,185 feet from the inner corridor overlay zone. The Development Site is approximately 2,698 feet from Mulholland Drive. The commenter's opinion concerning the consistency of the Project with the Community Plan and the Mulholland Specific Plan, and its significant impacts thereto, was not supplemented with additional evidence to support these claims. Chapter 3.6 of the DEIR and RDEIR contain a detailed analysis of the Project's relationship to the land use plans and policies that are applicable to the Project and no significant impacts are identified. Please also see **MR-5** and **MR-6** concerning analysis of land use impacts.

D-7 Comment

SCC is a neighborhood group dedicated to preserving and protecting the scenic beauty, natural environment, health, safety and welfare of Coldwater Canyon and its neighboring communities. The organization seeks to support the creation of a wildlife corridor in the Santa Monica Mountains surrounding Coldwater Canyon, the preservation of the Canyon's open spaces, the reduction of traffic and pollution in the Canyon, and to ensure the safety, quality of life and enjoyment of the Canyon's hillside residents.

D-7 Response

As this comment is only a statement as to the purpose of SCC, no response is required.

D-8 Comment

SCC's members are particularly concerned that, even after mitigation, the Project's impacts will be significant enough that the character of the community and the wildlife habitat will forever be destroyed. In order to comply with CEQA, SCC asks the City to properly mitigate the Project's significant impacts or develop an alternative that avoids them. The Coldwater Open Space that would be impacted by the Project has irreplaceable wilderness where wildlife flourishes in its natural habitat, despite its proximity to an increasingly urbanized part of Southern California. This prized habitat should not be compromised by air and light pollution, noise, and excavation of the hillside.

D-8 Response

As required by CEQA, the DEIR and RDEIR include all feasible mitigation measures and present a reasonable range of alternatives to meet the project objectives. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis. The commenter's concern that the Coldwater Open Space would be impacted will be forwarded to the decisionmakers for their consideration in taking action on the Project. The RDEIR contains detailed analyses of potential impacts to aesthetics (including light pollution), air quality during construction and Project operation, operational noise, and geological resources, and concludes that any Project impacts in these areas would be reduced below a level of significance. The RDEIR identifies that significant impacts would remain as a result of construction noise, Project impacts on two animal species (the coastal western whiptail lizard and San Bernardino ringneck snake), and the cumulative loss of oak-walnut woodland. As noted in **MR-6** regarding existing conditions on the Development Site, approximately half of the Development Site has already been disturbed by prior development and 78% of the black walnut specimens are rated with health grades "D" or "F" or are deemed dead.

D-9 Comment

Due to the length of the letter, the commenter provides a table of contents to specific comments in the comment letter.

D-9 Response

See responses to individual comments below.

D-10 Comment

The Project is based upon the School's unsupported assertion that it has inadequate parking to accommodate its 869 students and its staff. In reality, the school already provides at least 568 parking spaces in surface lots east of Coldwater Canyon Avenue and an additional 40 spaces at St. Michael and All Angels Episcopal Church. These lots regularly contain empty spaces. The School claims that parking must be inadequate because students park in the neighborhood. This claim has not been demonstrated. Footage of the area demonstrates few cars on neighborhood streets, even when parking on Coldwater Canyon has been blocked by construction. In fact, neighbors have written letters and made statements in public hearings that there is no parking problem. School-related parking rarely occurs in neighborhoods west of Coldwater except during two major events each year, Homecoming and Graduation. Residents are not bothered by the appearance of cars on these days and are happy to share in these happy occasions. On the east side of Coldwater Canyon, parking restrictions limit students' ability to park. Even on streets without restrictions, ample parking is available on school days. The traffic report commissioned by Harvard-Westlake failed to conclusively document the neighborhood parking of even one car affiliated with Harvard-Westlake. Even if one generously (and likely erroneously) concluded that the cars "suspected" by the traffic report were Harvard-Westlake student cars, there were only 28 such cars spread throughout the neighborhood. Existing campus parking has adequate space to accommodate these 28 vehicles. Even if this were not the case, 28 additional cars could not justify a 750-car parking garage. Traffic engineer Tom Brohard agrees. (See Tom Brohard & Associates Report, pp. 1-2, Attachment 1.)

Members of SCC have visited campus on regular school days and found numerous empty spots on the campus and along neighboring streets, including those referenced in the DEIR and traffic report. Even on event nights, such as football games, neighbors documented many empty parking spaces on campus. Photographs of these parking lot and street conditions are included in the report by Tom Brohard & Associates, Attachment 1, Enclosures 5-7.

Note: Original comment letters and attachments (not including video material, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

D-10 Response

The existing and proposed parking supply at Harvard-Westlake is summarized in the DEIR in Table 2-1 on page 2-16 and in the RDEIR in Table 2-2 on page 2-19. The daily insufficiency of parking spaces on the Campus, despite a number of measures that Harvard-Westlake already undertakes to encourage carpooling, busing, and ride-sharing, is discussed on RDEIR page 3.8-6 and summarized in **MR-1**. Justification for the Parking Structure is not a CEQA matter, but will be considered by the decisionmakers in taking action on the Project. The comment references the documentation of the utilization of street parking near Harvard-Westlake as provided in the traffic study (DEIR and RDEIR Appendix G, Table 6-3). The on-street parking counts were conducted to estimate the potential changes in local traffic patterns related to construction of the Project (i.e., Harvard-Westlake vehicles currently parking on local streets would instead park at the Development Site in the future). The methodology utilized in the traffic study for purposes of estimating Harvard-Westlake vehicles utilizing on-street parking is reasonable as: 1) vehicles parking on the east side of Coldwater Canyon Avenue can reasonably be attributed to Harvard-Westlake as there are no other land uses that would generate such a daytime demand; 2) when the street parking on Coldwater Canyon Avenue becomes fully utilized, students and/or visitors to Harvard-Westlake park on the neighborhood streets, as confirmed by prior communications with neighbors north of the Campus; and 3) the data in Table 6-3 shows an increase in street parking (from 7:00 a.m. to 8:00 a.m. which can be attributed to school use as most street parking in residential areas *decrease* in the morning as residents leave their homes to go to work, school, etc. Also, the data in Table 6-3 understates parking demand on neighborhood streets that likely occurs later in the school year (e.g., in May, 2016) as more students are of sufficient age to obtain drivers licenses. Information provided by Harvard-Westlake to the Lead Agency indicates that student counts were undertaken by Harvard-Westlake security teams during the last week of May, 2016 and that, on average, over 110 students parked on the street or were dropped off in the neighborhood to the north of the Campus and east of Coldwater Canyon Avenue. Several residents in that area contacted Harvard-Westlake about the traffic conditions, leading Harvard-Westlake to place security/compliance monitors in the area during the morning peak hour. In regards to the parking utilization observations reported in the comment, there have been changes to the on-street parking regulations on Coldwater Canyon Avenue, particularly due to the DWP construction project which has caused the temporary prohibition of on-street parking. Please refer to **MR-1** regarding need for the Project.

D-11 Comment

The School is Estopped from Claiming a Need for Additional Parking. Since 1992, the School has repeatedly claimed to the City that it has substantially more parking than is necessary or required by City Code. In fact, the School commissioned a traffic and parking study by Crain & Associates that found that the 493 spaces existing at the time were "sufficient." (Attachment 2, Crain 1992 report, at ii.) The Crain report concluded that only "346 spaces would be required" by the City, 147 fewer parking spaces than

existed on-campus at that time. (Crain Report at 9.) Based on the excess parking, the Crain report found that the "current parking spaces provided on campus are expected to be sufficient to meet even the 'worst case' site utilization." (Crain at 10.) The 1992 survey further showed that the "site currently provides adequate parking and has surplus parking at all time periods." (Crain, at 15). Using this study, the School's lawyers argued to the city planning department that the School only needs 280 parking spots on campus during normal operations and only 346 spaces when athletic events were taking place at all venues. Thus, the then existing parking spaces on campus "far exceeds applicable parking requirements." (Attachment 3, John Funk Letter, Feb. 16, 1994 at 3.)

Note: Original comment letters and attachments (not including video material, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

Since 1994, the School has continued to expand and build on its campus. In each conditional use and building permit application over the last twenty years, the school claimed it did not need more parking. Now that the School seeks to expand its facilities across Coldwater Canyon Avenue, it claims it is woefully short on parking. The School will only become short of parking if it demolishes the parking lots that currently exist on campus, perhaps to replace them with new facilities. If this is the case, the School would be improperly segmenting environmental review of the new facilities from the environmental review of the parking for those facilities. As the Project would provide the School with at least 1,126 parking spaces for events (Traffic Report, Appendix G.4.2), far more than have ever been needed for special events, it is conceivable that the School anticipates additional development but has not disclosed those plans as part of this review process. Such a situation would violate CEQA. The lead agency must consider the whole of an action, not simply its constituent parts, when determining whether it will have a significant environmental effect. (*Citizens Association for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151, CEQA Guidelines § 15003(h).)

Moreover, although the School has demonstrated that additional parking is not needed, any increase in parking demand likely stems from the School's decreased incentives to carpool and an increase in enrollment since 1992. Local resident Bruce Lurie, a principal in the law firm Lurie, Zepeda, Schmalz & Hogan, has prepared an analysis of the School's CUP requirements and how those requirements have been violated. (Lurie, "Analysis and Report of Violations by Harvard-Westlake School of Enrollment, Faculty and Staff Limitations Imposed by the City of Los Angeles Enrollment Violations Legally Prohibit Entitlement for Parking Garage Proposal, December 2013, submitted separately to the City and incorporated by reference.) Given that numerous conditional use permits ("CUPs") issued to the School limit enrollment, the School's current enrollment and current parking demand violate its CUPs. If the School's parking demand has occurred due to violations of the CUP, the parking demand must be discounted. Instead of building a massive parking garage, the School must reduce its enrollment to comply with the prior CUPs. The School's history of noncompliance with existing commitments is a relevant guide to assessing future compliance with CEQA. (*Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 420 ["Because an EIR cannot be meaningfully considered in a vacuum devoid of reality, a project proponent's prior environmental record is properly a subject of close consideration in determining the sufficiency of the proponent's promises in an EIR"].)

D-11 Response

Please refer to **MR-1** regarding need for the Project. A discussion of the evolution of parking facilities on the Campus is not germane to the adequacy of the analyses in the DEIR and RDEIR. The commenter also suggests that the additional parking proposed under the Project may be related to future, undisclosed

development plans, resulting in improper segmentation of environmental review of future development. However, Harvard-Westlake has not applied for any development other than that proposed under the Project, there is no evidence of any additional proposed development, and therefore, the suggestion that the Project would improperly segment environmental review is incorrect and speculative. Please also refer to **Response to Comment D-51**. Harvard-Westlake employs an aggressive transportation management plan, and approximately one-third of its students are bused to school either via public transportation or buses used exclusively by Harvard-Westlake (RDEIR page 3.8-6). The City has reviewed Mr. Bruce Lurie's allegation that Harvard-Westlake is in violation of an enrollment cap but no enrollment cap has been imposed on Harvard-Westlake by the City in any land use approvals. In addition, the City has not found Harvard-Westlake to be in violation of any of its conditions of approval.

D-12 Comment

The DEIR assumes an unsupported need for Harvard-Westlake to construct a second football field and relies upon that alleged need to improperly reject alternatives that do not provide a football field. By this absurd logic there would need to be onsite facilities for all of the sports teams. All sports facilities need not be and cannot be on a single campus, especially one that operates as a privilege in a residential community to which it must conform. The baseball team, for example, would still be bused to practices after this project. Nor have any of the teams suffered from such busing- which is typical for most schools. The baseball team recently won the 2013 state championship. Even UCLA plays its games at the Rose Bowl miles away from its campus. The School already rents out its current field, suggesting that the current field is not fully exploited by its own students. Few, if any, local schools have two football fields. Although Oaks Christian School appears to have two football fields, it is located in a commercial area, not a quiet residential neighborhood.

In any case, a project applicant may not hide behind unjustified desires to circumvent meaningful environmental review. Since the DEIR fails to justify the need for a second football field, the rejection of alternatives that do not include additional sports fields lacks substantial evidence.

Notably, the lead agency must exercise its independent judgment on project objectives, and must not uncritically accept the applicant's objectives. (Public Resources Code § 21082.1 (c)(1); *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587; *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1352; *Save Round Valley Alliance v. County of Inyo* (2007) 157 Cal.App.4th 1437, 1460.) In addition, use of unduly narrow project objectives violates CEQA (*In Re Bay Delta Coordinated Environmental Impact Report Proceedings* (2008) 43 Cal. 4th 1143, 1166 ["a lead agency may not give a project's purpose an artificially narrow definition"].)

D-12 Response

Please refer to **MR-1** regarding need for the Project. Justification for the Parking Structure is not a CEQA matter, but will be considered by the decisionmakers in taking action on the Project. Contrary to the commenter's assertion, Harvard-Westlake does not contend that they will use the practice field for a single sport. Moreover, many San Fernando Valley schools have at least two fields onsite. For example, the following private schools with similar or lower enrollment to Harvard-Westlake have multiple fields: Sierra Canyon Upper School (Chatsworth, 410 students in grades 9-12), Chaminade College Preparatory School (Canoga Park, 1,329 students in grades 9-12), Notre Dame High School (Sherman Oaks, 1,230 students in grades 9-12), Crespi Carmelite High School (Encino, 577 students in grades 9-12), and Bishop Alemany High School (Mission Hills, 1,350 students in grades 9-12). (For comparison, it should be noted that while Harvard-Westlake enrollment on the Campus is approximately 900 students, Harvard-Westlake middle campus 9th graders participate on many of the junior varsity and varsity teams that utilize the Ted Slavin field, bringing the comparable student enrollment in grades 9-12 to approximately 1,175.)

D-13 Comment

As is demonstrated below, the Project will have significant and unavoidable environmental impacts. Thus, to approve this Project, the City will have to prepare a statement of overriding considerations that gives reasons, supported by substantial evidence, why the Project's benefits will outweigh its adverse impacts. However, facts do not support the School's purported need for either a parking structure or a new sports field. And even if these structures do benefit Harvard-Westlake, there is no factual support for a claim that improvements to this elite private school will benefit the public. On the contrary, the Project would benefit private recipients at the expense of the public. The alleged benefits of the proposed traffic improvements could be implemented without incurring the significant adverse impacts of constructing the parking structure. Since the City will not be able to support a statement of overriding considerations, the Project should not be approved unless it is significantly revised and the parking structure and bridge are eliminated.

D-13 Response

Please refer to **MR-1** regarding need for the Project. See also DEIR at page S-5 and RDEIR at pages S-6 and S-7, which lists the Project's objectives including, but not limited to, (i) improving area circulation by removing vehicle and buses parking on Coldwater Canyon Avenue; (ii) improving the flow of traffic on Coldwater Canyon Avenue by constructing public improvements at no cost to the City; and, (iii) enhancing the safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus through the elimination of both school bus drop-off and pick-up operations from Coldwater Canyon and the need for students and visitors to park on near-by residential streets and walk on Coldwater Canyon, which has no sidewalks, to get to the Campus and back to their vehicles. The Project will also increase opportunities for recreational activities for Harvard-Westlake students. Additionally, the Project would (i) remove and destroy diseased and dead trees that have the potential of spreading a fatal disease to other nearby walnut trees; and, (ii) provide 4.6 acres of healthy, native landscaping as compared to the Development Site's current state of 3.5 acres of disturbed areas or ruderal vegetation and 3.33 acres of declining or dead woodland. Lastly, consistent with the Scenic Highway Guidelines of Mobility Plan 2035, utilities crossing the Development Site will be placed underground (RDEIR page 3.6-15).

The commenter correctly states that the City must adopt a statement of overriding considerations if it approves the Project because of the Project's significant, temporary noise impact during construction and the impact upon the cumulative loss of oak-walnut woodland and related potential impact on the San Bernardino ringneck snake and coastal western whiptail lizard. However, CEQA does not require that a project with significant unavoidable impacts provide benefits to the public; rather, the City must adopt a statement that, because of the project's overriding benefits, it is approving the project despite its environmental harm. As stated in CEQA Guidelines Section 15093(a), "CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" This requirement reflects the statutory policy that public agencies must weigh a proposed project's benefits against its unavoidable environmental risks and may find the adverse impacts acceptable if the economic, legal, social, technological or other benefits outweigh those effects. (See also, Practice Under the California Environmental Quality Act (2d ed Cal CEB 2008), Section 17.32). Although the DEIR and RDEIR includes substantial evidence that the Project provides economic, social, technological and other benefits, the commenter's opinions concerning the statement of overriding considerations and benefits of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-14A Comment

The DEIR Fails to Adequately Analyze and Mitigate the Adverse Environmental Impacts of the Proposed Project as Required by CEQA. The DEIR is inadequate because it fails to fully analyze the Project's environmental impacts, propose sufficient mitigation for those impacts, or analyze alternatives that would avoid those impacts. The requirement for an EIR under CEQA serves the dual purpose of enabling a reviewing agency to make an informed decision and making the decisionmakers' reasoning accessible to the public, thereby protecting informed self-government. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 670.) Preparation of an EIR for the Project may facilitate better decision-making and properly involve the public only if the EIR provides a meaningful analysis of impacts, alternatives, and mitigation measures. The DEIR should be an environmental full-disclosure document. As the California Supreme Court has said: CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process. (*Concerned Citizens of Costa Mesa v. 32nd District Agricultural Association* (1986) 42 Cal.3d 929, 936, emphasis added.)

a. A Thorough Analysis of Impacts Is Required.

CEQA Guidelines section 15126. 2 subdivision (b) requires an EIR to describe a Project's potentially significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, the EIR must describe their implications and the reasons why the project is being proposed, notwithstanding its impacts. CEQA also provides that an EIR must not merely identify the impacts; it must describe their severity. As stated in *Santiago County Water Dist. v. County of Orange*, (1981) 118 Cal. App. 3d 818,831:

What is needed is information about *how adverse the adverse impact will be*. An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. (Guidelines, Section 15150.)

(*Id.* at 831, emphasis added.) This DEIR fails to meet that mandate.

b. The DEIR Must Consider and Adopt Reasonable Mitigation Measures to Avoid Significant Impacts.

CEQA requires every EIR to contain a complete discussion of potential mitigation measures available to avoid or reduce adverse environmental effects (Pub. Resources Code section 21000(b)(3); Guidelines Section 15126(c)) because one of the basic purposes of an EIR is to indicate the manner in which significant effects can be mitigated or avoided. (Pub. Resources Code section 21002.1(a).) Mitigation measures must be concrete and enforceable through a mitigation monitoring plan. (Pub. Resources Code Section 21 081.6(b) ; *Lincoln Place Tenants Ass 'n v. City of Los Angeles* (2007) 155 Cal. App. 4th 425, 445.) Before it may approve a project that will have significant impacts on the environment, a public agency must determine that all proposed mitigation measures and/or project alternatives capable of substantially reducing environmental impacts have either been incorporated into the project or that the proposed mitigation measures or alternatives are *infeasible*. (Pub. Resources Code section 21081(a); *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30.) To be considered infeasible, it must be demonstrated that an alternative or mitigation measure is more than just more costly. "What is

required is evidence that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project." (*Citizens of Goleta Valley, supra*, 197 Cal.App.3d 1167, 1181.)

As discussed below, the Project fails to mitigate its extensive adverse impacts on aesthetics, biological resources, land use, noise, traffic, air quality and the safety of the hillside neighborhood during seismic activity and storms.

D-14A Response

The DEIR and RDEIR for the Project fully comply with CEQA. The DEIR, and in turn the RDEIR, complies with CEQA and the City of Los Angeles CEQA Guidelines and *L.A. CEQA Thresholds Guide*, in analyzing each topic and identifying feasible mitigation measures and a reasonable range of alternatives. Significant and unavoidable impacts are identified for temporary construction noise and construction air quality in the DEIR with supporting analysis provided in Chapters 3.2 (Air Quality) and 3.7 (Noise), including statements regarding the severity of these impacts in relation to the appropriate threshold of significance. The RDEIR, with changes to the project design, additional analyses, and new mitigation measures, concluded that temporary construction noise would remain a significant and unavoidable impact, that the impacts on air quality could be reduced to a level below the significance threshold as a result of mitigation measures and that a new significant and unavoidable impact would exist for the cumulative loss of oak-walnut woodland and related potential impact on the San Bernardino ringneck snake and coastal western whiptail lizard. The severity of these impacts are identified in the RDEIR (and updated further in FEIR Chapter 4, Corrections and Additions), and the relative insignificant impact upon air quality during construction is also discussed at length. Other issue areas referred to by the commenter are identified as being less than significant or being mitigated to a level of less than significance in both the DEIR and RDEIR.

D-14B Comment

The DEIR's Analysis of Numerous Impacts and Mitigation Measures is Deficient.

SCC members and their consultants have identified many serious problems with the Project and its DEIR. In addition to these comments, SCC's consultants are submitting letters and analyses of the DEIR that lay out, in greater detail, the DEIR's deficiencies with regard to its analysis of air quality, traffic, cumulative impacts, land use, biological resources, hydrology, geology and soils, and other areas. SCC requests that each of these comments receive a reasoned, good faith response, as required by CEQA, so that important issues will not be "swept under the rug." (*People v. County of Kern* (1974) 39 Cal.App.3d 830, 841.) Without detracting from the need for the City to fully respond to those comments, we wish to emphasize certain particular points set forth below.

The Project's sensitive location is critical to the analysis of its environmental impacts. The significance of a Project's impacts varies with its setting. (CEQA Guidelines section 15125(c).) The Project is proposed *entirely* within a hillside community, that is zoned for "very low" and "minimum" density residential use, and is proposed for designated desirable open space adjacent to MRCA protected open space.

D-14B Response

Please refer to **MR-5** regarding zoning and permissible school use in a residential zone. Also, please refer to **MR-6** which describes the environmental and biological setting for the Project.

D-15A Comment

The Project Will Have Significant Visual and Aesthetic Impacts by Replacing Natural Open Space and Woodlands with a Massive Parking Garage, Lighted Athletic Fields, and a Skybridge.

CEQA establishes that any substantial, negative aesthetic effect of a Project is a significant environmental impact for CEQA purposes. (*Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1604.) Thus, any substantial, negative effect of a project on a view could constitute a significant environmental impact under CEQA and require the incorporation of all feasible mitigation. (*Ibid.*)

D-15A Response

Please refer to **MR-4** where the subject of Project aesthetics, and specifically the impact of the Project on views, is addressed. Summarizing that response:

1. The Project, including the pedestrian bridge, would be visible for only a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides.
2. While the Project would be visible from grassy areas within the Coldwater Canyon open space, it would be visible only intermittently between vegetation.
3. The Parking Structure would not silhouette on a ridgeline, and while it would be visible in panoramic views from a number of private homes, during daytime hours landscaping would substantially screen the structure.
4. The design of the Parking Structure makes extensive use of perforated exterior panels and open netting (along the sides and atop the practice field), thereby increasing the degree to which light can pass through the Parking Structure, preserving some of the hillside and skyline views from Coldwater Canyon Avenue alongside the Parking Structure, and more effectively blending the Parking Structure with the natural environment as compared to conventional parking designs.
5. The elevator tower on the east side of Coldwater Canyon Avenue is designed almost exclusively with glass along the north and south sides, providing the ability for motorists to see through the tower (RDEIR Figures 2-12, 2-14, and 2-15).
6. In general, the City does not protect private views. CEQA case law has established that, in general, protection of public views is emphasized. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720 [3 Cal. Rptr.2d 488], the Court held that “we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general.” As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: “[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.”

D-15B Comment

One of the most significant adverse impacts of the proposed Project is the placement of a massive three-story, 750-car parking garage with a lighted, football-sized athletic field atop on designated desirable open space in the Santa Monica Mountains. As noted before, the project site is adjacent to Santa Monica

Mountains Conservancy land in an area that is exclusively residential and open space. The site is environmentally sensitive, composed of protected oak and walnut woodlands. (DEIR, p. 3.3-1, 3.3-2)

D-15B Response

Please refer to **Response to Comment D-14B** and **MR-6** regarding open space characteristics and impacts to biological resources and **Response to Comment D-15A** and **MR-5** regarding schools located in residential zones.

D-15C Comment

The Project would require the removal of 129 protected oak and walnut trees, to be replaced by a 44-foot-tall excavated parking garage protected by retaining walls up to 87-feet high.

D-15C Response

The commenter is correct to note the removal of 129 protected oak and walnut trees, as cited in the DEIR. As a result of updates to the Project design, specifically resulting from a change in the Building Code that required the relocation of the southernmost retaining wall (RDEIR page 2-5) and the inclusion of a debris basin (RDEIR page 2-12), the RDEIR states that 147 protected trees (13 oaks and 134 walnuts) are to be removed as part of the Project (RDEIR 2-13).

The removal of protected trees would be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23), resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years. RC-BIO-1 2.s has been further modified to state that additional monitoring following the three-year period shall be determined by the City Forester. Please refer to Chapter 4, Corrections and Additions, of this FEIR for the additional monitoring required and regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.

D-15D Comment

In addition to the football-sized sports field, the parking garage would be topped by a 32-foot-tall mesh fence to catch balls, a 2,600 square foot athletic office and equipment room, and 39-foot-tall sports lights. These lights would stand 84 feet above Coldwater Canyon Avenue. The parking and sports complex would connect to the Harvard-Westlake campus by way of a covered skybridge located 41 feet above street level at its center.

D-15D Response

No response is necessary as the comment describes some of the architectural features of the Project.

D-15E Comment

The complex will be lit at night, providing a new source of nighttime glare.

D-15E Response

Fourteen light poles, with four LED fixtures on each pole, are proposed be used to light the practice field and would be required to be turned off by 8 p.m., Monday through Friday, and would not be permitted on weekends or holidays that occur on a weekday (RDEIR page 3.1-24 and Project Design Feature PDF-AES-4, as amended in FEIR Chapter 4, Corrections and Additions). As analyzed in RDEIR Appendix I (Lighting Evaluation) and further codified in Mitigation Measure MM-AES-3, spillover lighting shall not exceed 0.0 fc on adjacent residential and open space properties. Based upon the lighting configuration, and target on-field lighting level of 30 fc, spillover onto Coldwater Canyon Avenue would be limited to the westernmost portion of the roadway and would only reach 0.4 fc, as compared to the threshold of

significance of 2.0 fc (LAMC Section 93.0117). RDEIR page 3.1-38 notes that a “glow from the lighted field would be visible from the adjacent Coldwater Canyon Open Space and the Scenic Corridor located 34 feet south of the Development Site. Motorists also would be able to see lights from the practice field.” However, due to the requirement that lights be turned off no later than 8 p.m on weekdays and cannot be used on weekends or holidays that occur on a weekday, as well as the lack of an objective threshold for determining the significance of light glow, the RDEIR concluded that the impacts from the practice field’s lighting were less than significant.

The Parking Structure and pedestrian bridge would contain a minimal level of internal lighting (primarily for safety purposes). Implementation of Project Design Feature PDF-AES-5, including the use of shielding elements, the lack of general landscape lighting, and incorporation of lights within handrails on the pedestrian bridge, would reduce the impact of such lighting to a level that is considered less than significant.

D-15F Comment

Together, the development would urbanize an otherwise rural-feeling area of the Santa Monica Mountains. The DEIR’s conclusion that the Project would not have significant impacts to aesthetics is unsupported and requires revision in the Final EIR.

On the contrary, the Project will dramatically alter the existing topography and forever alter canyon views for residents, worshippers at the nearby religious facilities, and motorists. (DEIR, p.3.1-2) By substantially altering hillside character, the Project would “substantially degrade the existing visual character or quality” of the Development Areas. Thus, the Project’s impact on the visual character and quality of the Project site should have been considered “significant” according to the standards of significance set forth in the DEIR. (DEIR, p. 3.1-19.) In fact, the DEIR observes that the massive parking structure, field and bridge “could obstruct focal or panoramic views.” (DEIR 3.1-14.)

The replacement of natural habitat and vistas with a man-made massive parking garage, field with netting, light poles and a bridge over the scenic highway is not a matter of aesthetic taste that may be subjective. The obstruction of scenic views and natural vistas is a *per se* aesthetic violation and cannot be dismissed as merely “subjective” in nature. As the DEIR points out, the City is required to protect “scenic views or vistas [with] public view access to natural features, including views of ... striking or unusual natural terrain, or unique urban or historic features.” (DEIR 3.1-14) Coldwater Canyon is a designated scenic highway (DEIR 3.1-14) because of its unique views of the Santa Monica Mountains, open space and a protected oak and walnut woodland. Impacts to these views are significant and should have been characterized as such in the DEIR.

D-15F Response

Contrary to the commenter’s citation, the DEIR at page 3.1-14 (paragraphs one and two; RDEIR page 3.1-16; paragraphs three and four) in the Environmental Setting section of the Aesthetics analysis generally discusses types of visual impact that should be evaluated for any project subject to CEQA, not that the Project in particular “could obstruct focal or panoramic views”. Impacts to scenic views are described in detail on page 3.1-26 of the DEIR and 3.1-30 of the RDEIR, including the distance of structures from viewable areas and the minimizing of any visual impact through the design and landscaping of the Development Site. The Project would be prominent in views of motorists in the immediate vicinity but such view would be limited to an approximate 0.45 mile stretch of Coldwater Canyon Avenue (RDEIR page 3.1-31) given curves in the roadway, the Parking Structure being set back from the street, and intervening hillsides. Please also refer to **MR-4** regarding aesthetics.

The commenter is incorrect to note that the obstruction of scenic views and natural vistas is a *per se* aesthetic violation. According to the *L.A. CEQA Thresholds Guide* “while certain screening and significance thresholds can be identified for this issue, a degree of discretionary judgment may be required to determine the ‘value’ of the aesthetic resource or potential project impacts.”

D-15G Comment

Not only is such a destruction of scenic vistas and residential views a *per se* significant impact, but the DEIR ignores scoping comments addressing the Project's significant negative and unmitigable impacts on the visual character of the project site and hillside community in which it is nestled. Most notably, the Santa Monica Mountains Conservancy, an independent state agency, concluded that the "visual impacts" of this project, including the sky bridge, parking garage and athletic field, were substantial and unavoidable impacts of this proposal. (SMMC September 23, 2013 Letter, Attachment 4). A letter from the Federation of Hillside and Canyon Associations, Inc. (Federation) further demonstrates the overwhelming consensus that the Project would have significant and unmitigable visual impacts. The Federation represents 41 homeowner and resident associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington, and represents over 200,000 constituents. After reviewing the plans for this Project, the Federation concluded that the parking garage, field and skybridge are "grossly out of character with the natural hillside environment." (Federation Letter of Aug. 16, 2013, Attachment 5). The Federation concluded that this project on a scenic highway and designated open space would "urbaniz[e] one of the Santa Monica Mountains' great and historically significant canyon roads [and] have a devastating impact on this historic section of the Santa Monica Mountains[.]" (Id.) The Studio City Residents Association unanimously voted to oppose this project on the basis of its incongruity with the area of Studio City both in terms of aesthetics and land use. The DEIR concedes that this project will urbanize an area that is currently not urbanized or developed, but suggests that these might be welcome changes to the character of this hillside community.

D-15G Response

The subject of the Project's impact on the visual character of the Development Site and hillside community is extensively covered in the DEIR and RDEIR in Chapter 3.1 (Aesthetics) as well as **MR-4**, **MR-5**, and **MR-6**. Additionally, the Project's Regulatory Compliance Measures, Project Design Features and Mitigation Measures will minimize the aesthetic impacts by, among other things, ensuring that the structures are of neutral colors that blend with the surrounding hillside, screening the Parking Structure from surrounding views through attractive landscaping utilizing native vegetation, and orientating the Parking Structure close to Coldwater Canyon Avenue to ensure that a large amount of open space west of the Parking Structure remains in its natural vegetated state.

D-15H Comment

To deflect the unmitigable conclusion that this would be a significant impact, the DEIR focuses on the previous development of part of the site. While two small residences once sat on the many acre site, they have been removed. The majority of the site is composed of oak and walnut woodland. The DEIR concedes that on this supposedly disturbed land, there are hundreds of protected oak and walnut trees. Photographs of the site submitted separately by local residents reveal that the vast majority of the space is wooded and minimally disturbed. (See DEIR Comment of Kathryn Donohew) Moreover, the visual impact of a minimal residential disturbance - that is in character with the surrounding community - does not in any way address the profound harm to the visual character of the hillside and neighborhood of a massive three-story parking garage with a football-sized field, bridge, and lighting towers. While the Project may not be out of place at LAX or in a shopping mall, it is a drastic change to a residential neighborhood and to land designated as desirable open space.

D-15H Response

The DEIR cited the existence of two residential structures on the Development Site; the RDEIR correctly notes that the Development Site was previously occupied by four such structures (page 3.1-19). Two homes were red-tagged and demolished following the 1994 Northridge earthquake and two were demolished in 2011 with permit numbers 11019-20000-00599 and 11019-20000-00600. A fifth home that Harvard-Westlake owns, on land that was added to the Development Site as a result of changes in the Project design, remains but will be removed as part of the Project to increase the amount of open space on the Development Site.

Forty-six percent (3.16 acres out of 6.83) of the Development Site has been previously disturbed and nine percent (0.34 acres out of 6.83) consists of ruderal vegetation (RDEIR 3.1-23). As a result of the Project, 33.55% of the Development Site would remain native vegetation (including the additional planting of mitigation trees) and 33.64% would receive new native, drought-tolerant landscaping (refer to RDEIR page 3.6-10 and Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project). Of the trees on the Development Site, sixty-five percent are rated with health grades “D”, “F”, or are deemed dead (RDEIR Appendix D.3, Table 2), including the majority (78%) of the black walnut specimens that are suffering from the walnut twig beetle and the Thousand Cankers fungal disease that the walnut twig beetle carries (RDEIR Appendix D.2B, page 5 and Appendix D.3, page 7). Below are photographs of trees on the Development Site taken in 2011 and 2016 illustrating how the condition of trees has deteriorated over the past five years.



Tree 133 April 2011 (left) and May 2016 (right)



Tree 134, April 2011 (left) and May 2016 (right)

The DEIR, and RDEIR, describe the previous use of the Development Site and biological resources on the Development Site to determine the extent of aesthetic impacts caused by the Project. Given the CEQA Guidelines and *L.A. CEQA Threshold Guide* standards for assessing aesthetic and visual impacts of a project and the discretionary judgment that such standards provide, the DEIR and RDEIR accurately discusses current conditions and Project impacts and correctly determined that with application of Regulatory Compliance Measures, Project Design Features and Mitigation Measures, the Project's aesthetic impacts would be less than significant.

Below are aerial photographs taken in 1956, 1989 and 2015 that illustrate the extent of vegetation on the Development Site over time.

The commenter's opinion that the mitigation measures proposed do not adequately mitigate the potential impacts of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.



Aerial Photo, 1956

1956 Aerial



1989 Aerial

**2015 Aerial****D-15I Comment**

The DEIR accurately concludes that the "Parking structure and pedestrian bridge would be prominent in views of motorists on Coldwater Canyon Avenue (a designated Scenic Highway)"(DEIR, p. 3.1-26), yet inexplicably reverses its position a few sentences later- "The Project would not block any scenic views for motorists." (DEIR, p. 3.1-26). The DEIR also concludes that the numerous residences on the east side of Coldwater Canyon and at least six homes on the west side would experience negative impacts to their views. (DEIR, p. 3.1-26).

D-15I Response

The full DEIR citation referred to by the commenter, and repeated in the RDEIR (page 3.1-31), states that:

“The Parking Structure and pedestrian bridge would be prominent in views of motorists on Coldwater Canyon Avenue (a designated Secondary Scenic Highway) in the immediate vicinity of the Development Site.”

Such statement refers to the conclusion that the pedestrian bridge would be visible for approximately 0.45 miles along Coldwater Canyon Avenue (primarily as motorists travel south), and that the Parking Structure itself would be visible to motorists for a significantly shorter distance along and immediately adjacent to the Project’s street frontage.

Motorists currently traveling along Coldwater Canyon Avenue are unable to view much of the Development Site and, in particular, the footprint for where the Project is to be located, given the steep incline of the hillside that rises from street level to the west ridgeline. It is therefore accurate to conclude

that the Project would not obstruct an existing view of the Development Site since such view does not currently exist beyond the hills and treeline immediately adjacent to Coldwater Canyon Avenue.

Motorists are currently able to view the ridge and skyline to the west, and that view would be partially obstructed immediately alongside the Parking Structure's 330 foot frontage (a condition specifically referenced in the *L.A. CEQA Thresholds Guide*). Through the use of perforated exterior panels and open netting, among other visual characteristics and design elements, the RDEIR concludes the impact on public scenic views to be less than significant because these materials will allow some views of the hillside and skyline.

(The identification of Coldwater Canyon as a secondary highway was changed to an Avenue II in the recently adopted Mobility Element; it's designation as a scenic highway remains; see FEIR Chapter 4, Corrections and Additions, where this change has been made.)

D-15J Comment

Letters from numerous neighborhood residents submitted in response to the Notice of Preparation of the EIR (DEIR Appendix A.1) demonstrate the community consensus that this Project would be wholly inconsistent with the prevailing aesthetic standards of the area. Ms. Sonia Choi Johns wrote that "Aesthetically the value of Studio City comes from the charm of its natural surroundings[.]" She notes that "no matter how much care you invest in the design of a parking lot it will never look better than a natural hillside[.]" Mr. Nate Mendell commented that the project would be an "unattractive eyesore. Our neighborhood currently has a view of the undeveloped West hillside of the Canyon. The structure would see an end to that." Ms. Shirley Engel noted that the Project would be completely out of character with the area "composed of single family homes" with no tall buildings, street lights or sidewalks that leads to a "special ambience." Mr. Karl Gerber wrote that the "land is a beautiful canyon" and not the urbanized environment of downtown or Century City where one usually finds such massive bridges over public roadways. Mr. Tom Holland commented that instead of looking out on the beautiful hillside and the animals of "Nicholson Ridge," he will see the playing field and the lights. Mr. Alex Izbicki wrote that "[a]large parking garage would negatively impact the natural surroundings [and] is completely out of character with its surroundings." With regard to aesthetics, he asks the trenchant question: "How can you match nature's beauty with man made construction?"

Worshippers at St. Michael and All Angels Episcopal Church, located across the street from the Project site, share these aesthetic sentiments. Mr. Peter Juzwiak described the project as "aesthetically a blight on a beautiful California Canyon." Ms. Rae Markus comments that she has "always particularly enjoyed the beauty of the local canyons" both while attending church and commuting over Coldwater Canyon. The scenic beauty of Coldwater Canyon makes her commutes "more tolerable and even enjoyable." She is "appalled at the prospect of having a huge structure ... desecrating [Coldwater Canyon's] natural beauty."

Instead of looking at a beautiful hillside and the wildlife that currently resides there, residents, worshippers, preschoolers and motorists will all look at a parking garage, field, netting, light towers and a bridge. It is indefensible to argue, as the DEIR does, that it is simply a matter of personal taste whether one finds more pleasing the view of a parking garage with lighting towers and netting on top and a skybridge or a natural hillside. Moreover, this approach to evaluating the harm to the visual character of communities completely eviscerates the consideration of aesthetics under CEQA.

D-15J Response

Please refer to **MR-4** and **MR-6** for a discussion of the Project's aesthetics and the current biological state of the Development Site. Further to the considerations raised in those responses, the RDEIR (page 3.1-22)

states “The *L.A. CEQA Thresholds Guide* recognizes the subjectivity brought to such [aesthetics] analysis and states that a determination of significance is to be made on a case-by-case basis based on the following considerations.” (*L.A. CEQA Thresholds Guide*, 2006)

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area’s valued aesthetic image;
- The degree to which a project would contribute to the area’s aesthetic value; and
- Applicable guidelines and regulations.

The DEIR and RDEIR do not suggest that a finding of aesthetic significance, or lack thereof, shall be based upon personal taste. Rather, the analyses included in each document’s Chapter 3.1 are consistent with the CEQA framework established by the City, in that they examine, across a variety of factors, the degree to which an existing aesthetic element contributes to the visual character of the area and whether it could be significantly impacted by the Project, including the application of subjective criteria in the absence of objective metrics.

D-15K Comment

The DEIR tellingly and erroneously states that the "west side of Coldwater Canyon is already developed with the Harvard Westlake Campus" (DEIR, p. 3.1-26). This is incorrect. The Harvard-Westlake Campus is located on the *east* side of Coldwater Canyon. No school facilities exist on the west side of Coldwater Canyon. The map submitted by the School as part of the Initial Study demonstrates this, distinguishing its campus on the east side of Coldwater Canyon from other residential properties owned by the school on the east side of Coldwater Canyon. There are no non-residential structures located west of Coldwater South of Dickens St. This project would urbanize a nonurbanized site.

D-15K Response

The RDEIR corrects the incorrect statement made in the DEIR that the west side of Coldwater Canyon Avenue is already developed with the Campus (see RDEIR page 3.1-31, third paragraph, second sentence).

D-15L Comment

The DEIR notes that the "addition of a pedestrian bridge over a designated Secondary Scenic Highway is potentially significant without mitigation" (DEIR, p. 3.12-25), then tries to claim that the private skybridge from the parking lot to the school "could be viewed as a gateway to/from Studio City." (DEIR, p. 26) This absurd statement comes directly from the School's brochures touting the Project and demonstrates a lack of independent City judgment on the Project.

D-15L Response

(The sentence referred to by the commenter appears on DEIR page 3.1-25, rather than page 3.12-25 as cited.) The same statement appears on RDEIR page 3.1-31. As stated in **MR-4**, stating that the pedestrian bridge could be viewed as a gateway, was neither intended to be positive or negative, rather it is intended as a description of the fact that the pedestrian bridge would be located at an approximate point where Coldwater Canyon Avenue begins the steeper southbound and curved ascent toward Mulholland Drive or reaches the more developed San Fernando Valley basin northbound just before Ventura Boulevard.

(Note that the identification of Coldwater Canyon Avenue as a secondary highway was changed to Avenue II in the recently adopted Mobility Element; it's status as a designated scenic highway remains the same.)

D-16 Comment

The DEIR also concludes, without support, that the parking structure, field, lights and bridge will not be visible from anywhere within the Mulholland Scenic Parkway Specific Plan. The development sits only 185 feet from the outer corridor of the Plan. The conclusion that the Project will not affect views from within the Scenic Parkway is based on an evaluation of views from the ridge of Mulholland Drive and fails to consider any portion of residences that face north and that are situated within the Scenic Parkway. The City must further investigate whether views from these houses and backyards will be impacted, particularly at night when the field lights would produce glare and glow. The DEIR must also consider the impact on views from trails in the Santa Monica Mountains. (*Ocean View Estates Homeowners Assn v. Montecito Water District* (2004) 116 Cal.App.4th 396, 400.)

D-16 Response

Please refer to **MR-4** for further discussion of aesthetic impacts. Contrary to the commenter's assertion, the DEIR does not conclude (nor does the RDEIR) that the Project would not be visible from anywhere within the Mulholland Scenic Parkway Specific Plan. Rather, on page 3.1-14 the DEIR states "[t]he City Planning Department has determined that the Project would not be visible from Mulholland Drive," as opposed to from anywhere within the Specific Plan area. Page 3.1-14 of the DEIR further indicates that views of the Project would be limited from a prominent ridge located within the Specific Plan area. Page 3.1-26 of the DEIR indicates, "[t]he Project would be partially visible from grassy areas of the immediately adjacent open space use (Coldwater Canyon Open Space), although much of the open space includes dense vegetation that screens the site from view." The RDEIR includes the same information on page 3.1-17.

D-17 Comment

In addition to the loss of scenic vistas and views of natural woodland, the visual impact of night lighting on the field, bridge and parking garage will cause significant impacts. The DEIR notes that the Project site is currently dark at night (DEIR, p 3.1-17). The replacement of this dark open space with lights will disrupt views, alter the visual character of the neighborhood and prevent enjoyment of stars and views of the night sky. The "[I]ighting of the athletic field would be prominent in views of the site as seen from residential uses to the east." (DEIR, p. 3.1-27) The lights would also alter views from the north, south and west. (DEIR, p. 3.1-30). There would also be some night glow "visible from the adjacent Coldwater Canyon Open Space and Scenic Corridor." (DEIR, p. 3.1-30). Motorists' nighttime views of the scenic highway would also be disrupted by the lights on the bridge, parking structure and field. (DEIR, p. 3.1-30). The DEIR concludes that the "impacts to light and glare are considered potentially significant without mitigation."

The DEIR, however, then inconsistently concludes that mitigation measures would somehow ameliorate the harm of replacing views of stars and the beautiful hillside with views of a parking lot, field lights, and a

bridge. This conclusion lacks support. The DEIR acknowledges that, even after mitigation measures, the lit-up field would affect views and light up backyards and be "annoying to some residents." (DEIR, p. 3.1-33.) The destruction of nighttime views, the fundamental alteration of a site and the creation of a nuisance cannot be dismissed as merely annoying and therefore not a significant impact. Instead, the admission that the light, glare and glow from the lights could not be mitigated demonstrates a significant impact that must be mitigated under CEQA.

D-17 Response

Please refer to **MR-4** which discusses the Project's aesthetic impacts (including lighting) and the reasons for the conclusion that aesthetic impacts would be less than significant after mitigation. Specific to the concerns about nighttime lights affecting views of the stars and sky as well as light, glare, and glow from the Parking Structure and pedestrian bridge, the RDEIR includes a number of measures to reduce these impacts to less than significant (see below). In summary, the measures provide that direct glare of the lights will be insignificant (0.0 fc at adjacent open space areas and residences, 0.4 fc on the west side of Coldwater Canyon Avenue), glow from the practice field lights will exist no later than 8 p.m., Monday through Friday (excluding holidays that occur on a weekday), and only during the times of year when ambient light is insufficient to allow safe use of the practice field (i.e., lights will not be needed in the Summer). After 8 p.m., glow will be significantly reduced given that the only light sources will be shielded fixtures within the Parking Structure itself and embedded in the handrails of the pedestrian bridge. In other words, views and sky- and star-gazing will generally only be affected weekdays from 5 p.m. to 8 p.m. during certain months of the year, and will be unaffected weekdays after 8 p.m. or on weekends or holidays that occur on a weekday the entire year.

1. Regulatory Compliance Measure RC-AES-3. "Project lighting shall comply with LAMC Section 93.0117. As such, lighting shall not cause more than two footcandles of lighting intensity or direct glare from the light source at any residential property."
2. Project Design Feature PDF-AES-4 (as amended in FEIR Chapter 4, Corrections and Additions). "Musco sports LED lighting fixtures (or equal alternative) with visor or shield system shall be used to illuminate the practice field to provide better light control, reduce glare, and reduce the amount of spill light. Sports lighting fixtures shall be painted a natural green color so that they blend in to the natural surroundings. Sports lighting fixtures shall be turned off at or before 8:00 p.m. on weeknights, and shall not be allowed on weekends or holidays occurring on a weekday. Sports lighting fixtures shall be on a remotely controllable timer to ensure these conditions are met."
3. Project Design Feature PDF-AES-5. "Interior and exterior security lighting shall be integrated into the architectural and landscape lighting system:
 - a. Pedestrian bridge lighting shall be integrated within the handrails and mounted at a height below the adjacent solid metal panels to eliminate any source of glare from the bridge. Light from the handrails shall illuminate the bridge walkway only and not spillover onto Coldwater Canyon Avenue.
 - b. Practice field level security lighting shall be incorporated into the electronically-controlled field lights and shall be set to provide the minimum recommended illumination for security/emergency purposes.
 - c. Within the structure, LED down lights (average 5 fc) shall include shielding elements that, from the outside of the parking structure, shall eliminate any direct views of the light source.

- d. Stairwells and stair landings shall include a single source above each landing (likely using the same LED fixtures and shields incorporated into the main structure).
 - e. The use of lighting incorporated into the stairwell handrails shall also be included.
 - f. The access road shall include small, ground level lighting fixtures that shall only be activated for security or emergency purposes in order to illuminate the roadway and roadway boundaries (i.e., lights would not routinely be on). Lighting shall be primarily for emergency vehicles and evacuation from the structure (if necessary).
 - g. There shall be no general and/or decorative landscape lighting.
4. Mitigation Measure MM-AES-2. “Permanent exterior lighting shall incorporate fixtures and light sources that focus light onto the Project Site to minimize light trespass and prevent direct views of the fixture source from adjacent properties.”
 5. Mitigation Measure MM-AES-3. “Spillover light levels shall not exceed 0.0 foot candles on adjacent residential and open space properties (this mitigation measure shall not apply to property owned by Harvard-Westlake).”
 6. Mitigation Measure MM-AES-5. “All outdoor lighting (including practice field lighting, security and landscape lighting) shall be designed and installed so that the lighting at residential and open space properties is minimized and in no event exceeds 0.0 footcandles (this mitigation measure shall not apply to property owned by Harvard-Westlake). Permanent exterior lighting shall be shielded to prevent direct views of the fixture source from adjacent residential neighbors. Fixtures shall also be focused properly to limit the amount of spillover lighting.”
 7. Mitigation Measure MM-AES-6. “The Parking Structure shall include appropriate measures to ensure that neither interior lighting of the structure nor headlights from cars using the structure cause light to disturb residents in the vicinity of the Development Site to the north, west or east of the site across Coldwater Canyon Avenue. All interior parking garage fixtures shall be shielded to prevent direct views of the source when viewed from outside the structure. The design of the Parking Structure shall incorporate screening elements to prevent lighting and car headlights from disturbing residences around the Project Site. Interior lighting fixtures shall be controlled by photocells and occupancy sensors to reduce the light output of the fixtures when the structure is unoccupied.”
 8. Mitigation Measure MM-AES-7. “The Project applicant shall retain a lighting design expert to implement the following protocol, and prepare a report to be submitted to the Department of Building and Safety, to ensure and document compliance with all City lighting regulations, assumptions used in the EIR analysis and all mitigation measures no later than 6 months after a certificate of occupancy is granted (*as noted in FEIR Chapter 4, Corrections, and Additions, this Mitigation Measure was updated such that the lighting report must be submitted no later than 6 months before a certificate of occupancy is granted*):
 - a. Six representative testing sites shall be established on or next to those light sensitive receptors that have the greatest exposure to site lighting (residential uses east of the Campus, and open space and residential uses to the west and north of the Development Site).
 - b. A light meter mounted to a tripod at eye level, facing the Development Site, should be calibrated and measurements should be taken to determine ambient light levels with Project lights on.

- c. A reading should be taken with lights on and then with lights off to determine the change in ambient light levels.
 - d. The difference between the two would be the amount of light the Project casts onto the sensitive receptor.
9. Mitigation Measure MM-AES-8. "Building materials, including those on the pedestrian bridge shall be of low reflectivity to prevent potential glare reflected on to motorists along Coldwater Canyon Avenue. Lighting elements on the bridge shall be concealed to minimize spillover light on to the street below."

D-18 Comment

Moreover, the proposed mitigation measures to reduce nighttime glare rely on technology that has been shown not to work on the School's current football field. The school's history of CUP violations also suggests that the hillside communities cannot rely on the proposed limits on hours of operation. Despite being on notice of violations of the current CUP for Harvard-Westlake's Ted Slavin field, the City has taken no steps to investigate these violations. These violations should have been disclosed in the DEIR as part of a "thorough investigation" of the Project and its potential impacts. (CEQA Guidelines section 15145.)

D-18 Response

Please refer to **MR-3** for a discussion of the halide lights that are used on the Campus' existing Ted Slavin Field and **MR-1** regarding prior permit violations. Following a complaint filed with the DBS on June 20, 2014, and subsequent lights modifications by Harvard-Westlake, the City re-inspected the lights and concluded on February 18, 2015, that the lights were in compliance with the LAMC. Harvard-Westlake's review of the log times for when the Ted Slavin lights were switched off during the period January 1, 2014 through April 30, 2016, indicates that there were no instances when the lights were switched off after 8:00 p.m. (other than the permitted Friday and Saturday night athletic events).

D-19 Comment

The DEIR has also incorrectly concluded that the Project's lights will not disturb residents or motorists. Lights from Ted Slavin Field currently light up backyards and shine into residences on Van Noord Avenue, Galewood Street, and Blairwood Avenue. Numerous residences on the East side of Coldwater Canyon to the north, such as those on Alcove and Halkirk are also affected. These lights also cause skyglow, which interferes with stargazing, one of the virtues of living in this hillside community adjacent to open space. Although the lights at Slavin Field were installed pursuant to a 2006 CUP, few residents were warned about the impacts. Comment letters submitted to the City in response to the NOP (DEIR Appendix A. I) chronicle the detrimental impacts of the existing field lights. Sarah Boyd, a Van Noord resident, describes "enormous light spill into the neighborhood" from the current field. Mr. Jeffrey Jacobs noted that the lights from the field are seen in the neighborhood well after the 8 p.m. cut-off time on days when this is not permitted. Ms. Shirley Engel notes that the lights from the current field "disturb the residents." SCC has submitted to the City a DVD of videos, photographs, and declarations from residents demonstrating the existing lighting spillage from Ted Slavin Field. Personal observations can constitute substantial evidence of environmental impacts. (*Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 339.)

The claim that similar lighting technology as is used on Ted Slavin field will mitigate the harm from the lights is therefore not credible. Rather, it demonstrates the exact opposite conclusion. Accordingly, the DEIR should have concluded that the lighting proposed for the athletic field atop the Project will also negatively and significantly impact the surrounding residences.

D-19 Response

Please refer to **MR-3, Response to Comment D-17, Response to Comment D-18, and Response to Comment D-20** regarding the light impacts from the Project.

D-20 Comment

Additionally, the DEIR's lighting study, which improperly concluded that the Project's impacts will be fully mitigated, fails to provide substantial evidence to support the conclusion that the Project's impacts will not be significant after mitigation. Substantial "evidence includes fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact." (Public Resources Code section 21080(e)(1).) "Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative," or "evidence that is clearly inaccurate or erroneous." (Public Resources Code section 21080(e)(2).) First, the study concludes that the mitigation measures used for Ted Slavin Field are adequate, when these measures fail to prevent lightspill. Second, the study was conducted on a summer evening and night during atypical lighting conditions, in which the sun set late and a full moon likely obscured the brightness of the existing field lights and stars. In order to provide substantial evidence for the DEIR's conclusions that the Project's lights would not have significant impacts on a typical night, the lighting study must be conducted at night (not dusk), on cloudy nights, and on nights with a new moon.

D-20 Response

Please refer to **MR-3, MR-4, Response to Comment D-17, and Response to Comment D-18** regarding light impacts from the Project. The DEIR does contain sufficient evidence to support the determination that the Project's lighting impacts will be less than significant after mitigation and no contrary evidence has been submitted to refute the analysis or conclusions of the studies. As discussed in the DEIR and RDEIR, Chapter 3.1, the threshold of significance is based on the change in ambient nighttime levels of light and the extent to which Project lighting would spill off the Development Site. Both the DEIR and the RDEIR analyze these thresholds with empirical evidence studying the distance between the residential structures and property lines to the construction activity, Parking Structure and practice field (see Table 3.1-1) and lighting levels in footcandles emanating from the Development Site (see Figure 3.1-26 of the DEIR and Figure 3.1-30 of the RDEIR). Pursuant to LAMC Section 93.0117, levels of spillover lighting cannot exceed 2 fc on residential property. As shown in RDEIR Figure 3.1-30, there will be no spillover light and glare on adjacent residential properties (0.0 fc) and the adjacent open space owned by the Mountains Recreation and Conservancy Authority and 0.4 fc on Coldwater Canyon Avenue, well below the 2.0 fc mandated as the maximum allowed under the LAMC. Additionally, Appendix I of the DEIR and RDEIR provides a detailed analysis of the lighting and glare impacts of the Project based on, among other things, monitoring the lighting conditions during daylight and night time with sky conditions of clear sky, full moon and visibility of up to approximately 20 miles. Appendix I of the RDEIR shows that the lighting study was revised in December of 2015, to reflect changes in the lighting design included in the RDEIR and added metered lighting levels utilizing shielded and unshielded LED lights. Thus, contrary to the assertions of the commenter, the lighting study, and the revised lighting study, utilized metered, observable evidence of the light and glare impacts of the Project. Moreover, as more fully discussed in **Response to Comment D-17**, the Project includes Regulatory Compliance Measure RC-AES-3, Project Design Feature PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-9 to ensure that any light and glare impacts are mitigated to a less than significant level.

D-21 Comment

Other mitigation measures proposed to alleviate the Project's aesthetic impacts may worsen the visual impact of the project. Mitigation Measure MM-AES-9, for example, proposes an eight-foot-tall cable retention system with a green chain link fence on top to screen glare from the field. Instead of looking at a

beautiful woodland, residents, motorists and worshippers will be forced to gaze upon a chain-link fence. This measure fails to mitigate the catastrophic and permanent alteration of the hillside and designated scenic landscape.

D-21 Response

Please refer to **MR-4** regarding aesthetic impacts and **Response to Comment C-15** regarding landscaping of the retaining wall. Mitigation Measure MM-AES-9 was revised as part of the RDEIR to reach a height of three feet (instead of eight as stated in the DEIR) and to add the requirement for vines and other climbing plants. With this revision, the green chain link fence will be covered with vegetation to assist in screening the Parking Structure and light and glare from the practice field. Thus, rather than viewing a tall green fence and cable retention system designed as a safety feature to prevent rock fall, viewers will see vines and other climbing plants adjacent to native plantings on top of retaining walls (see RDEIR Figure 3.3-2). Thus, with mitigation, the RDEIR correctly concludes that the aesthetic impacts of the Project will be less than significant.

D-22 Comment

The Project's significant impacts must be mitigated or an alternative chosen which avoids these impacts. The Supreme Court has noted that alternatives are a form of mitigation and serve the same function: "we note that alternatives and mitigation measures have the same function--- diminishing or avoiding adverse environmental effects. The chief goal of CEQA is mitigation or avoidance of environmental harm." (*Laurel Heights I, supra*, 6 Cal.4th at 403.) The City may not simply accept the Project's significant visual impacts when mitigation of the impacts and alternatives to the Project, including several that would avoid construction of the garage, are feasible.

D-22 Response

Please refer to **MR-1** regarding need for a parking garage. Visual impacts are not identified as significant after mitigation (refer to **MR-4** for further discussion). In accordance with CEQA, the DEIR and RDEIR present a reasonable range of alternatives that achieve most of the Project's objectives (refer to **MR-7** for further discussion of the alternatives analysis). In addition, the Project incorporates numerous project design features to enhance the visual character of the Development Site and Project as well as screen the Parking Structure in views from surrounding areas, and feasible mitigation measures are identified to reduce significant and potentially significant aesthetic impacts to less than significant levels. Moreover, the Project and its mitigation measures have been revised as reflected in the RDEIR and FEIR Chapter 4, Corrections and Additions (which further reduces the aesthetic impacts of the Project).

D-23 Comment

The Project Will Adversely Impact Biological Resources.

The Project site is a protected California Walnut Woodland and Southern Coast Live Oak Riparian Forest that has been designated by the City as desirable open space. The site is also adjacent to land controlled by the MRCA for conservation and recreation purposes. The DEIR observes that urban forests are important to reduce warming and storm runoff. (DEIR, p. 3.3-14). The DEIR also acknowledges that the Project site provides habitat for species of animals and plants that are of special concern and threatened in California. The site is also located within the Santa Monica Mountains wildlife corridor. For this reason, the DEIR acknowledges that the Project will detrimentally impact the MRCA land it borders (DEIR, p. 3.3-18); will damage the oak forest and walnut woodland (DEIR 3.3-20); and will harm reptiles and nesting birds.

Yet, after conceding that the Project will do extensive harm to biological resources on and near the Project site, the DEIR concludes that mitigation measures would reduce the Project's environmental damages to a

less than significant level. This conclusion is flawed. First, the DEIR understates the scope of the Project's biological resources impacts, largely based on false claims of urbanization and disturbance, and undercounting of the wildlife present on site. Second, the mitigation measures proposed cannot adequately address these harms.

D-23 Response

Please refer to **MR-6 and Response to Comment D-35** regarding biological resources. The comment restates analysis and findings set forth in the biological resources Chapter of the DEIR (Chapter 3.3) but incorrectly summarizes the findings. The data and conclusions presented in the DEIR and the RDEIR are based on the opinions, multiple field visits, and reports of a qualified biologist and arborists (see Appendix D.1, D.1a, D.2a, D.2b, and D.3). Moreover, due to the redesign of the retaining walls as well as the addition of a debris basin, Chapter 3.3 of the RDEIR revised the analysis of impacts to Biological Resources and determined that even after application of extensive Regulatory Compliance Measures, Project Design Features and Mitigation Measures, there would be unavoidable significant impacts. As stated in the RDEIR (page 3.3-29), given that the San Bernardino ring-necked snake and coastal western whiptail lizard are likely to be present on the Development Site and given the disturbance of 1.43 acres of oak-walnut woodland and 2.86 acres of disturbed area, the impact to these two species would be significant after mitigation. Additionally, given the cumulative encroachment and loss of oak-walnut woodland in the vicinity of the Development Site, the Project would have a cumulatively considerable impact with respect to loss of this woodland resource and on sensitive species, primarily birds that forage in oak-walnut woodlands. Therefore, the biological resources impacts have been updated and appropriately address the scope of impacts. As for the impact on other wildlife species, the RDEIR appropriately notes that the requirement to replace trees at a 4:1 ratio, the removal of diseased trees, and the other habitat protection measures and applicable local, state and federal regulations will create replacement habitat for, without limitation, the Cooper's Hawk and other sensitive bird species.

The commenter also implies that the "Project will detrimentally impact" all of the adjoining MRCA land, citing the portion of the DEIR that states "A small impact (0.10 acres) to offsite oak/walnut woodlands could occur along the planned street (Hacienda Drive), on the lot at the end of Potosi Avenue that was recently acquired by Harvard-Westlake and on approximately 350 square feet of adjacent open space land owned by the Conservancy. These off-site areas could be impacted because they are within 10 feet of the construction limits (although not within the construction limits)". As noted in the RDEIR on page 3.3-19, the Project would no longer impact any land outside of the Development Site, including the MCRA property, even after taking into consideration a 10-foot construction buffer. The Lead Agency also notes that Harvard-Westlake is already required by the Fire Department to annually clear brush over the entire Development Site up to the property lines, a requirement that is subject to inspection. See also **Response to Comment D-39** regarding wildlife corridor characteristics of the Development Site.

The Development Site is appropriately characterized as urbanized and disturbed and is within an "urbanized area" as defined in Section 15387 of the CEQA Guidelines, and a large portion of the Development Site has been previously disturbed in connection with prior residential development and City use for staging construction projects. Nonetheless, portions of the Development Site adjoining the MRCA land will largely remain intact and undisturbed, as depicted on Figure 3.3-2 of the RDEIR.

The Development Site is at the northern edge of an open space area that is surrounded by single-family residences to the northwest, north, east, southeast, and east. As such, it is a "dead end" for wildlife movement on an area wide scale and cannot be considered as a vital linkage point for wildlife movement between larger open space areas (more detail may be found at page 3.3-9 of the RDEIR). Undoubtedly, the woodland habitats within the Development Site provide adequate cover and forage to support wildlife

movement for an array of wildlife species; however, as commonly described, the larger open space areas to the south generally along an east to west axis is the “hallway” and the Development Site is a “room” off of the hallway used for local wildlife movement only. It is primarily for this reason that the RDEIR considered potential impacts to wildlife movement to be less than significant.

The commenter’s opinion that the mitigation measures proposed do not adequately mitigate the potential impacts of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-24 Comment

In addition to the concerns raised in this letter below, Save Coldwater Canyon incorporates the comments submitted by experts Travis Longcore and Catherine Rich, Attachment 6. Save Coldwater Canyon requests that the City carefully consider the expert analysis and recommendations of Longcore and Rich, and that it respond to each of their contentions in the Final EIR.

In summary, the analysis by Longcore and Rich makes the following findings: (1) the proposed project would result in the destruction of a significant area of California Walnut Woodland for which no mitigation is proposed; (2) the number of species on site was grossly undercounted; (3) the tree planting program proposed with 516 replacement trees cannot be fit in the area planned where only approximately 55 trees would fit and would decrease the value of existing habitat for wildlife; (4) the findings necessary to permit removal of 129 protected trees, i.e., that those trees impede the "reasonable development" of the property, cannot be made because the property could be developed within the existing zoning; (5) the proposed project would require numerous exceptions in terms of height, access, and setbacks that make it inconsistent with the character of the community and existing City Municipal Code; and (6) the project would introduce another significant source of light and noise pollution into a low density residential community. Thus, the DEIR is technically and legally deficient in identifying these impacts and does not propose mitigation measures that could reduce these impacts to a less than significant level.

D-24 Response

Please refer to **MR-6** and **Responses to Comments D-153 to D-188** for responses to comments made by Travis Longcore and Catherine Rich related to biological resources. Additionally, the RDEIR Chapter 3.3 contains an updated analysis of the impacts to Biological Resources including revision of mitigation measures for wildlife and trees. The RDEIR thoroughly discusses the potentially significant impacts to Biological Resources and provides for all feasible mitigation measures. As stated in the RDEIR (page 3.3-29), given that the San Bernardino ring-necked snake and coastal western whiptail lizard are likely to be present on the Development Site and given the disturbance of 1.43 acres of oak-walnut woodland and 2.86 acres of disturbed area, the impact to these two species would be significant after mitigation. Additionally, given the cumulative encroachment and loss of oak-walnut woodland in the vicinity of the Development Site, the Project would have a cumulatively considerable impact with respect to loss of this woodland resource and on sensitive species, primarily birds that forage in oak-walnut woodlands. (See also RDEIR Chapter 3.3 and FEIR Chapter 4, Corrections and Additions.) Please also refer to **MR-1** regarding the need for the Project, **MR-5** regarding the discretionary actions requested as part of the Project and consistency with land use designations and the LAMC, **MR-7** regarding Project alternative 2 (construction of four homes, as permitted by existing zoning) and the failure of this alternative to meet any of the Project objectives, and **Response to Comment D-17** regarding lighting impacts.

D-25 Comment

The DEIR Falsely Claims That the Area is Urbanized.

The DEIR repeatedly and erroneously refers to the property as surrounded on three sides by "urbanized" land. In fact, the area is designated as desirable open space and is bounded exclusively by residences and open hillside to the north and south, by the Mountains Recreation and Conservation Authority open space to the west, and by a designated scenic highway to the east. Residences in the area are located on large lots with ample flora, fauna and woodland. Residents cite the natural landscape, conservancy land and frequent visits from wildlife as the reason they moved to the area. The area is not urbanized. The DEIR's false characterization is illustrated by comparing the current scenic hillside community with what it would become if the Project is built, with a proposed parking garage, athletic field with lighting towers and a sky bridge over the scenic canyon road. This, as the Hillside Federation has stated, would be "nothing less than the urbanization of one of the Santa Monica Mountains' great and historically significant canyon roads." (Attachment 5, Hillside Federation Letter.)

In support of its mischaracterization of the Project site as urbanized, the DEIR contains photographs that depict the site as disturbed, when much of the site is lush and forested.

D-25 Response

Please refer to **MR-4, MR-6 and Responses to Comment D-15H, D-23** regarding the impacts on biological resources, aesthetics impacts and urbanized nature of the Development Site. The commenter claims that the DEIR mischaracterizes the Development Site's surroundings. While the term urbanized is used as well as the term suburban, the DEIR explains that, "[t]he area surrounding the Project Site is urbanized in the relatively sparse manner typical of the Santa Monica Mountains, with large houses on large lots that frequently lack fencing" (DEIR page 3.3-9). See also, RDEIR Figure 3.3-2, the Vegetation Impact Map, which shows the large area of the Development Site (approximately half) which has been previously developed and disturbed due to home sites, driveways, pavement and construction staging. Moreover, the Project minimizes its footprint by constructing the majority of the Parking Structure within the already-disturbed area and locates the Parking Structure adjacent to Coldwater Canyon Avenue resulting in the rear 33 percent of the Development Site adjoining the open space undisturbed.

D-26 Comment

The DEIR claims that the Project site's habitat and designated desirable open space is "disturbed." (DEIR, p. 3.3-3.) However, the DEIR overstates the degree of disturbance and fails to recognize that even if open space is not "pristine", it is still protected and capable of supporting wildlife and habitat. Projects on even disturbed sites must evaluate their environmental impacts on habitat and surrounding areas. The Project site is composed of four parcels of land, two of which are entirely undisturbed. The two "disturbed" parcels once had two small residences until Harvard-Westlake removed them in 2011, likely in anticipation of this Project. Despite their "disturbed" nature, the biological report concedes that these parcels contain hundreds of native, protected oak and walnut trees. The soil, food supply, and wildlife are consistent with the parcels' status as protected California Walnut Woodland and Southern Coast Live Oak Riparian Forest. In contrast to the biological resources analysis, the DEIR's geology Chapter describes the site as "heavily vegetated" outside the two small graded areas where the residences once stood and covered with "grasses, chaparral, and trees." (DEIR, p. 3.5-3.) It is irrelevant that nonnative plants or remnant landscaping remains. Moreover, the DEIR's biological resources report expects animals to use the entire project site. It provides no evidence whatsoever that animals avoid the "disturbed" area of former residences. (Biotech report, p. 8.) On the contrary, the DEIR observes the importance of this habitat for "land vertebrate species diversity" and concedes that it is part of the wildlife corridor in the Santa Monica Mountains. (DEIR, pp. 3.3-8, 3.3-9.) Thus, any conclusions based on the area's alleged urbanization are unsupported.

D-26 Response

Please refer to **MR-6** regarding the condition of the Development Site including the prior use for five houses as described in the RDEIR. The DEIR and RDEIR accurately describe the habitats and lack of habitats present on the Development Site and used digital mapping to accurately quantify these areas, including in the disturbed areas. Additionally, the RDEIR Chapter 3.3 contains an updated analysis of the impacts to Biological Resources including revision of mitigation measures for wildlife and including the identification of a significant and unavoidable impact to the San Bernardino ringneck snake and the coastal western whiptail lizard and, with the cumulative loss of oak-woodland resources, a cumulatively significant and unavoidable impact with respect to the loss of this resource and the impacts to sensitive species that forage in oak-walnut woodlands (please also refer to **MR-6** regarding the reduced biological value of the Development Site and the resultant, conservative nature of this conclusion). Thus, the RDEIR thoroughly discusses the potentially significant impacts to Biological Resources for the entire Development Site and provides for all feasible mitigation measures. (See RDEIR Chapter 3.3 and Chapter 4, Corrections and Additions, of this FEIR) The commenter's opinion concerning the condition of the Project Site will be forwarded to the decisionmakers for their consideration when taking action on the Project.

D-27 Comment

Moreover, the "disturbed" nature of the Project site is due to the recent actions of the applicant itself. The two preexisting homes were demolished in 2011, and since that time, the School has offered use of the site to DWP for vehicle and equipment parking. These actions knowingly increased the site's disturbance and cannot be used to alter the CEQA baseline for analysis of the site's value to wildlife.

Additionally, the DEIR's biological resources analysis must be repeated because it was conducted during DWP construction adjacent to the Project site. Such construction likely disturbed and displaced wildlife that would have otherwise been present for the surveys. This likely led to an underreporting of species that use the Project site. The DEIR also failed to employ standard practices for counting wildlife on the site. (See Longcore & Rich, Attachment 6.)

D-27 Response

The biological resources evaluation of the Development Site took place prior to the demolition of the houses present on the Development Site and prior to the recent DWP work identified in the comment. The other disturbed areas of the Development Site showed evidence of intermittent use of the site for the storage of construction materials. Aerial imagery as far back as 1994 shows either structures or stored materials occupying the portions of the Development Site characterized as disturbed. Therefore, the analysis contained in the DEIR and RDEIR is accurate and no new analysis is warranted or required. Additionally, there were four homes previously on the Development Site and one which is still on the Development Site which will be removed. These homes and the construction staging use by the City resulted in disturbing the Development Site with building pads, driveways, curb cut, dirt and non-native plant species. For a response to the Longcore & Rich letters (attachment 6), please refer to **Responses to Comments D-153 through D-188**.

D-28 Comment

The Analysis of Biological Resources Fails to Fully Consider the Project's Impact on Displaced Wildlife.

In addition to hundreds of other animals and native plants that inhabit the Project site, the DEIR and supporting biological report document numerous sensitive species present or very likely present. The DEIR acknowledges that the Project will likely destroy not only the hundreds of protected trees on the

property, but it will also destroy native flora, including the sensitive species Plummer Mariposa Lily (DEIR, Table 3.3-2). The site may also host a number of reptiles that are designated as species of special concern under both the federal and state Endangered Species Acts, including the Coastal Western Whiptail and Silvery Legless Lizard. Numerous special status birds live onsite, including the Rufous Hummingbird, Nuttall Woodpecker and Oak Titmouse. The Cooper's Hawk and White-Throated Swift also likely visit the site.

The DEIR recognizes that wildlife will be disturbed both by the construction or "eliminated," i.e. killed, but concludes that this will not be significant. (DEIR, p 3.3-19) To the contrary, this loss is significant. Evidence suggests that these displaced animals and reduced communities will have lower survival rates. (DEIR, p. 3.3.-19). The loss of this important oak and walnut woodland will limit an already scarce nesting resource for local birds. As native plants and animals are removed, they will be replaced and displaced by invasive species that accompany development, on both the Project site and on the adjacent MRCA conservation land. (DEIR, pp. 3.3-19, 20.)

D-28 Response

Please refer to **Response to Comment D-23** regarding the biological resources analysis. Comment D-28 reiterates information presented in the DEIR. However, the displaced species will have habitat to return to after construction of the Project, a significant portion of the Development Site adjacent to the MRCA land will be undisturbed, and the Project will utilize native plants and replacement trees to reduce the impact to biological resources including nesting sites for local birds. The commenter states that the Project would impact Plummer's Mariposa Lily plants, despite a lack of evidence to support this claim. The Plummer's Mariposa Lily was not present on the Project Site during biological surveys of the site (RDEIR Table 3.3-2 states, via footnote, that the plant "Possibly may occur onsite" but was not directly observed and therefore not included in Appendix D.1a, Floral and Faunal Compendia). Further, Mitigation Measure MM-BIO-5 requires site surveys for Plummer's Mariposa Lily to be conducted, and relocation of any plants found within the Project's impact area, thereby fully mitigating any potential impact to this species. The commenter provides the opinion that species disturbed during construction will not return to the area, however, Mitigation Measure MM-BIO-6 requires a wildlife salvage program to be conducted prior to commencement of grading to minimize the loss of any species of low mobility and requires that the salvaged wildlife be released into preserved open space areas as near the Development Site as possible. Impacts to Biological Resources were revised in the RDEIR, resulting in conclusions of significant and unavoidable impacts to some Biological Resources and revisions to Regulatory Compliance Measure RC-BIO-1, Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7. The commenter's opinion that the Project will result in displacement by invasive species on the Development Site and the adjacent MRCA land is not supported by further evidence. Pursuant to Regulatory Compliance Measure RC-BIO-1, the Project will remove diseased and dead trees and provide replacement trees at a 4:1 ratio which will create habitat for displaced and new species (please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8). Further, Mitigation Measure MM-BIO-3 provides that the Project may not plant any species found on the Exotic Pest Plants of Greatest Ecological Concern in California list (CalEPPC List) and also requires the removal of any volunteer species found on the Development Site. The commenter disagrees with the conclusion that the impacts would not be significant after mitigation; however, this conclusion was revised in the RDEIR to include a finding of significant and unavoidable impacts to some Biological Resources as explained in **Response to Comment D-23**. Nonetheless, the commenter's opinion that the mitigation measures proposed do not adequately mitigate the potential impacts of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-29 and D-30 Comments

The Santa Monica Mountains Conservancy, an independent State Agency that has helped preserve over 69,000 acres of parkland and has improved more than 114 public recreational facilities in Southern California, reviewed the Project and concluded that the "loss (including temporary and indirect impacts) of an acre of oak-walnut woodland connected to core habitat in the eastern Santa Monica Mountains is an unavoidable significant adverse biological impact." (SMMC letter, September 23, 2013 Attachment 4.) The SMMC concluded that the Project is massive and destructive, and without precedent over the last 28 years. "The direct, and long-term in direct [sic], adverse biological impacts of the structure would extend many feet beyond the back retaining walls that define its structural footprint. [T]he subsurface hydrological regime that sustains the surrounding woodland would suffer difficult-to-assess, adverse biological impacts that could take years to be noticeable." The DEIR completely failed to address the SMMC's warning that the "remoteness value of surrounding habitat on both MRCA land and school [-owned] land for human-intolerant mammal and bird species would permanently decline" as a result of this project "The ripple effect of habitat degradation impacts would pulse outwards from the proposed structure The result would be a multi-acre disturbance zone at the northern end of a large habitat block that is accessible to every animal species that inhabits the Santa Monica Mountains east of the 405 freeway." (*Ibid.*) The City's failure to consider the expert conclusion of this independent and well-respected state agency must be remedied prior to the release of the final EIR.

D-29 and D-30 Responses

Please refer to **Responses to Comments D-126 to D-147** for responses to the two letters from the Santa Monica Mountains Conservancy (neither letter was received directly by the Department of City Planning to whom the letters are addressed, they were only received as attachments to other letters from Chatten-Brown and the Studio City Neighborhood Council. Also, please refer to **MR-4** regarding aesthetic impacts and **MR-6** regarding Project location and biological resources.

The Development Site is at the northern edge of an open space area that is surrounded by single-family residences to the northwest, north, east, southeast, and east. As such, it is a "dead end" for wildlife movement on an area wide scale and cannot be considered as a vital linkage point for wildlife movement between larger open space areas (more detail may be found at page 3.3-9 of the RDEIR). Undoubtedly, the woodland habitats within the Development Site provide adequate cover and forage to support wildlife movement for an array of wildlife species; however, as commonly described, the larger open space areas to the south generally along an east to west axis is the "hallway" and the Development Site is a "room" off of the hallway used for local wildlife movement only. It is primarily for this reason that the RDEIR considered potential impacts to wildlife movement to be less than significant.

Contrary to the commenter's assertion, the DEIR describes the Project's potential indirect impacts on adjacent lands (see DEIR pages 3.3-19 and 3.3-20). See **Response to Comment D-23** regarding impacts to the Santa Monica Mountains Conservancy land. That potential impact was later revised as part of the RDEIR given updates to the construction boundary line and inclusion of a 10-foot buffer (RDEIR page 3.3-19). Therefore, the City did respond to and analyze the issues raised by the MRCA.

D-31 Comment

The DEIR assumes that there will not be a significant impact to the birds, including the Cooper's Hawk, because a portion of the Project site will remain undeveloped. Yet, the DEIR admits that habitat on the development site will be destroyed, although it fails to disclose that birds will flee during the 25-month construction period and may be less likely to return due to the ongoing vibrations, noise, lights and a diminished, degraded habitat that will remain after construction. The DEIR makes the incredible conclusion that impacts to other bird species will be mitigated because construction will scare them away before they can be killed. (DEIR p. 3.3-19.) The DEIR further suggests the loss of onsite nesting habitat will not be a significant impact because birds can look elsewhere for nesting grounds. As the DEIR concedes, however, this displacement likely increases the mortality of the birds by increasing population stress in an area with already limited habitat.

D-31 Response

The DEIR discloses that construction activity would “disturb all wildlife in the vicinity” (see DEIR page 3.3-19). The fact that bird species are able to avoid construction equipment is not characterized as mitigation in the DEIR. Based on a thorough analysis relying on technical expertise and the *L.A. CEQA Thresholds Guide*, the City determined that the Project would not result in a significant impact to birds but could result in a cumulative significant impact on birds that forage in oak-walnut woodland (RDEIR Chapter 3.3). Additionally, the RDEIR reviewed the analysis of impacts to nesting birds, Cooper’s Hawk and other sensitive species birds. The analysis appropriately concluded that the Project would comply with all applicable laws protecting birds including the California Fish and Game Code and the Federal Migratory Bird Treaty Act which make it illegal to take any bird nest. Further, the RDEIR concluded that the Cooper’s Hawk which forages in oak woodland would not be significantly impacted because the loss of 1.43 acres of this habitat would not be significant given the replacement habitat requirements of the LAMC. Similarly impacts to other sensitive bird species would be mitigated by the requirement to replace lost habitat. See **Responses to Comments D-23 and Comment D-174 as well as MR-6** regarding impacts to biological resources.

D-32 Comment

The DEIR also fails to consider the Project's effects on bats, despite identifying numerous bats in this location. The California Department of Fish and Wildlife's comments expressed concern about bat species, all of which are at risk with diminished habitats and urbanization. The loss of bat habitat on the Project site or additional stress to bat populations could be especially devastating in the face of white nose syndrome, which has wiped out even healthy bat populations nationwide.

D-32 Response

Contrary to the commenter’s assertion, the DEIR discloses that bats have not been recorded on the Development Site. The DEIR Appendix D.1 indicates that several species of bats may forage on the Development Site, but were not directly observed. Nonetheless, to ensure that there are no significant adverse impacts to bats, Mitigation Measure MM-BIO-7 was revised in the RDEIR to provide protection for bats by adding the following requirement in addition to the avian protection measures already in the Mitigation Measure:

“If evidence of bats is identified during preconstruction surveys a bat expert shall be consulted and mitigation shall be implemented to ensure no significant adverse impacts to bats as determined by the bat expert. The biological monitor will be present on site during all grubbing and clearing of vegetation to ensure that activities remain within the Project footprint. The biological monitor will retain weekly monitoring reports for inspection upon request of the City during the grubbing and clearing of vegetation, and shall notify the Department of Building and Safety immediately if Project activities have the potential or do damage active avian nests.”

Please also refer to **Responses to Comments A-15, A-16, and D-23** regarding biological resources.

D-33 Comment

The DEIR further fails to recognize the quality of life impacts of reduced biodiversity in the Santa Monica Mountains. Residents and visitors to the community enjoy the splendor of native birds, butterflies, bats, owls, deer, rabbits and other animals in their backyards and during neighborhood walks. The displacement of these animals is a significant environmental harm to the human-beings who share this open space with them. CEQA requires an EIR to disclose harms to human beings.

D-33 Response

Impacts to humans are not addressed in the biological resources analysis. Rather, impacts to humans are addressed in other Chapters (including, for example, DEIR and RDEIR Chapter 3.1, Aesthetics, Chapter 3.2, Air Quality and Greenhouse Gases, and Chapter 3.7, Noise and based on the *L.A. CEQA Thresholds Guide*, the City concluded that impacts to human beings would not be significant except unavoidable impacts regarding construction noise (see RDEIR Chapter 4.0).

D-34 Comment

The DEIR Fails to Analyze and Mitigate the Impacts of Removing Oak and Walnut Habitat.

The DEIR determines that 78 percent of the walnut trees located on the Project site are diseased. (DEIR p. 3.3-2.) This conclusion, and the assertion it would be fatal to the trees, should be supported by evidence such as lab tests. Although the DEIR directs a reader to Appendices D.1.a and D.2.a, neither of these reports finds the trees to be diseased. While the EIR refers to an arborists' opinion, an expert's opinion rendered without an explanation of why the underlying facts lead to the ultimate conclusion has little evidentiary value, because an expert's opinion is worth no more than the reasons and facts upon which it is based. (See, *Bushling v. Fremont Medical Center* (2004) 117 Cal. App. 4th 493, 510; *Kelley v. Trunk* (1998) 66 Cal. App. 4th 519, 524.) Additionally, current scientific evidence suggests to the contrary that the disease is not fatal to Southern California Walnut trees. (See Longcore & Rich, Attachment 6.)

D-34 Response

RDEIR Appendix D.3 states that of the 147 protected trees to be removed as a result of the Project, nearly 71% are in poor to dead condition, including fifteen trees that are already deemed dead. In addition, the Protected Tree Report Update (RDEIR Appendix D.2B) and the Native Tree Report 2015 Update (RDEIR Appendix D.3) examined whether the trees were diseased, and concluded that the majority of the Southern California Black Walnut species on the Development Site were found to show evidence of extensive decline as a result of Thousand Cankers Disease (TCD), an untreatable condition that will result in the tree's premature death. The University of California Statewide Integrated Pest Management Program prescribes that infected trees be removed and the material destroyed by grinding or burning immediately to ensure that the walnut twig beetle which causes TCD are destroyed, which is consistent with the December 16, 2013 comment letter submitted by the State of California Department of Fish and Wildlife. (RDEIR, Appendix D.3, pages 7-8.) Therefore, proper removal of these diseased trees will

benefit the remaining walnut trees on and off the Development Site by helping to curb the spread of the beetle. The RDEIR's Protected Tree Report (2011), the Protected Tree Report Update (2013), and the Native Tree Report (2015) were prepared by trained and experienced consulting arborists that have been deemed by the City of Los Angeles Urban Forestry Division to be qualified "Tree Experts" as defined in the LAMC Section 17.02.

Please also refer to **Response to Comment D-160** for more information on TCD and **MR-6** regarding the reduced biological value of "D", "F", and diseased trees, such as those that exist on the Development Site.

The commenter's letter provides a list of references that includes an article by Utley et.al. That article discusses research into TCD and its mortality to walnuts and other related genera. In that publication (Utley, C., Cranshaw, W., Seybold, S., Graves, A., Leslie, C., Jacobi, W., and Tisserat, N. 2009. Susceptibility of *Juglans* and *Carya* species to *Geosmithia*; a cause of thousand cankers disease. *Phytopathology* 99: S133.) Utley et.al. determine that *Juglans californica* is always susceptible to TCD when inoculated. The authors of the article also speculate that because the first report of TCD in *J. californica* was in 1959, the species "may have always been associated with *J. californica*." It should be noted that Utley's research was on the susceptibility to infection and found that all *J. californica* inoculated with TCD became infected. Utley's research did not follow the infection to tree mortality or survival, and thus made no conclusions about the mortality rates of infected trees.

Additionally the Colorado State University Extension states in their TCD information package (<http://extension.colostate.edu/docs/pubs/insect/qa.pdf>), "[h]owever, in all susceptible hosts, thousand cankers is ultimately lethal." Other research indicates that some species may have some resistance or survivability to the disease, but this has not been shown in *J. californica*.

D-35 Comment

Further, even diseased walnut trees provide important habitat and food supplies for a variety of species. The Biotech report admits that the limited remaining walnut and oak trees are vital food sources for various bird and rodent species in the Santa Monica Mountains. (Biotech, p. 4-5, 11.) And even diseased trees produce healthy seedlings and provide important nesting habitat. In fact, the site hosts numerous healthy walnut seedlings, as well but they were not included in the tree counts due to their small size. (Biotech Report, p. 11.)

Moreover, even if the unsupported disease finding is correct (and we believe it is not), 22 percent of the walnut trees and *all* of the oak trees slated for removal are in good health. (Biotech, p.5.) Given the limited walnut and oak woodland remaining in the area, it is crucial that this habitat and all healthy trees be preserved. The DEIR completely fails to address the diminished food source impacts of tree removal. Additionally, the Project's plan for planting replacement trees is inadequate, in part because it fails to address harm to animals that rely on walnuts and oaks trees for food. Finally, the ordinance that prohibits cutting down of protected trees does not contain an exception for disease, especially when this disease has not been confirmed by a qualified arborist. Surely, the possibility that some walnut trees may be diseased cannot lead the protected and healthy walnut and oak trees to the literal and figurative chopping block.

D-35 Response

The analysis of biological resources on the Development Site is the result of a field survey conducted by a biologist who has over 30 years experience in the region; the analysis addresses all anticipated impacts to biological resources as a result of the Project, including loss of trees and food sources (see DEIR and RDEIR Chapter 3.3). The survey of protected trees included all trees that met the definition of a "protected tree" pursuant to Section 46.01 of the LAMC. Moreover, Lisa Smith, the arborist who prepared

RDEIR Appendix D.3, Native Tree Report 2015, is a qualified arborist. She is a Registered Consulting Arborist, a Certified Arborist, an ISA Tree Risk Assessor Qualified Member of the American Society of Consulting Arborist and deemed by the City of Los Angeles Urban Forestry Division to be a qualified “Tree Expert” as defined in LAMC Section 17.02, and, therefore, the conclusions in the RDEIR adequately address the commenter’s concerns. The Lead Agency also notes that, in contrast to the commenter’s statement that “some walnut trees may be diseased”, the trained and qualified arborist noted in 2014 and 2015 site surveys that Thousand Canker diseased was directly observed on approximately 78% of the black walnut species. This observation is consistent with 2011 surveys conducted by another qualified surveying and environmental science firm (RDEIR Appendix D.2b).

Moreover, due to the change in the Project design to comply with current regulations, the impact to the oak-woodland was re-analyzed in the RDEIR and the determination was made that even after application of all feasible mitigation measures, the cumulative impact of loss of oak-woodland in the area would make a cumulatively considerable contribution to a significant impact with respect to loss of this resource and impacts on sensitive species that forage in the oak-walnut woodland. (RDEIR page 3.3-29).

Additionally, contrary to the commenter’s assertion, the protected tree ordinance specifically allows the Board of Public Works to approve the removal of a protected tree, whether healthy or diseased, if the Board determines that the removal of the protected tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters, which cannot be mitigated to the satisfaction of the City, and:

1. It is necessary to remove the protected tree because its continued existence at the location prevents the reasonable development of the subject property; or
2. The protected tree shows a substantial decline from a condition of normal health and vigor, and restoration, through appropriate and economically reasonable preservation procedures and practices, is not advisable.

(LAMC Section 46.02(b))

As noted in **MR-6** and **Response to Comment D-34**, 147 protected trees are to be removed as part of the Project, consisting of 13 oaks and 134 black walnut species. Nearly 71% of the trees to be removed were assessed as health grades “D” or “F”, including fifteen trees that were already deemed dead. RDEIR Appendix D.3 describes in detail the biological characteristics of trees with health grades “D” or “F”. Health grade “D”, as it relates to pathogen-infected trees, states that trees “support partial foliage, compromised structure, and/or excessive infestations and would not to be expected to survive to the average lifespan of the species.” Trees with health grade “F” exhibit “severe, irreversible decline, massive dieback and/or decay, and/or little to no signs of life”. Please also refer to **MR-6** regarding the reduced biological value of “D”, “F”, and diseased trees, such as those that exist on the Development Site, including the decreased production of food sources when in a declining state and the limited nesting and shelter available as branch dieback occurs.

D-36 Comment

The DEIR acknowledges that there will be a significant impact to oaks and walnuts. (DEIR, p. 3.3-18), yet suggests that this can be mitigated. However, the mitigation measures are insufficient. The Project will remove 12 live coast oak trees and 117 walnut trees, a loss that will allegedly be mitigated with replacement trees. (*Ibid.*) While the applicant has offered to plant new trees as required by the Los Angeles Municipal Code, the proposed placement and nature of these trees will not adequately mitigate the removal

of the mature oak and walnut woodland. The replacement trees are required to be 15 gallon specimens, only 7-feet tall and 1 inch in diameter, although they are intended to replace old growth trees, which range from 25 to 40 feet tall. The supporting report even makes the audacious claim that even smaller replacement trees, "one to five gallon" specimens, are appropriate (due to the alleged diseases). (DEIR, Appendix D, p. 26). Additionally, planting trees in these areas cannot replace the full ecosystem services of a wild oak and walnut understory, especially when many of the replacement trees would be placed in fire buffer areas of nearby homes. (Attachment 4, SMMC Nov. 4letter, at pp. 3-4). Perhaps most importantly, the Project mitigation does not require that the removed oak and walnut trees be replaced with the same species. (*Id.*) Most of the replacement trees also cannot and will not be planted on this land. (Longcore & Rich, Attachment 6). Thus, the Project may result in the total elimination of a vital oak and walnut habitat. This is a significant impact on biological resources for which all feasible mitigation has not been incorporated.

One of the main reasons the Project site is designated as desirable open space is the rarity of the walnut and oak habitat. The loss of this habitat is unavoidable and entirely unmitigable if the Project goes forward as proposed. Project-related displacement will have ripple effects across the protected MRCA land, as indicated by the comments submitted by the SMMC. (Attachment 4).

D-36 Response

The commenter's opinions concerning the adequacy of the mitigation measures identified in the DEIR will be forwarded to the decisionmakers for their consideration in taking action on the Project. However, it should be noted that due to changes in the Project design, updated tree and biological resources report were prepared for the RDEIR. Pursuant to those updates, the RDEIR found that there was a cumulative unavoidable impact caused by the loss of oak-walnut woodland in the area. Please refer to **Responses to Comments D-34, D-35 and D-160 and MR-6**, as well as RDEIR Chapter 3.3 and FEIR Chapter 4, Corrections and Additions (regarding changes to RDEIR page 3.3-21) regarding biological resources. The Project would fully comply with applicable LAMC requirements for the removal of protected trees, the specifics of which are enumerated in Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR). Further, in consultation with the City's Urban Forestry Division, protected oaks and walnuts that are removed as part of the Project must be replaced on-site by the same species at a 4:1 ratio. Regulatory Compliance Measure RC-BIO-1 has been modified accordingly. Part 2.s of RC-BIO-1 (now MM-BIO-8) has also been modified to require that all trees be monitored for a minimum of three years, with additional monitoring to be "determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland" (refer to FEIR Chapter 4, Corrections and Additions, for these updates to RC-BIO-1, now MM-BIO-8)). Given the potential for additional monitoring, at the City's sole discretion, and the requirement that any replacement trees that fail during the monitoring period be replaced with new trees with a new three-year cycle of monitoring (RC-BIO-1, now MM-BIO-8, 2.z), the mitigation plan for removal of protected tree species is appropriate and adequate.

As stated in the DEIR (page 3.3-22) and RDEIR (page 3.3-24), the Urban Forestry Division shall determine the final container size of mitigation trees and their placement on the Development Site. Based upon initial direction from the Urban Forestry Division, a protected tree and landscaping plan has been included as FEIR Appendix D.5. The plan depicts all replacement oak and walnut trees being placed on the Development Site. Additional tree species are also envisioned and include the use of Canary Island and Eldarica pines, and native tree species such as Toyon, Mountain Mahogany, and Hollyleaf Cherry which are already present in other areas of the Campus and throughout Coldwater Canyon. As shown on Figure 3.3-2 of the DEIR and the RDEIR and in FEIR Appendix D.5, significant portions of the Development Site containing oak and walnut woodland, adjoining the MRCA property, would remain and

would not be disturbed by the Project other than supplemental plantings in areas that are currently bereft of trees.

D-37 Comment

Finally, absent a showing of the necessity for their removal, the City's Oak and Walnut Tree Ordinance does not allow removal of *any* of the oak and walnut trees proposed for removal by the Project, even if their loss were effectively mitigated. A permit for the trees' removal may only be granted if their removal "will not result in an undesirable, irreversible soil erosion or increased flow of surface waters" and "their continued existence ... prevents the reasonable development of the subject property" or the trees show a "substantial decline from a condition of normal health and vigor." (Los Angeles Municipal Code section 46.02 (b).) The DEIR fails to address the effect the trees' removal will have on soil erosion or surface waters, and, as discussed above, substantial evidence of a "substantial decline from a condition of normal health and vigor" has not been presented. Consequently, the removal of these trees would violate the City's municipal code, a significant land use impact that requires avoidance or the inclusion of all feasible concrete and enforceable mitigation. The significant impacts on biological resources and land use would be most easily avoided if the City implements a Project alternative that reduces or eliminates the parking garage on the west side of Coldwater Canyon Avenue.

D-37 Response

The commenter restates the findings that the Board of Public Works must make in order to allow the removal of protected trees. The RDEIR thoroughly discusses the soil stability requirements to ensure slope stability and soil erosion. This includes soil nail retaining walls, catch basins, flow through planters, and implementation of best management practices to reduce erosion and sedimentation. With implementation of Regulatory Compliance Measures RC-GEO-1 through RC-GEO-24, RC-HYDRO-1 through RC-HYDRO-12, construction and operation impacts would be less than significant. The City will review the Project and decide, in light of all mitigation and regulatory compliance measures, if the Project meets the LAMC requirements for the proposed tree removals.

Erosion control and drainage improvements for the Project, which take into account the removal of trees and other vegetation from the Development Site, are discussed in DEIR and the RDEIR in Chapter 3.5, Geology, Soils and Hydrology. The commenter's opinions concerning the potential impacts associated with the removal of protected trees will be forwarded to the decisionmakers for their consideration in taking action on the Project. Additionally, please refer to **MR-6 and Responses to Comments D-35 and D-36** regarding the poor condition of the majority of walnut species on site and the replacement of removed trees.

D-38 Comment

The DEIR Fails to Consider the Cumulative Effect of Project-Related Habitat and Species Displacement.

The DEIR fails to consider the cumulative impact of displacing hundreds of bird species, deer, reptiles, butterflies, rabbits, bats and others in the Santa Monica Mountains, especially as development pressures in and around the mountains increase.

D-38 Response

Cumulative impacts to biological resources are discussed on page 3.3-23 of the RDEIR, and the specific topic of wildlife displacement on 3.3-20 through 3.3-22. The RDEIR concludes that the Project would result in the loss of 1.43 acres of oak-woodland and, even though the majority of the walnut trees are of poor health, the loss of this area to development would contribute to the cumulative loss of this habitat as well as to a cumulative impact on sensitive species that forage in this habitat. Accordingly, the RDEIR, Chapter 4, General Impact Categories, recognizes this impact as a significant unavoidable impact but concludes that despite this significant cumulative impact to biological resources, the Project addresses a number of traffic and parking issues in the vicinity of Harvard-Westlake and the need for a practice field to increase recreational activities on Campus. Prior to certification of the EIR and approval of the Project, the City would have to make a finding of Overriding Consideration supporting the approval of the Project despite this unavoidable cumulative significant impact.

D-39 Comment

The DEIR Fails to Analyze the Effect of the Project on Conserved Lands Adjacent to the Project and on the Wildlife Corridor.

Although the Project site is located adjacent to lands conserved by the MRCA for conservation and recreation, the DEIR only analyzes and attempts to mitigate impacts to a 10-foot disturbance zone during construction. (DEIR, p. 3.3-16). This area is much too small to account for the Project's scope of disruption to adjacent lands and habitat, let alone the potential edge effects of moving development closer to the MRCA lands. By failing to analyze the Project's operational impacts, the DEIR underestimates the Project's impacts on these conserved lands and habitats. The DEIR further incorrectly claims the regional wildlife movement corridor will not be impacted, even though it admits that the Project is located within a portion of the Santa Monica Mountains that is connected to a known wildlife corridor. (DEIR p. 3.3-8, 9, 19.) The EIR must consider the impact of operational disturbance to the wildlife, wildlife corridor and MRCA open space.

D-39 Response

The DEIR and the RDEIR, including Appendix D.1 (the Biological Resources Technical Report) analyzes the Project's potential operational impacts on adjacent lands and on wildlife movement in the Santa Monica Mountains (see DEIR page 3.3-19 and RDEIR pages 3.3-9 to 3.3-10 and 3.3-20 through 3.3-22). The Development Site does support wildlife habitat but is not part of a regional wildlife movement corridor or habitat linkage, the loss of which would reduce genetic exchange between disjunct populations of any species. As explained in the RDEIR at page 3.3-10, the Development Site is located at the east edge of the northern end of a finger or peninsula of open space within the surrounding suburban development. Terrestrial wildlife traversing the Development Site cannot leave the Site directly to north, east, or south, without entering developed areas and/or crossing over roads. In order to find connectivity with larger undeveloped areas, any terrestrial wildlife would have to leave the Development Site going west and then go south into the labyrinth of interconnected open space areas. Thus, while the Development Site connects to open space to the west, it does not provide connectivity between larger open space areas. The commenter's opinion that the DEIR underestimates the impacts of the project on MRCA open space will be forwarded to the decisionmakers for their consideration in taking action on the Project. Also, please see **MR-6** and **Response to Comment D-23** regarding biological resources.

D-40 Comment

Mitigation for Biological Resource Impacts is Inadequate.

Without an adequate analysis of the Project's likely impacts on biological resources onsite and in the Santa Monica Mountains, the DEIR cannot adequately mitigate the Project's adverse impacts.

For example, the DEIR concludes that any potential damage to the threatened Mariposa lily can be ameliorated simply by relocating affected plants. Even if relocation would be effective, the mitigation does not address the permanent loss of Mariposa lily habitat. Most importantly, the DEIR assumes that these sensitive lilies would survive transplantation. This assumption is contradicted by the policies of the California Department of Fish and Wildlife, which discourage transplantation and relocation strategies due to their high failure rates. When possible, the Department encourages applicants to instead avoid sensitive habitats.

D-40 Response

The DEIR and the RDEIR, including Appendix D.1 (the Biological Resources Technical Report), adequately analyzed the Project's likely impacts on biological resources onsite and in the Santa Mountains and, therefore, no additional analysis is required. The commenter states that the Project would impact Plummer's Mariposa Lily plants, despite lacking evidence to support this claim. The Plummer's Mariposa Lily was not present on the Project Site during biological surveys of the site. Potential habitat onsite is limited to 1,000 square feet which means that, if it did occur, only a few individuals would be affected. As stated in the RDEIR, page 3.3-22, the impact if the plants are present within this small area of ruderal habitat in the Development Site, "may be considered locally important but would not rise to the level of significance in accordance with CEQA guidelines". Further, Mitigation Measure MM-BIO-5 requires site surveys for Plummer's Mariposa Lily to be conducted, and relocation of any plants found within the Project's impact area, thereby fully mitigating any potential to impact this species (see **Response to Comment D-28** concerning the potential for Plummer's Mariposa Lily to occur on the Project Site). The comment states that the California Department of Fish and Wildlife (CDFW) discourages the relocation of the species. CDFW has policies that, in general, state a preference for avoiding impacts to any native species or natural habitat.

D-41 Comment

The DEIR's erroneous conclusions about the light spillage from the Project, discussed above, also affect its analysis of the Project's adverse impacts on wildlife. Decades of scientific research has established that artificial nighttime lighting interferes with wildlife and habitat value. (*See, e.g., The Ecological Consequences of Artificial Night Lighting*, Travis Longcore and Catherine Rich, 2006.) The introduction of nighttime lighting can interfere with predator-prey relationships as well as with circadian and annual rhythms that govern wildlife behavior. As discussed above, the Project contemplates incorporating the same mitigation measures for lighting impacts that the School already uses at Ted Slavin field. Yet, even with these measures, the Ted Slavin field lights disrupt neighbors and contribute to skyglow. Since the Project's mitigation measures will not eliminate the sports field's nighttime lighting impacts, the DEIR was required to analyze the Project's lighting impacts on biological resources on and off-site. The DEIR also fails to adequately consider the disruption to wildlife that would result from lighting from the parking garage lights and vehicles within the structure. In violation of CEQA, the DEIR fails to consider all of these impacts.

D-41 Response

The subject of nighttime lighting and its potential impact to wildlife is discussed in the DEIR on page 3.3-20 and the RDEIR pages 3.3-21 and 22. The land surrounding the Development Site on three sides

contains developed residential neighborhoods and includes Coldwater Canyon Avenue, one of the few connecting roads between the San Fernando Valley and the Los Angeles Basin. Though the practice field would produce more light than is presently produced at the location, the Development Site is located in a topographical bowl, and with mitigation measures implemented, little light would extend beyond the ridgeline to the west and into the open space beyond. The lighting levels on adjacent areas is discussed in the DEIR and the RDEIR in both the Aesthetics Chapter 3.1 and the Biological Resources Chapter 3.3. As shown in Chapter 3.1, spillover lighting on the onsite open space, as well as the adjacent offsite open space, will be 0.0 fc. The DEIR and the RDEIR specifically considers the potential impact of nighttime lighting on biological resources and concludes that any such lighting would not diminish the chances for long-term survival of a sensitive species, and therefore the impact is not considered significant. See also **Response to Comment D-23**. Please refer to **MR-3** for a discussion of how the use of the practice field will differ substantially from current use of Ted Slavin Field, including limited lighting levels as compared to the Ted Slavin Field and no lighting past 8:00 p.m. on weekdays and no lighting on weekends or holidays that occur on a weekday.

D-42 Comment

The Project Will Have Significant Adverse Land Use Impacts.

Current zoning of the project site and surrounding area is "Minimum" or "Very Low" residential (DEIR 3.6-4) or designated Open Space (DEIR, p. 3.6-5.) Although the DEIR observes numerous ways in which the Project would have a significant impact on the community and contribute to land use plan inconsistencies, the DEIR concludes that the "impacts are considered less than significant and no mitigation is necessary." (DEIR, p. 3.6-13.) This conclusion is wholly unsupported, and suggests that the City failed to exercise its independent judgment on the DEIR. The Project's inconsistencies with applicable land use plans, policies and regulations, including the general plan, specific plan, zoning and numerous other ordinances are demonstrated by the sheer number of exceptions the School has sought during the conditional use permit process. (DEIR, p. 2-16 to 2-18.) The Project also conflicts with City conservation plans, adopted environmental goals, and laws passed to preserve oak and walnut woodlands, to protect desirable open space, and to protect the hillside communities.

D-42 Response

Please refer to **MR-5** for comments related to zoning and conditional use discretionary approvals and **MR-6** regarding the Desirable Open Space designation.

D-43 Comment

The Project is Inconsistent with the City's General Plan and the Governing Community Plan.

The Project site is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. The City of Los Angeles's community plans comprise the Land Use Element of the City's General Plan. "The general plan is atop the hierarchy of local government law regulating land use." (*Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1183.) It has been recognized as "the constitution for future development." (*DeVita v. Napa* (1995) 9 Cal.4th 763, 773, internal citations omitted.) For this reason, the Project must be consistent with the governing community plan. However, the southern two-thirds of the Project site is located within land designated as "Desirable Open Space" in the Community Plan. (DEIR, p. 3.6-5.) The General Plan defines "Desirable Open Space" as:

[L]and which possess[es] open space characteristics which should be protected and where additional development controls [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.

(DEIR, p. 3.6-5). Construction of a massive parking structure, football field with stadium lights and a skybridge is inconsistent with the conservation and protection goals of the "Desirable Open Space" land use designation, and therefore, with the Community Plan and General Plan. Moreover, the Project's construction would put at risk community "health, safety, welfare and attractiveness." The development would also significantly impact the conservation and recreational values of the adjacent MRCA open space.

D-43 Response

See **Response to Comment D-42** regarding consistency with the General Plan. See also **MR-5** for comments related to zoning and **MR-6** regarding the Desirable Open Space designation. The commenter's opinion concerning the effect of the Project on the health, safety, welfare, and attractiveness of the community and the conservation and recreational values of the MRCA property will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-44 Comment

The Development would also significantly and negatively impact the low-density residential neighborhood that abuts the Project site to the north and south. The northern third of the Project site is designated for Very Low Residential use. The southern two-thirds of the site is designated for Minimum Residential use. (DEIR, p. 3.6-4.) The minimum Residential designation "is the most restrictive residential land use category." (DEIR, p. 3.6-5.) School uses, parking lots, athletic fields and massive private bridges are prohibited in this area. Their construction would conflict with the General Plan. The DEIR's ultimate conclusion that the Project's land use changes are consistent with current land use plans is clearly devoid of substantial evidence and must be revised in the final EIR.

D-44 Response

Please refer to **MR-5** for responses related to zoning comments. The commenter is incorrect in its assertion that school uses are prohibited within a residential designation, as explained in **MR-5**. With a conditional use permit, private high schools are permitted in R1 and RE zones. See also **Response to Comment D-42** regarding consistency with the General Plan.

D-45 Comment

The DEIR Fails to Adequately Analyze the Project's Consistency with Surrounding Land Uses.

The DEIR claims that the project would be consistent with "other educational uses already located within the vicinity." (DEIR, p. 3.6-8.) The analysis indefensibly combines the land uses on the west and east sides of Coldwater Canyon Avenue. DEIR Figure 3.6-2 misleadingly suggests that these two areas contain the same land uses and land use designations by describing the Project site as including the existing School campus east of Coldwater Canyon Avenue. The east and west sides of Coldwater Canyon Avenue are distinct areas with different designations in the Community Plan, different zoning, different current land uses, different habitats for local wildlife and different topography. These distinctions have been discussed in the comments of numerous others, such as the Hillside Federation and the Santa Monica Mountains Conservancy, both of whom have recognized that the west side of Coldwater Canyon contains no school uses and is designated as desirable open space. (SMMC Letters, Attachment 4; Federation Letter, Attachment 5). The Hillside Federation urged the City to consider only Project alternatives on the east side of Coldwater Canyon Avenue. (Federation Letter, Attachment 5). The SMMC similarly concluded that the proposed development was incompatible with the land uses on the west side of Coldwater Canyon. The

Project jeopardizes not only the City's conservation plan, but the SMMC's own conservation lands. The DEIR's analysis must accurately reflect the land uses east and west of Coldwater Canyon Avenue. The DEIR cannot bootstrap a school use permitted in a different Community Plan area to demonstrate Project consistency.

D-45 Response

Figure 3.6-2 presents the zoning for the Development Site and the immediate vicinity. Both the Project Description (Chapter 2 of the DEIR and the RDEIR) and the Land Use analysis (Chapter 3.6 of the DEIR and the RDEIR) clearly distinguish the Development Site's different land uses and development located on the east and west sides of Coldwater Canyon Avenue, both of which are located within the same Community Plan area. The Harvard-Westlake campus is zoned RE15 and the Development Site is zoned R1 and RE40. The zoning of the Development Site and vicinity is described on page 3.6-5 of the DEIR (3.6-6 of the RDEIR), along with a reference to Figure 3.6-2. The DEIR and RDEIR indicate that the "Harvard-Westlake Campus and Development Site are currently mostly surrounded by single-family residential uses – except for the St. Michael and All Angels Church located immediately south of the campus, and the Coldwater Canyon Open Space located to the west and southwest of the Development Site" (see page 3.6-8 of the DEIR). Many schools are located in residential areas providing easy access to the communities they serve.

The DEIR and RDEIR illustrate that there are other uses in the immediate area (the existing school as well as St. Michael's and Sunnyside) and in the general area (TreePeople) that the Project would be similar to.

The DEIR and RDEIR also note that the Development Site, "is immediately adjacent to the Harvard-Westlake Campus, separated by Coldwater Canyon Avenue" and that, "[r]esidential and open space uses that border the Development Site are substantially separated from the Development Site by topography" (see page 3.6-8 of the DEIR, 3.6-9 of the RDEIR). The Development Site is in a unique location in that it is separated by a small hill to the north and uses to the south, west and northwest are at substantially higher elevations.

Because of the topographic separation from uses to the west and because school uses are common and are generally considered a compatible use in residentially zoned areas, the DEIR and the RDEIR appropriately concluded that land use impacts are less than significant.

D-46 Comment

The DEIR's Consistency Analysis Relies on Irrelevant and Unsupported Conclusions about Traffic.

Because the DEIR lacks support for the claim that the Project is consistent with City land use policies, it instead claims that because the parking garage may improve traffic, it demonstrates a consistent use. (DEIR, p. 3.6-8.) As discussed below, the DEIR contains no substantiation of this claim. But even if this claim were true, it is irrelevant to the analysis of land use consistency. Whether or not the Project improves traffic is unrelated to the Project's many inconsistencies with the existing City land use plan.

D-46 Response

A number of factors are taken into account in assessing land use compatibility, including aesthetics, traffic and parking, noise, and air quality. In particular, on Coldwater Canyon Avenue in the vicinity of the Development Site (to the north), homes with direct access on to Coldwater Canyon Avenue can encounter problems entering and leaving their driveways as a result of traffic congestion. The Project would not worsen this problem. Therefore, the references to improved traffic flow are proper and relevant to the determination of land use consistency. Please refer to **MR-5** and **MR-6** and **Response to Comment D-42**

regarding consistency with the City's land use policies. Please also refer to **Response to Comment C-3** regarding the traffic improvements to be implemented as part of the Project and the resultant impact on traffic conditions.

D-47 Comment

The DEIR Fails to Adequately Analyze the Project's Consistency with Applicable Land Use Plans.

Based on the unsupported contention that the Project site is too disturbed for the "Desired Open Space" designation in the Community and General Plans, the DEIR fails to analyze the Project's consistency with this land use designation. As a result, the DEIR fails to disclose the Project's inconsistency, a significant land use impact that required mitigation under CEQA.

The DEIR claims that because some of the Project site was previously "disturbed" by two small houses (that are no longer present) it does not deserve protection under various community and city plans or the "Desirable Open Space" designation. As the open space designation is not contingent on land being pristine, the DEIR is incorrect that prior development means that the site cannot be "considered 'open space ... which should be protected.'" (DEIR, p. 3.6-9, 10). On the contrary, this designation exists specifically to preserve and rehabilitate areas for the benefit of residents and the public. Additionally, the DEIR's claim that "over half the Development Site has been previously developed and disturbed by structures, paved driveways and dirt roads" (DEIR, p. 3.6-9, 10) is highly misleading. As noted above, the land is primarily undisturbed. The two small residences that once sat on the site - which were consistent with the zoning and land use designations for the property - are now gone. All that remain are the concrete pads and driveways from the residences and some residual landscaping. However, the DEIR admits that rest of the property consists of wildlife habitat, hundreds of protected trees and native plants. The DEIR's geology report describes the area as "highly vegetated" (DEIR Appendix E.1, p. 4.) and the biological resources report notes that wildlife make use of the entire site, including the allegedly "disturbed" sections (DEIR Appendix D.1).

The DEIR suggests that because this land is unlikely to be made into a park it should not be considered "desirable open space", a conclusion that lacks evidentiary support. From a biological resources perspective, for example, open space is left as open space - not as a park for public use. Open space preserves land that offers important natural habitats for local wildlife, thereby maintaining the biodiversity and ecosystem of this predominantly urbanized city. Moreover, even if one were to prefer that "designated open space" become parkland, nothing prevents the conversion of the Project site into parkland. Rather, the SMMC has expressed willingness to work with Harvard-Westlake to preserve Santa Monica Mountains habitat as parkland.

D-47 Response

Please refer to **MR-5** regarding the Development Site's zoning designation, **MR-6** regarding Project location in relation to the desirable open space designation and biological impacts and **Response to Comment D-42** regarding consistency with the General Plan. The DEIR and RDEIR adequately describe the disturbed nature of approximately half the Development Site and conclude that the development of the Development Site and the retention of 4.6 acres of the Development Site for open space purposes, adjacent to off-site open space, is consistent with applicable land use designations. Additionally, the DEIR and RDEIR do not conclude that portions of the Development Site within the Desirable Open Space Special Boundary lack open space characteristics only because they would be unlikely to be incorporated into a park because of the Development Site's lack of access and topographical constraints; this is one contributing factor that lead to the conclusion that much of the Site lacks desirable open space characteristics. Another factor, as discussed in the RDEIR on page 3.3-3 and **MR-6**, is that the 3.5 acres of

ornamental landscaping and areas occupied by driveways, existing buildings, cleared pads, and equipment storage provide at best minimal habitat (shelter, nesting, and food sources) for local wildlife. It is in these areas that approximately 70% of the Parking Structure building footprint would exist.

D-48 Comment

The DEIR's Consistency Analysis Relies on the Mistaken Claim that School Uses are Preferred for the Area West of Coldwater Canyon Avenue.

The DEIR erroneously suggests that the Project site is adjacent to the existing campus (DEIR, 3.6-11), and not on the opposite site of Coldwater Canyon Avenue, the dividing line between land uses in the Community and General Plans. School uses are not currently permitted west of Coldwater Canyon Avenue, south of Ventura Boulevard. This area is zoned for residential and open space uses. The suggestion that school uses are, nevertheless, preferred is unsupported. (DEIR, 3.6-11.)

D-48 Response

The DEIR and RDEIR state on page 3.6-8 (in addition to other places in both the DEIR and RDEIR) that the Development Site is separated from the Campus by Coldwater Canyon Avenue. The LAMC specifically provides that school use is an allowed use in residential zones with a Conditional Use Permit. Contrary to the commenter's comment, the DEIR does not indicate that school use is preferred; it is simply allowable and, as described on page 3.6-11 of the DEIR and page 3.6-12 of the RDEIR, would be consistent with applicable policies in the Community Plan that give preference to the expansion of existing schools over the acquisition of new sites. Please refer to **MR-5** regarding comments related to zoning and school use within a residential zone.

D-49 Comment

The Project Would Adversely Impact Established Neighborhoods.

The DEIR's claim that the Project would not significantly impact land use because "Project would not change or interfere with the surrounding residential community, thus the existing land use relationships in the area as well as the overall character of the neighborhood would be preserved" is also devoid of substantial evidence. (DEIR, p. 3.6-11.) The administrative process contains numerous examples of the Project's significant adverse impacts on land use. The use of lands on the west side of Coldwater Canyon for the School violates City zoning restrictions, designated open space protections, and designated land uses for the site. Aside from plan inconsistency, the Project would negatively impact the neighborhood and quality of life. Beautiful native and protected oak and walnut trees would be replaced with a concrete parking structure and cars. Sounds of birds and other wildlife would be replaced with car engines, horn beeps, whistles, yelling of coaches and teammates, and radios. Star-filled night skies would be obscured by lighting from the sports field, parking garage and skybridge.

D-49 Response

Please refer to **MR-2** and **MR-3** regarding light and noise impacts, **MR-4** regarding Project aesthetics, **MR-5** regarding zoning and land use consistency, **MR-6** regarding the current biological state of the Development Site and **Responses to Comments D-42, D-44, D-47 and D-48** regarding impacts on biological resources. As discussed in those responses, the Project would not violate applicable zoning restrictions or land use designations and would not adversely impact established neighborhoods. The commenter's opinions concerning the effect of the Project upon the surrounding area will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-50 Comment

Neighbor complaints demonstrate that the mitigation strategies in place for the existing field fail to shield the neighborhood from significant light spillage and nightglow. Noise from Ted Slavin Field also disrupts the residents' enjoyment of their backyards and homes. (See, DVD and letters separately submitted by SCC to City.) Placing a lighted sports field, this time, west of Coldwater Canyon Avenue, in designated open space, where there is *no* existing school use epitomizes "change" and "interfere[nce]" with the surrounding residential community." Rather than preserving the overall character of the neighborhood, the Project may destroy it. The vast majority of the residents, Hillside Federation and the Santa Monica Mountains Conservancy agree that this Project would utterly and profoundly change the current character of the land. Rather than maintaining a "balance" with the open space and surrounding residential community it will forever diminish it.

D-50 Response

Please refer to **MR-3** regarding the existing Ted Slavin Field and the differences between that Field and the practice field and **MR-6** regarding the zoning of the Development Site. As discussed on pages 3.6-3 through 3.6-5 of the DEIR and pages 3.6-3 through 3.6-6 of the RDEIR, the land use designation for the Development Site is residential, not open space. The southern 75% of the Development Site, which is designated for Minimum and Low Residential land use, is also located within the much larger Desirable Open Space Special Boundary. Moreover, approximately one-half the Development Site has been previously developed and disturbed by structures, dirt roads, and a network of paved driveways which are generally not considered to be characteristics of open space that should be protected. Please refer to **Response to Comment D-45** regarding topographic relationship to uses to the west and schools in residential areas in general. The commenter's opinion (and the opinions of the Hillside Federation and Santa Monica Mountains Conservancy) that the Project would represent a profound change to the Development Site and the areas west of Coldwater Canyon Avenue, and would not balance with the open space and surrounding residential use, will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-51 Comment

Additionally, there is evidence in the record that the school has plans for further expansion and development that it is not disclosing to the City or the public through the EIR process as it must. Since the Scoping Notice issued the school has purchased four new parcels on Hacienda and Potosi, west of Coldwater and adjacent to the Project site. (Compare DEIR Figure 2-3 and Notice of Preparation at 8). We note that the DEIR Figure 2-3 actually fails to disclose four additional parcels earlier-indicated as owned by or on behalf of the school on Avenida del Sol. (Compare DEIR Figure 2-3 and Notice of Preparation at 8.) The School's numerous land acquisitions in the area, as well as its interest in building a 750-car parking garage for which it has no demonstrated need suggests that the School has major development plans in mind for both the east and west of Coldwater Canyon. These development plans must be revealed and considered as part of the environmental impact analysis.

D-51 Response

Please refer to **MR-1** regarding the need for the Project. The commenter fails to identify "evidence in the record" that Harvard-Westlake has plans for further expansion and development. As stated on RDEIR pages 3.2-31, 3.2-34, 3.6-13, 3.7-21, 3.7-22, 3.8-11, 3.8-19, 3.8-26, no increase in student enrollment is proposed as part of the Project. Further, as stated in a September 22, 2014 letter issued by Councilmember Paul Krekorian to Michael LoGrande, Director for the Los Angeles Department of City Planning,

"Many community members question the need for this project and are concerned that it is a prelude to the school's potential future expansion. Harvard-Westlake has stated that the

development of the proposed project will not increase enrollment. In any event, and without regard to other concerns, the City must insist upon a strict and enforceable enrollment cap as a condition of approval for this project.”

Harvard-Westlake has accepted that, if the Project were to be built, an enrollment cap would be imposed as part of any conditional use request.

Harvard-Westlake owns a number of properties surrounding the campus and uses them as residences for faculty and staff. Figure 2-3 accurately depicts properties owned by Harvard-Westlake on Avenida del Sol. The five lots at 3848, 3854, 3860, 3870 and 3880 Avenida del Sol are not owned or controlled by Harvard-Westlake, and were inadvertently indicated as such on page 8 of the Notice of Preparation.

D-52 Comment

The Project Violates City Code, Including the City's Hillside Ordinance.

As admitted in the Project Description of the DEIR, the Project exceeds or violates several provisions of the City's Municipal and Zoning Codes, including provisions of the Hillside Ordinance. For example, every part of the proposed Project exceeds the City's height limits for the area. (DEIR p. 2-18.) The Project's parking structure and ancillary structures will triple the applicable 30-foot height limit. (LAMC section 12.21 C.10-4.) The parking structure itself will be 45 feet tall, bridge will be 41 feet tall, one of the elevator towers will reach 65 feet. The catchment fence will reach 77 feet above Coldwater Canyon Avenue, the lights will top 84 feet, and the tallest retaining wall will hit 87 feet.

The Project would also prevent inclusion of required setbacks. It would have zero setback from adjacent properties southerly and southwesterly, instead of the 17 feet required by LAMC section 12.21 C.10-1. It would also have a zero-foot front yard setback for the bridge on the east side of Coldwater Canyon Avenue, instead of the 25 feet required.

D-52 Response

Please refer to **Responses to Comments D-3 and D-42** concerning building heights and setbacks and compliance with City ordinances. The Project does not violate any City codes. As permitted by LAMC Section 12.24-F, the applicant has requested that the City Planning Commission determine appropriate development standards, such as height and building setbacks. Similarly, the Project would not be in violation of the City's Baseline Hillside Ordinance since pursuant to LAMC Section 12.24-F, the Planning Commission is authorized to determine the appropriate height and setback requirements for a project being approved through a conditional use permit, which is the case for this Project, regardless of restrictions contained in other code provisions covering these matters.

D-53 Comment

Additionally, the Project would require excavation, grading and export of 135,000 cubic yards of soil. It will dig out a mountainside. However, the City's Hillside Ordinance limits grading to 1,600 cubic yards and export to 1,000 yards, 84-135 times less than would be required for the Project. (LAMC sections 12.21 C.10(f)(3), C.12(f)(2)(i), DEIR p. 2-18.) In an attempt to evade this clear violation of the Hillside Ordinance, which was enacted to preserve the City's mountains and topography, the DEIR claims that 132,000 cubic yards of grading and export is somehow exempt from the Ordinance. While the Ordinance does exempt cut and fill underneath the footprint of a structure, the Ordinance expressly does not exempt construction that "involve[s] the construction of any freestanding retaining walls." (LAMC 12.21 C.10(f)(3).) Reading the Ordinance otherwise, to permit the excavation and exportation of 135 times the amount of mountainside permitted, contravenes the Ordinance's preservation purpose. The Project must be

revised to eliminate these inconsistencies with City Code, or the DEIR must declare these land use impacts significant and incorporate all feasible mitigation.

D-53 Response

Please refer to **Response to Comment D-3** concerning grading. The commenter is incorrectly interpreting the provisions of Section 12.21-C,10(f)(3) relating to retaining walls. That exception refers solely to freestanding retaining walls associated with grading for animal keeping site development, and does not apply to the Project's retaining walls.

D-54 Comment

The DEIR also claims that the Project is exempt from the City's retaining wall ordinance (LAMC 12.21-C.8) because the Project is not residential. (DEIR p. 3.6-13.) Since the site has been developed with dwelling units in the past, the ordinance should apply, and the Project should be limited to retaining walls no taller than twelve feet in height. The Project's walls do not comply, including one that is 87-feet tall. The entire west side of Coldwater Canyon is either residential or open space -to imply that the School need not comply with the Baseline Hillside Ordinance that applies to every other owner of land in this area violates the policy goals that supported the adoption of the ordinance in the first place. Such nonsensical exemptions would leave all hillside communities at grave risk by permitting an easy end-run around this important public safety law. If a school is exempted from this important law, that fact alone demonstrates that the school use would be an incompatible land use; accordingly, schools should be subject to the same limitations as residences in the area.

D-54 Response

See **Response to Comment G-8** regarding applicability of LAMC Section 12.21-C.8. With the exception of one home owned by Harvard-Westlake that would be removed as part of the Project to provide additional open space on the Development Site, the Development Site is not proposed to be developed with residential units, and therefore, this provision is not applicable.

D-55 Comment

The Project Will Have Significant Adverse Traffic Impacts.

This letter contains only a portion of Save Coldwater Canyon's concerns about the Project's impacts on traffic on Coldwater Canyon Avenue and in the surrounding neighborhoods. Save Coldwater Canyon incorporates the comments of traffic engineer, Tom Brohard of Tom Brohard and Associates. (See Attachment 1.) Mr. Brohard identified deficiencies in the DEIR's baseline and projected traffic volumes, analysis of truck impacts, construction traffic controls, analysis of proposed roadway improvements, among other issues. In addition to the issues raised in this letter, Save Coldwater Canyon requests that the City address Mr. Brohard's expert analysis and recommendations in the Responses to Comments prepared for the final EIR.

D-55 Response

The comment references a comment letter submitted by Tom Brohard. Responses to the comments contained in the Brohard letter are provided below (please refer to **Responses to Comments D-96 through D-123**).

D-56 Comment

The DEIR's Traffic Analysis Fails to Disclose or Analyze Project-related Increases in Traffic. Because the DEIR fails to provide any meaningful analysis of the School's alleged parking problem, it cannot fully analyze the impact on traffic of the Project. Given that the School has failed to conclusively

document a single student or other Harvard-Westlake car parked on residential streets, and given the School's actual parking demand, the School seems to propose a massive and expensive parking garage that would sit more than half empty.

D-56 Response

Please refer to **MR-1** and **Response to Comment D-10** regarding on-street parking related to Harvard-Westlake.

D-57 Comment

Another explanation for the Project is that the School eventually plans to increase the number of cars driving to campus on a daily basis and for special events. Instead of engaging in a reasoned analysis, the DEIR blindly accepts an undemonstrated need for more parking, but concludes that, because the School does not really need additional parking, the Project will not increase traffic.

D-57 Response

As stated on page 3.8-16 of the DEIR and 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project (please also refer to **Response to Comment D-51**). Additionally, no new structures on the Campus are proposed that would potentially generate new vehicle trips. The City of Los Angeles Department of Transportation (LADOT) has determined that the traffic generated by Harvard-Westlake will not change as a result of the Project (see LADOT memo dated April 30, 2013, contained in Appendix G.4.1 and memo dated November 16, 2015 contained in Appendix G.4.2 of the RDEIR). This conclusion is based on the fact that no increase in student enrollment, faculty, staff, or guests for the Campus is being proposed as part of the Project. Nor does the Project propose to increase the number of athletic or school events that could generate new vehicular trips to the Campus. The primary purpose for the Project is to accommodate existing parking needs and provide enhanced athletic opportunities for the existing students. Therefore, the Project will not generate additional operational traffic over existing conditions. Thus, the DEIR and the RDEIR correctly conclude that the Project will not generate new vehicle trips. Please refer to **MR-1** regarding the need for the Project.

D-58 Comment

If anything, the availability of easy, reserved parking across from campus would encourage students, faculty and staff who now carpool or take the bus to instead drive their own cars to campus each day.

D-58 Response

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction

D-59 Comment

The DEIR fails to consider events outside of homecoming and graduation that would bring cars to campus. For example, the School rents out its current sports field and other school venues and will likely rent out the proposed field and parking garage. This would bring more traffic to the area, and is not analyzed in the DEIR. The community has also heard that the school plans to increase attendance at athletic events and to build a theater complex, each of which would bring more cars to the area.

D-59 Response

The number or size of special events at Harvard-Westlake would not change with construction of the Project, as stated on page 2-12 of the DEIR and page 2-15 of the RDEIR. The comment speculates on potential activities at Harvard-Westlake but does not provide any evidence or data to support the assertions. Please also refer to **Response to Comment D-12** regarding the limited rental use of the existing Ted Slavin field by one outside entity.

D-60 Comment

The DEIR's Traffic Analysis Fails to Consider Impacts on Neighborhood Traffic Patterns.

The Project would substantially increase traffic along Dickens Street, Van Noord Avenue (north of Greenleaf), Greenleaf and Valley Vista. Additional traffic on these neighborhood streets would intrude into the neighborhood, negatively affecting air quality and safety. The DEIR and the supporting traffic reports fail to consider traffic patterns in this and other local neighborhoods, as required.

D-60 Response

The comment is incorrect. The Project will cause the decrease, not increase of traffic on nearby neighborhood streets as Harvard-Westlake vehicles will no longer need to utilize local streets for parking. The methodology used to estimate the shift in traffic from the residential streets to the Development Site is described in the DEIR on page 3.8-17 and the RDEIR on pages 2.19 and 3.8-19. See also **Response to Comment D-57** concerning LADOT's determination that the Project would not result in an increase in traffic.

Student drop-off/pick-up at Harvard-Westlake will continue to take place on the Campus east of Coldwater Canyon Avenue via the North Entrance and Main Entrance driveways and will not be moved to the proposed Parking Structure (RDEIR page 3.8-20).

D-61 Comment

The DEIR's Traffic Analysis Undercounts Trips and Fails to Consider Necessary Road Closures or Flagging.

As detailed further in the comments of Tom Brohard & Associates, the DEIR understates the impact that construction truck traffic will have on Coldwater Canyon Avenue. The Traffic Study uses a passenger car equivalent of 2.0, indicating that each truck will have the impact of two cars. However, given the slope of Coldwater Canyon Avenue near the Project site, and given the longer delay that large trucks cause when starting and stopping, research supports using a larger passenger car equivalent of 3.1 to 4.1. Since the Traffic Study used only 2.0, the DEIR improperly downplays the impact that truck traffic will have on the important traffic corridors near the School.

D-61 Response

The comment states that the passenger car equivalent (PCE) factor of 2.0 as utilized in the Traffic Study for purposes of converting truck trips to passenger car trips is too low and that a PCE factor of 3.0 should have been utilized to consider the impacts of haul trucks on Coldwater Canyon Avenue. As referenced on page 34 in the Traffic Study, the *Highway Capacity Manual 2010* (HCM) published by the Transportation Research Board recommends use of a PCE factor of 1.5 for heavy vehicles, including trucks. Thus, the use of the 2.0 PCE factor is more conservative ("worst case") than the HCM recommendations. Further, the HCM does not provide any distinction regarding the number of axles provided by the truck for purposes of converting truck trips to PCE. LADOT typically recognizes the HCM guidance in regards to truck trips and passenger car equivalents. The 2.0 PCE factor is typically used in traffic studies for projects in Los

Angeles for purposes of evaluating the traffic impacts due to material export during construction. As this conservative analysis has been reviewed and approved by LADOT, no additional analysis is warranted or required. See also, **Responses to Comments D-119 and D-120** regarding the PCE factor and RDEIR Appendix G.3, Crain & Associates, Peer Review regarding the traffic construction analysis.

D-62 Comment

The DEIR also fails to discuss the traffic control methods that will be used to enable trucks to leave the Project site during construction to enter Coldwater Canyon Avenue. Tom Brohard & Associates recommends use of a temporary fourth leg to the existing traffic signal instead of having a person create gaps in traffic flow through flagging. Regardless of the traffic control methods that will be used, however, analysis of their impacts and adequate mitigation are required in the EIR. That analysis must also consider any temporary road closures that will be required.

D-62 Response

The commenter asserts that the DEIR fails to discuss the traffic controls methods at the Development Site's intersection with Coldwater Canyon Avenue, and recommends a temporary fourth leg to the existing traffic signal rather than a flagger.

The comment states that a temporary fourth leg to the existing traffic signal should be analyzed (rather than attempting to create gaps in the traffic flow on Coldwater Canyon Avenue by using a flagger). For purposes of assessing the potential traffic impacts at the Coldwater Canyon Avenue/Harvard-Westlake Main Driveway intersection, a temporary fourth leg was in fact assumed at the existing intersection to accommodate truck trips leaving the Development Site traveling onto northbound Coldwater Canyon Avenue. As shown in the CMA Calculation Worksheets in DEIR Appendix G.1, subappendix C-1 and RDEIR Appendix G.2, subappendix D-1, for the Coldwater Canyon Avenue/Harvard-Westlake Main Driveway intersection, a combination left-through-right lane was assumed for the eastbound approach. It is reasonable to assume that flaggers or other City-approved and authorized traffic control personnel will utilize the existing traffic signal on Coldwater Canyon Avenue at the Main Driveway to assist in safely moving haul trucks and other vehicles to and from the Project site during construction. Please refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue during construction.

D-63 Comment

The DEIR's Conclusion that the Project will Improve Traffic is Unsupported and Misleading.

The Project's key alleged traffic improvements are additional or improved lane striping on Coldwater Canyon Avenue from Ventura Boulevard to Van Noord Avenue and the elimination of parking on this segment of the road, at certain times of day. Even if these road changes could potentially improve traffic flow in the area, they are entirely within the purview of the City, could be done anytime at minimal cost, and have absolutely nothing to do with this project. The additional lane striping from Van Noord Avenue to the proposed Project site does not require an easement from the School. Neither does the addition of No Parking signs to part of Coldwater Canyon. Any traffic relief achieved by these improvements therefore cannot be considered benefits of the Project.

D-63 Response

The comment provides a summary of the voluntary traffic improvement initially proposed by Harvard-Westlake to add a second southbound lane on Coldwater Canyon Avenue. As LADOT has stated its opposition to the voluntary improvement, it is no longer proposed by Harvard-Westlake. As stated in the RDEIR at page 3.8-10, the Project includes a fifteen foot dedication on the west side of Coldwater Canyon

Avenue along Harvard-Westlake's property frontage to provide the City's previously adopted standard half right-of-way dimension for secondary highways, exceeding the requirements of the recently adopted Mobility Plan 2035 (MP 2035) requirement for Avenue II (the new designation for Coldwater Canyon Avenue). The improvements would also include the widening of 11 feet on the southbound Coldwater Canyon Avenue approaches to the two driveways proposed to serve the Parking Structure, again exceeding current MP 2035 requirements. The widening of Coldwater Canyon Avenue will also accommodate a new southbound lane along the Project's frontage. These improvements could not occur without dedication of private land. Additionally, the commenter's assertions that some or all of the traffic improvements could be completed by the City in the absence of the Project fails to state evidence which would indicate that these improvements are not adequate mitigations for the Project or create an unmitigated environmental impact; therefore, no additional response is required.

D-64 Comment

Tom Brohard & Associates identified several potential negative impacts of the proffered traffic improvements, including the following: (1) potential impacts created by the loss of currently available street parking, especially when parking is already restricted for street sweeping; (2) whether the second travel lanes could actually be used on days when residents place their trash bins out for collection; (3) the inadequacy of the existing lane width to accommodate a second through lane; and (4) the potential for rear end collisions between parked cars and through traffic during times when parking is allowed.

D-64 Response

See **Response to Comment D-63** regarding the voluntary traffic improvement that is no longer proposed by Harvard-Westlake and RDEIR pages 3.8-10 and 11 regarding the Project's traffic improvements.

D-65 Comment

Further, other proposed traffic improvements will provide little traffic relief. The short lane that would direct cars into the parking lot may actually exacerbate the existing bottleneck, as the merge of cars toward Harvard-Westlake would occur in a narrow curve rather than in a wider straightaway, where it occurs now. Moreover, the turn lane and extra lane for the length of the parking lot will not compensate for the number of cars turning into the parking garage and causing a back up during the morning rush hour. (Brohard & Associates, Attachment 1, p. 6). The independent analysis by Brohard & Associates concludes that the "length of [these] turning lanes are too short to meet accepted standards ... " (*Id.*) The impacts of these proposed mitigation measures must be analyzed in the EIR.

D-65 Response

The comment appears to reference the Project roadway improvement features described in the DEIR traffic study (Appendix G) beginning on page 8 and depicted on Figure 2-2 therein. As shown in Table 11-1 of the traffic study, the Project, along with the related traffic improvements, will improve, and not degrade traffic flow on Coldwater Canyon Avenue. Also, the merge of the second southbound through lane proposed as part of the Project on Coldwater Canyon Avenue back to the single lane south of the Development Site is conceptually designed to comply with LADOT Standard Plan S-485.0. Thus, the assertions in the comment that the Project will exacerbate traffic flow on Coldwater Canyon Avenue are incorrect.

The comment also states that the turn lanes serving the Parking Structure on the Development Site are too short to meet accepted standards. The comment is incorrect as in fact, for example, the proposed storage length of the northbound left-turn lane (300 feet as stated on page 8 in the traffic study) exceeds LADOT storage length requirements. Specifically, LADOT Standard Plan S-401.1 states: "The desirable [left-turn pocket] length at signalized intersections is at least 40' of storage per vehicle per signal cycle averaged

during the peak hour.” The traffic study (Figure 11-1) shows a forecast of the northbound left-turn volume (110 vehicles) during the morning peak hour arrival. Assuming a 90-second traffic signal cycle (i.e. 40 cycles per hour), 2.75 vehicles would turn left per cycle on average during the peak hour from northbound Coldwater Canyon Avenue to the Parking Structure. Multiplied by 40 feet of storage per the LADOT Standard Plan, this results in a required storage length of 110 feet. Thus, the proposed 300 feet of storage length substantially exceeds the LADOT requirement of left-turn storage. As shown in RDEIR, Appendix G.2, Supplemental Traffic Analysis, both the northbound left-turn and southbound right-turn vehicle turn lanes are calculated to be adequate in length to accommodate the peak Project turn volumes. See also **Response to Comment D-106**.

D-66 Comment

The DEIR Fails to Address Important Safety Impacts.

The Project will provide no street-level access to campus from the parking garage. The Project's access would be limited to the skybridge, beginning at the second story of the parking garage. As discussed by Tom Brohard, it is unlikely that students parking on the second level or above of the parking structure would always choose to climb the stairs and use the bridge, when it may be faster and easier to dash across Coldwater Canyon at street level. Without pedestrian improvements for these students, or sidewalks for students who may be dropped off next to the structure, the Project may have adverse impacts on student, faculty and staff safety that must be disclosed, analyzed, and mitigated by the EIR. (*City of Maywood v. LAUSD* (2012) 208 Cal.App.4th 362, 391-396.)

As identified by Tom Brohard, the DEIR fails to substantiate alleged concerns about the existing traffic safety near the school. No data or calculations are provided to support the DEIR's allegations of rampant speeding, or frequent collisions. Without this data, the DEIR's conclusions that the Project will improve safety lack evidentiary support.

D-66 Response

As noted in the DEIR beginning on page 2-8 and the RDEIR beginning on page 2-9, the Project proposes a pedestrian bridge, which provides the most direct, expedient (i.e., not having to wait for a traffic signal to change), and safest opportunity for pedestrians to cross Coldwater Canyon Avenue. In addition, the Project proposes signage prohibiting at-grade pedestrian crossings, decorative landscaping (e.g., bushes) and pedestrian barriers will be installed at all corners of the intersection and no crosswalk striping will be provided at the intersection. Also, as noted in the comment, the first level of parking will be prohibited to students and will be reserved for employees only. As such, it is much easier and safer to cross the bridge than to walk down to the first level of the structure to cross at-grade. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. Therefore, design elements of the Project mitigate any potential safety impacts for at-grade crossing and the assertion in the comment that the Project will cause safety impacts to students is not substantiated.

D-67 Comment

The Project Will Have Significant Impacts on Air Quality.

The Analysis of Air Quality During Construction Depends on Erroneous Truck Counts.

The DEIR likely understates the number of truck trips that will be required to complete the 135,000 cubic yards of export required to excavate the parking garage. Although the traffic report appears to understand that trucks leaving the site may not always be filled to capacity, the report is based on an assumption that

only 20-cubic yard capacity trucks will be used, when 10-cubic yard capacity trucks are often used for this type of work. (Appendix G, p. 33.) The use of smaller trucks is more likely for a Project situated on winding, mountain roads. By underestimating the number of truck trips, the DEIR likely understates the Project's likely contributions to air pollution and greenhouse gas emissions.

D-67 Response

The comment states that air quality and greenhouse gas emissions have been underestimated because the analysis was based on 20 cubic yard trucks when, "the use of smaller trucks is more likely for a project situated on winding, mountain roads." The traffic analysis concluded that construction trucks would utilize Coldwater Canyon Avenue between the Development Site and the U.S. 101. This is a relatively straight road that can accommodate large trucks. It is not anticipated that haul trucks would travel the more winding southern segments of Coldwater Canyon Avenue and therefore use of the 20 cubic yard trucks is appropriate and the analysis does not underestimate emissions.

D-68 Comment

The DEIR's Analysis of Construction Impacts Fails to Consider Sensitive Receptors.

The DEIR's analysis of impacts to sensitive receptors focuses primarily on Harvard-Westlake students with minimal concern for younger children who attend nearby Sunnyside Preschool. The analysis also fails to consider congregants at St. Michael and All Angels Episcopal Church, assuming incorrectly that the church is only used on Sunday mornings. In reality, Church programming occurs daily and many of the congregants are elderly, and especially sensitive. The analysis also fails to analyze the Project's potential impacts on small children that play in nearby yards during planned construction hours or elderly residents of the community who are home during the day.

D-68 Response

The air quality analysis identifies Sunnyside (at the same address as St. Michael's) as a sensitive receptor on page 3.2-11 of the DEIR and the RDEIR. A localized analysis of construction emissions was completed for St. Michael's and Sunnyside based on South Coast Air Quality Management District (SCAQMD) methodology (see page 3.2-25 of the DEIR and page 3.2-26 of the RDEIR).

As shown in RDEIR Table 3.2-6, unmitigated regional construction emissions would fall below the regional significance thresholds for VOCs, CO, SO_x, PM_{2.5}, and PM₁₀ but would exceed the threshold for NO_x (137 pounds per day as compared to the threshold of 100). By requiring that most of the construction equipment utilize advanced emissions controls (USEPA Tier III outfitted with diesel particulate filters, or Tier IV) as part of the revised Mitigation Measure MM-AQ-10 and the addition of Mitigation Measure MM-AQ-11 that requires haul trucks be of model year 2010 or newer or, when not available, meet the USEPA 2007 requirements for NO_x emissions (refer to Chapter 4, Corrections and Additions, of this FEIR), mitigated regional construction emissions, including NO_x, are below the applicable thresholds and, thus, the conclusion is appropriately reached that the Project would have a less than significant impact on regional air quality as a result of construction. Table 3.2-11 is included in Chapter 4, Corrections and Additions, of this FEIR and summarizes the mitigated emissions. PM_{2.5} emissions would total 3 pounds per day as compared to the significance threshold of 55, and PM₁₀ emissions would total 8 pounds per day as compared to the significance threshold of 150.

The air quality analysis was peer-reviewed by an independent air quality expert, and the resulting report has been included in this FEIR as Appendix C.2. The peer reviewer concurred with the methodology and assumptions that were employed and agreed that the Project's construction would have a less than significant impact on air quality.

In light of revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has also been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015). The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. Health risks for all sensitive populations were analyzed, inclusive of the pre-school population, and account for outdoor exposure and indoor exposure with the windows open. As described on page ES-1 of the HRA, the HRA includes three separate components: 1) emissions inventory; 2) dispersion modeling; and 3) health risk calculations. Dispersion modeling was performed using the USEPA AERMOD model with meteorological data from the closest representative SCAQMD monitoring station. The AERMOD concentration (dose) results were incorporated into the health risk calculations.

With the incorporation of the revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards and that would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. This includes specific calculations for adults as well as young children (such as at Sunnyside). Therefore, the Project would result in a less than significant impact with regard to health risk.

The comment also states that the analysis failed to analyze the Project's potential localized impacts on children that play in nearby yards during planned construction hours or elderly residents of the community who are home during the day. The RDEIR identifies potential emission levels at nearby sensitive receptors. Since the initial localized screening analysis shown in Table 3.2-7 showed the potential for daily PM10 and PM2.5 emissions to exceed the screening thresholds, detailed air quality modeling was undertaken to identify whether localized concentrations at nearby sensitive receptors would exceed the concentration thresholds. As presented beginning on page 3.2-30 of the RDEIR, and as further updated in Chapter 4, Corrections and Additions of this FEIR (for pages 3.2-29 and 3.2-30) given the revisions to Mitigation Measure MM-AQ-10, the modeling showed that the Project would result in less than significant localized PM10 and PM2.5 construction impacts. Maximum PM10 concentration at St. Michael's and Sunnyside would be $1.3 \mu\text{g}/\text{m}^3$ and PM2.5 concentration would be $1.0 \mu\text{g}/\text{m}^3$ as compared to the significance threshold of $10.4 \mu\text{g}/\text{m}^3$. Maximum PM10 concentration at the single family residence located directly to the northwest would be $4.8 \mu\text{g}/\text{m}^3$ and PM2.5 concentration would be $3.8 \mu\text{g}/\text{m}^3$, also below the significance threshold of $10.4 \mu\text{g}/\text{m}^3$. This analysis was completed based on the SCAQMD methodology that was developed to identify potential impacts to sensitive receptors adjacent to construction activities, including children and elderly residents.

D-69 Comment

The Proposed Mitigation Measures Will Not Adequately Mitigate the Project's Impacts on Air Quality.

The DEIR fails to include adequate or enforceable mitigation for the Project's air quality impacts. For example, the DEIR does not include any measures to mitigate the potentially dangerous air quality conditions for sensitive receptors, including children or the elderly. (See, Fig. 3.2-2.) Requesting that residents and the local preschool keep their children from playing in their backyards or playgrounds for two years or otherwise risk serious health consequences is not an acceptable mitigation measure. Nor does the proposed mitigation plan provide adequate communication to local residents about when it is and is not safe for children to be outside. On the contrary, it is likely that many households potentially affected by this Project have not even been informed of the Project and its air quality effects.

D-69 Response

As noted in **Response to Comment D-68**, the RDEIR and updates contained in this FEIR identify measures that would reduce the already less than significant emissions impacts of the Project related to localized emissions, toxic air contaminant emissions, odors and consistency with the AQMP. Without mitigation, construction activity would result in NO_x emissions exceeding the SCAQMD regional threshold. However, the revised Mitigation Measure MM-AQ-10 and new Mitigation Measure MM-AQ-11 would reduce the maximum NO_x emissions to less than the SCAQMD significance thresholds. Therefore, with mitigation, the Project would result in less than significant impacts related to regional construction emissions. Although not identified as a significant impact, Mitigation Measure MM-AQ-9 would further reduce the less than significant air quality construction impacts through coordination of school activities and construction activities when construction activities would be anticipated to generate fugitive dust. No additional mitigation measures for students or residents are necessary since the air quality impacts would be less than significant.

The comment broadly asserts that the mitigation measures are not enforceable. The measures included in the FEIR are measures commonly included in environmental documents and are recommended by the SCAQMD (who recommended additional measures in their comment letter; see **Response to Comment B-2**). CEQA Section 21081.6 and CEQA Guidelines Section 15097 require adoption of a Mitigation Monitoring and Reporting Program (MMP) for all projects for which an EIR has been prepared. The Project MMP (see Chapter 5 of this FEIR) identifies when measures are implemented and the responsible party for enforcement of each measure.

D-70 Comment

The Project Will Have Significant Impacts Related to Geology, Soils & Hydrology.

Although the majority of Save Coldwater Canyon's geotechnical concerns are included in the expert analysis of Wilson Geosciences, Inc., submitted as Attachment 7 to this letter, we address a few points here. Since it is submitted as part of this comment letter, Save Coldwater Canyon requests that the City's Responses to Comments address each of the claims raised in that letter.

D-70 Response

Please refer to **Responses to Comments D-189 through D-203** regarding the concerns expressed in Attachment 7.

D-71 Comment

The DEIR's Conclusions are Based Upon Inadequate Reports and Investigations.

The hydrology survey that underlies the DEIR's geotechnical analysis was conducted during August of 2013, during the dry period of a very dry year. Such an analysis should be conducted under storm conditions during the rainy season. Although the Project site hillside has a history of landslides and significant storm runoff, the report only considers rainfall of up to 3/4 inch during a 24-hour period, a 24-hour rainfall total that has been exceeded often in the last 20 years. Some years total rainfall has exceed four inches in a 24 hour period. The hydrology report also only considers run-off generated from the site, when the site itself receives runoff from above. Since the report was conducted in the dry season, and did not consider a large portion of the run-off that would need to be processed by the site, it likely understates the Project's impacts on hillside stability, hydrology, and stormwater generation.

D-71 Response

The geology, soils and hydrology analysis in the DEIR was updated in the RDEIR. Chapter 3.5 of the RDEIR describes the existing geological and soils conditions, identified potential environmental impacts that could occur, and recommends mitigation measures as appropriate to reduce or avoid any impacts. The information and analysis in this Chapter of the RDEIR is based on the following reports contained in the appendices to the RDEIR:

- Final Geologic and Soils Engineering Report, Response to City of Los Angeles Correction Letter, Proposed Parking Structure and Pedestrian Bridge, Byer Geotechnical, Inc., May 18, 2015 (Appendix E.1);
- Third-Party Geologic and Soils Engineering Review, Grover-Hollingsworth and Associates, October 23, 2015 (Appendix E.1a);
- City of Los Angeles, Department of Building and Safety, Geology and Soils Report Approval Letter, July 21, 2015 (Appendix E.1.b);
- Final Hydrology Study, KPFF, April 10, 2015 (Appendix E.2); and
- City of Los Angeles Low Impact Development Plan, KPFF Consulting Engineers, April 10, 2015 (Appendix E.3).

Appendix E.2, the Final Hydrology Study, utilized the procedures, criteria and standards set forth in the Los Angeles County Hydrology Manual to perform the pre- and post-construction hydrology study. The Final Hydrology Study determined that the drainage area is approximately 15.34 acres and calculated pre- and post-construction hydrology based on 50, 25, 10 and 2 year storms. The RDEIR concludes that the Project will not only help secure the previously exposed soil and natural landscaped areas from potential landslides, it would also help slow high storm water runoff flows from the adjacent hillside to Coldwater Canyon Avenue, especially during large storm events. The new Parking Structure and supporting storm water management system infrastructure will provide additional flood control and mudslide protection to Coldwater Canyon Avenue. (Please refer to RDEIR page 3.5-27, **Response to Comment No. D-192** regarding slope stability and peer review, and **Response to Comment No. D-143** regarding the hydrology analysis.)

D-72 Comment

The DEIR's geology report fails to consider, and therefore fails to disclose, the potential dangers caused by the nearby Benedict Canyon Fault. (Weber et al, *Earthquake Hazards Associated with the Verdugo-Eagle Rock and Benedict Canyon Fault Zones*.) The DEIR admits to soil evidence of faults, but no additional investigations occurred to confirm or dismiss the presence of a fault. (DEIR, p. 18.) Notably, the geology report relies on an outdated fault map. The 2010 State Fault Activity Map, which is not included in the DEIR's analysis, depicts the Hollywood fault closer to the Project site than previously thought, as well as a nearby fault in North Hollywood. This fault must be accurately mapped before proceeding with this development, which will include retaining walls up to 87-feet-tall and the excavation of 135,000 cubic yards of soil.

D-72 Response

The RDEIR discloses all relevant fault information and potential impacts and, therefore, there is no justification for requiring new mapping of nearby faults. Commencing on page 3.5-19, the RDEIR discusses geological hazards, including fault information. Borings on the Development Site were

performed and indicated that there is no evidence of any active faulting (see RDEIR, Appendix E.1 and E.1a). The Final Geologic and Engineering Report (Appendix E.1a) includes an investigation of a questioned landslide encompassing the ridgeline on the southern portion of the Development Site. Borings were conducted and no evidence of landsliding was found. The Report also includes an evaluation of the region's seismology, including existing fault maps, the California Geological Survey and a US Geologic Survey of all earthquakes that occurred between April 1989 and April 2015 with a magnitude of 2.0 or greater and the 2014 M4 earthquake under the Sepulveda Pass, and includes recommendations to resist ground shaking including the use of pile foundations (for majority of the Parking Structure as well as the pedestrian bridge landing on the east side of Coldwater Canyon Avenue) that are anchored at least 8 feet into bedrock. Additionally, (i) the slope stability analyses and soil-nail wall design analyses were performed considering the potential for ground motion and meet the City-required safety factors (ii) the Project's structural engineer reviewed the seismic information and incorporated compensating elements into the design; and, (iii) at Harvard-Westlake's request, the structural engineer used seismic loads 50 percent in excess of City requirements. Please also refer to **Response to Comment C-3**.

D-73 Comment

The inadequacy of the Project's geological analysis is demonstrated by the geology report itself, which notes that the plans for the Project are not complete enough to evaluate its efficacy or safety. As a result, the evaluation in the 2010 report is based on a different configuration of retaining walls than is discussed in the rest of the DEIR. Without a thorough and complete review of the current version of the Project, the DEIR's conclusions about the Project's safety and geotechnical impacts lack substantial evidence.

D-73 Response

The Project's geological analysis was revised in the RDEIR. The Final Geologic and Soils Engineering Report (Byer Report) (Appendix E.1a), approved by the City of Los Angeles (Appendix E.1b), and a peer review of the Byer Report (Appendix E.1) is included in the RDEIR. The Byer Report includes an analysis of the geotechnical conditions affecting the Project and includes recommendations for structural design to address site-specific conditions. The Byer Report represents a comprehensive examination of prior Development Site and area geologic studies, as well as the inclusion of new borings, pits, and laboratory tests that were specifically chosen for their applicability to the Development Site and design.

Please also refer to **Response to Comment D-72** regarding the design of the Project.

D-74 Comment

The geology report fails to disclose or analyze the risk of a landslide, even though the City has previously denied building permits nearby on account of landslide danger. There is a history of landslides obstructing Coldwater Canyon Avenue, and the pavement on Potosi Avenue itself demonstrates significant land movement.

D-74 Response

Please refer to **Response to Comment D-72** regarding the revisions to the geologic analysis and the analysis of the potential landslide issues.

D-75 Comment

As identified by Wilson Geosciences, the geotechnical report also fails to provide slope stability calculations and data that would allow verification of the report's conclusions. This must be remedied in the final EIR. Otherwise, based on the available information, it appears that the proposed cut slopes may not be feasible, and the Project will have far greater impacts than have been disclosed and analyzed in the DEIR. The DEIR also failed to consider prior geotech reports of the east side of campus and of this site.

D-75 Response

The RDEIR includes a Final Geologic and Soils Engineering Report (Appendix E.1a) and a peer review concurring with the findings of the Final Geologic and Soils Engineering Report (Appendix E.1) which discuss the slope cuts. Detailed calculations of bedrock shear tests and stability calculations are provided. The RDEIR, commencing on page 3.5-23, discusses slope stability and the soil nail retaining walls which are designed to protect the adjacent hillsides. With the design of the soil nail walls, impacts associated with the slope cuts and slope stability on the Development Site are anticipated to be less than significant. See also, **Response to Comment D-72** regarding geotechnical design and **Response to Comment D-77** regarding soil nail design.

D-76 Comment

The DEIR Does Not Analyze the Feasibility or Safety of the Skybridge.

As elaborated further in the attached Wilson Geosciences Report (Attachment 7 at p. 2), the DEIR contains no geologic or geotechnical data to permit assessment of the feasibility of the proposed skybridge. Given the size of the bridge, and its placement over the busy traffic artery of Coldwater Canyon Avenue, this omission deprives the City's decisionmakers of vital information about the safety of the Project. Based on the limited information in the DEIR, it appears that the east and west sides of the bridge would be anchored in different types of soils, each of which would react differently in the event of a large earthquake. (Wilson, Attachment 7, p. 2) "The potentially significant difference in foundation properties could cause each side of the bridge to react differently during a moderate to large earthquake on any of the numerous earthquake faults delineated in the site region. Bedrock of shallow alluvium in the west would shake at a different frequency than deeper liquefaction prone alluvium on the east, potentially causing the bridge to fail onto Coldwater Canyon Avenue." (Id.) This could cause the bridge to fall onto Coldwater Canyon Avenue, with adverse impacts on traffic, on people or first responders needing to use Coldwater Canyon Avenue during an emergency, and on students, faculty and staff who would be unable to reach their vehicles to evacuate campus in the event of an emergency. This deficiency in the analysis of an important part of the Project renders the DEIR deficient.

D-76 Response

The geologic analysis was revised in the RDEIR, Chapter 3.5 and Regulatory Compliance Measure RC-GEO-6 was revised in the FEIR to include a requirement that, prior to issuance of building permits, monitoring, response, and recovery plans for the pedestrian bridge must be approved by, and remain on file with, the City's Department of Building Safety. This Regulatory Compliance Measure specifically states that the plan must include, without limitation, "monitoring devices to detect shifts in the pedestrian bridge, structural inspections of the pedestrian bridge on an annual basis, as well as following any earthquake that results in localized mean peak ground acceleration greater than 0.25g. (See FEIR Chapter 4, Corrections and Additions, RC-GEO-6 for the change and regarding the renumbering to Mitigation Measure MM-GEO-1.). Through the use of the Project's foundational elements deriving primary support from piles drilled at least eight feet into bedrock (including the bridge landings on either side of Coldwater Canyon Avenue), the bridge is not at risk of failure due to the reaction of different soils during a seismic event, subsidence, or liquefaction (RDEIR pages 3.5-8 and 3.5-9). Please also refer to **Responses to Comments C-5 and D-190 to D-192** regarding stability and safety of the pedestrian bridge.

D-77 Comment

Soil Wall Nails May Not Be Feasible.

Finally, the Harvard-Westlake geology report on which the city relies, concludes that soil nails will be sufficient to stabilize the hillside, when other evidence has shown that Project site soil conditions are not

conducive to wall nails. Wilson Geosciences notes that the geotechnical report does not explicitly endorse soil nail walls for the Project. Soil nail walls are not recommended for situations where soils contain excessive moisture, clay soils, expansive soils, or highly fractured rocks. All of these conditions are present at the Project site, and the use of soil nail retaining systems is not typical practice in Los Angeles and are prohibited in the Baseline Hillside Ordinance for retaining walls over 12 feet in height. Perhaps more critically, the Project's soils' electrical resistivity and sulfate content may corrode the soil nails. Perhaps for this reason, the final retaining wall design has been deferred to a future time. As a result, the Project may need to be completely redesigned, and the environmental review will need to be repeated to analyze any new impacts that arise.

D-77 Response

The geologic analysis has been revised in the RDEIR. Using the conservative soil and bedrock properties and shear strengths, a comprehensive design for conventional and soil nail retaining walls was created for the Project. The construction-level information in the Final Geologic and Soils Engineering Report (Appendix E.1 of the RDEIR), includes specifications for the soil nails, degree of nail inclination below horizontal, nail spacing, nail length, attachment points and hardware, temporary and permanent wall facing, proof nails, and a permanent monitoring regimen following construction. At the request of Harvard-Westlake, the soil nails are to be installed with redundant corrosion protection, a provision that exceeds City requirements for soil nail walls. Detailed calculations, using methods and standards prescribed by both the City and the Federal Highway Administration, show that the soil nail and conventional retaining walls will be gross and seismically stable. Contrary to the commenter's assertion, the Baseline Hillside Ordinance does not prohibit soil nail retaining systems for retaining walls over 12 feet in height. Please refer to **Responses to Comments D-197 to D-203** regarding the soil nail wall retaining system.

The soil nail retaining wall design was independently peer reviewed and the conclusion was reached that "the DRS preliminary soil nail design considers the appropriate geotechnical factors for the development site, utilizes the most current modeling software, meets applicable design standards and building codes, and correctly concludes that the project can be completed and maintained safely and successfully." (See FEIR Chapter 4, Corrections and Additions, for the addition of new Appendix E.7 Third Party Review Preliminary Design of Soil Nail System; page 3 of the report contains the quoted sentence.)

D-78 Comment

Mitigation Measures for Geotechnical and Hydrological Concerns are Inadequate.

The DEIR fails to provide mitigation for geotechnical concerns. The Project area is prone to significant ground shaking. In fact, the DEIR's geological report states that the area experienced severe G-forces during the 1994 Northridge Earthquake, some of the strongest forces on record in North America. (DEIR, p. 3.5-7.) Despite this, the DEIR fails to consider the stability of the skybridge during a seismic event. If the bridge collapsed, it would block a major emergency artery to the San Fernando Valley, putting at risk hundreds of thousands of residents. The report also fails to consider the dangers of the multiple-story parking garage, which could pancake under severe shaking.

D-78 Response

The DEIR and RDEIR include numerous regulatory compliance measures applicable to geotechnical concerns including compliance with all applicable regulations, such as the LAMC and California Building Code and the guidance contained in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California (much of which has been incorporated into relevant building codes, such as in the Uniform Building Code and City of Los Angeles Building Code). Moreover, RC-GEO-6 has been revised in the FEIR to require that prior to issuance of building permits,

monitoring, response, and recovery plans for the pedestrian bridge must be approved by, and remain on file with, the City's Department of Building Safety. This Regulatory Compliance Measure specifically states that plan must include, but is not limited to, "a seismometer to detect the potential for shifts in the pedestrian bridge and structural inspections of the pedestrian bridge on an annual basis, as well as following any earthquake that results in localized mean peak ground acceleration greater than 0.25g." (See FEIR Chapter 4, Corrections and Additions for the change and regarding the renumbering to Mitigation Measure MM-GEO-1.) Geotechnical issues are heavily regulated and all the measures identified in the DEIR and RDEIR are required by existing regulations. Please also refer to **Responses to Comments D-190 and D-191** regarding the safety of the pedestrian bridge and **Response to Comment D-192** regarding the stability of the hillside before, during, and after Project construction.

D-79 Comment

The DEIR also fails to mitigate the Project's contributions to urban runoff, even though the structure would increase impermeable surfaces (from 60% pervious to 95% impervious), thereby increasing toxic stormwater runoff. (DEIR, pp. 21-22.) The Project's bioswale catch basin is designed to handle only .75 inches of rainfall in a 24-hour period, even though the area has received two to four inches during that time period and up to five or six inches on occasion. (See Annual Rainfall 1997-1998 [<http://dpw.lacounty.gov/wrd/report/acrobat/Hydrologic%20Report%201997-1998.pdf>].) Although the DEIR suggests that the Project may use permeable pavement, it is not actually required. As CEQA requires the inclusion of concrete and enforceable mitigation measures in a Project, the use of permeable pavement and other infiltration measures must be required by the DEIR.

D-79 Response

Contrary to the commenter's claims, the Project would not increase impermeable surfaces from 60% pervious to 95% impervious. Rather, the existing drainage area is currently 90-95% pervious and, with the Project, would be reduced to 86% pervious (RDEIR Appendix E.2, page 1), a change of less than 10%. While the Project would increase the amount of impervious area on the Development Site, hydrological modeling indicates that the surface runoff would not be substantially increased (RDEIR, Appendix E.2). As discussed in the RDEIR, page 3.5-27, the Project will not affect the runoff rates before and after the construction for 50- and 25-year storm events and only result in a slight increase for the 10 and 2-year storm events. However, the peak mitigated runoff and volume from the Development Site would be captured and treated by appropriate Best Management Practices before charging into the road. Further, it is anticipated that the Parking Structure would help slow down high storm water runoff flows from the adjacent hillside to Coldwater Canyon Avenue. Therefore, the Parking Structure and supporting storm water management system infrastructure would provide additional flood control and mudslide protection to Coldwater Canyon Avenue. Additionally, the Project has prepared a plan to address the City's Low Impact Development (LID) Ordinance (which includes requirements for a Standard Urban Stormwater Mitigation Plan (SUSMP)), to identify and mitigate anticipated flows to the existing on- and off-site storm drain facilities and to ensure that these flows could be accommodated by existing facilities. (See RDEIR, Appendix E.3; see also, RC-HYDRO-1 through 12.) Aside from compliance with regulatory measures, no additional mitigation measures for hydrology are required or necessary for the Project as hydrological impacts were determined to be less than significant.

D-80 Comment

The Project Will Have Significant and Unmitigated Noise Impacts.

The DEIR concludes that only four residences will experience significant noise impacts during construction, despite observing that more than fifty homes and the Sunnyside Preschool will have significantly affected noise levels during construction. Accordingly, the DEIR's noise conclusions lack factual support. Given that the DEIR projects at least two years of construction, it is important that the

analysis be accurate and that adequate mitigation be incorporated. (DEIR, p. 3.7-11, 12.) Perhaps more importantly, the DEIR fails to adequately disclose, analyze, or mitigate the Project's operational noise impacts, such as car engines, alarms, radios, horns, and whistles, cheers, and coaches and teammates yelling from the field, which will impact the community and wildlife for decades.

D-80 Response

This comment summarizes comments D-81 through D-87, which are addressed in detail below.

D-81 Comment

The DEIR Fails to Analyze and Mitigate the Impact of Construction Noise on Sensitive Receptors, Including Churches and Neighborhood Children.

The DEIR claims that only four residences will suffer unavoidable and significant noise disruption during construction. However, this analysis fails to consider the Project's construction impacts on numerous other houses, and the St. Michael and All Angels Episcopal Church. In particular, the Church will be significantly impacted by the construction noise, a point raised in the Church's separate comments on this Project. The DEIR erroneously concludes that the Church only operates on Sundays, when the Church actually operates every day. In addition to services and scheduled programs, worshippers visit the Church's meditation garden and other quiet areas on a daily basis. All of these uses will be disrupted by the construction noise, a significant noise impact that is not disclosed in the DEIR. Finally, the DEIR also fails to consider construction-related noise impacts on residents who live on Coldwater Canyon or in the surrounding area, even though many houses are correctly identified as impacted by the noise report. (See appendix F.1, listing numerous houses on Galewood, Blairwood, Van Noord, Potosi, Avenida Del Sol, and Alta Mesa as impacted by Project construction.)

D-81 Response

Refer to **MR-2** for a discussion of construction noise at St. Michael's Church, as well as the elements of the analysis that render its conclusions conservative.

The comment incorrectly states that the DEIR concluded that four residences will suffer unavoidable and significant noise disruption during construction. Beginning on page 3.7-9 of the DEIR, a detailed construction noise analysis was completed for the Project. The analysis considered impacts to all residences in the surrounding area and identified significant impacts at 35 residences and Sunnyside located within St. Michael's property. Even after mitigation, the DEIR concluded that there would be significant and unavoidable construction-related noise impacts at multiple locations. However, the RDEIR revised the noise impact analysis using updated noise modeling (see Appendix F.1 of the RDEIR). The updated, 2015, modeling showed that without mitigation, construction noise levels would exceed the 5-dBA incremental increase significance threshold at approximately 56 residences, St. Michael's Church and Sunnyside. Sensitive receptors that would be significantly impacted by construction noise before mitigation are shown on Figure 3.7-3 of the RDEIR. Additionally, the RDEIR recognizes that while noise levels would not exceed thresholds at other locations, some receptors (that is, people in nearby homes in addition to those identified as significantly impacted) would be able to hear construction noise and may be impacted to a less than significant level. (RDEIR pages 3.7-13 and 3.7-114). To reduce construction related significant noise impacts, the RDEIR imposed eleven Mitigation Measures. Table 3.7-12 of the RDEIR shows that despite these comprehensive measures, mitigated construction noise levels would still exceed the 5-dBA construction noise significance threshold at approximately 16 residences adjacent to the construction site west of Coldwater Canyon Avenue and 34 residences on the east side of Coldwater Canyon Avenue, and at the St. Michael's Church and Sunnyside. Therefore, the Project would result in

temporary but significant and unavoidable construction noise impacts to the occupants of multiple residences as well as the parishioners and others at St. Michael's Church and Sunnyside.

D-82 Comment

The DEIR Fails to Fully Disclose and Analyze the Project's Operational Noise Impacts.

There is no question that Project-related car horns, car engines, car radios, tire squeals and more will be heard in the neighborhood. (DEIR, p. 3.7-14.) Additional sounds from the sports field will also travel into the neighborhood. The DEIR considers the decibel level of the sounds, but entirely fails to consider that a change in the type of sound will significantly affect surrounding residents. There is a profound and significant impact caused by the change from nature sounds (hooting of owls and chirping of crickets) to urban sounds (whistles from the field, shouting players and coaches, vehicle sounds). The DEIR fails to recognize the incongruity of these sounds to the exclusively residential community and the adjacent conserved open space. The DEIR also fails to consider the cumulative impact of these sounds. While a single whistle may be short, continued whistle-blowing would have a significant impact. The full impact of the Project cannot be assessed without aggregating all Project-related sounds and comparing those sounds to the current rural quiet. Although the DEIR concedes that whistles and shouting would exceed prescribed decibel levels for nearby residences (DEIR, p. 3.7-16), it dismisses this significant impact as mere "annoyance" to residents. (DEIR, p. 3.7-16.) If the Project will cause an exceedance in health-based noise standards at residences near the Project, the Project will have a significant impact. All feasible mitigation must be included to reduce the noise impacts, unless an alternative is selected that avoids the impact.

D-82 Response

Noise is currently generated in the community from various sources, including vehicle movements, the existing Campus, and activities at residences. Approximately 1,780 vehicles travel through the Coldwater Canyon/Harvard-Westlake Driveway intersection in the AM peak hour and approximately 1,986 vehicles travel through the Coldwater Canyon/Harvard-Westlake Driveway intersection in the PM peak hour. (See Table 6-2 of the Traffic and Parking Report, Appendix G). An updated traffic count in 2015 showed a reduction in vehicle traffic over 2011; however, these traffic counts were taken while there was still construction work on Coldwater Canyon by the DWP (see Appendix G.2). Moreover, the decrease in traffic would have a negligible effect on noise as explained in RDEIR page 3.7-4.

The level of significance was assessed against the standards established in the City's *L.A. CEQA Thresholds Guide*. The City has not established a health-based standard similar to a standard established by an industrial source regulatory agency, such as the Occupational Safety and Health Administration. These health-based standards are traditionally based on hearing loss, which is highly unlikely from operational noise levels generated at the practice field. Other health-based standards are related to sleep deprivation. It is acknowledged on page 3.7-16 of the DEIR and page 3.7-18 of the RDEIR that whistle noise would be audible at surrounding land uses and could disturb residents and daytime sleepers. The subjective nature of annoyance means that there are large differences between individuals, some will have a negative reaction and others will not. Regardless, the level of significance was appropriately determined by comparing estimated noise levels to the City's 24-hour significance threshold. As described on RDEIR page 3.7-21, even to the closest homes on Galewood Street and Blairwood Drive, combined practice field and parking activity would only increase the existing CNEL by 3.0 dBA, under the 5 dBA threshold of significance.

The comment states the Project's operational impact should be based on aggregated noise. As stated at the end of the last paragraph, an analysis was completed to assess the potential combined noise impacts of activities associated with the practice field and parking activities in the structure (Page 3.7-16 of the DEIR

and page 3.7-18 of the RDEIR). The combined practice field and parking noise levels are shown on Table 3.7-11 of the DEIR and RDEIR. The baseline noise levels used to assess each source were based on monitored data. On a 24-hour basis, per the significance threshold established by the City, noise levels related to parking activity would not substantially affect the existing CNEL (the metric by which a significant impact is identified) and would not result in a significant impact.

D-83 Comment

The experience of the Ted Slavin field demonstrates both that the Project will have significant impacts, as well as that the proposed mitigation will not alleviate the impacts as required by CEQA. Sound from the field is already a nuisance to the neighborhood with drums, cheers, whistles, shouts, singing, announcers and more travelling into the neighborhood and making backyards unusable. In some houses, sounds emanating from the Ted Slavin field disrupt people in their own homes, even with windows and doors closed. These noise nuisances occur even without amplification, for example, during current daytime and weekend practices.

D-83 Response

Please refer to **MR-3** for a discussion of how the use of the proposed practice field will differ substantially from current use of Ted Slavin Field. The comment qualitatively disputes the adequacy of the operational noise analysis based on the existing conditions at the Ted Slavin Field. The quantitative practice field analysis beginning on page 3.7-15 of the DEIR, and page 3.7-16 of the RDEIR demonstrates that operational noise would not result in a significant impact. The baseline noise levels used to assess practice field noise was based on monitored data obtained from Ted Slavin Field. This is a conservative assumption since, as discussed in **MR-3**, noise levels at the practice field would be significantly different from Ted Slavin Field in part due to use as practice field only, hours of operation, lack of bleachers, and the additional Mitigation Measure added in the FEIR, Chapter 4, Corrections and Additions, MM-N-11, which prohibits the use of a public address system and music, including band practice, or other use of musical instruments or the playing of radios other broadcast equipment.

D-84 Comment

Ted Slavin field also demonstrates reasonably foreseeable future impacts that are not discussed in the DEIR. The DEIR's noise analysis is limited, since the Project's sports field will not include bleachers or a PA system. However, Ted Slavin Field was originally approved without lights or a PA system. These additions, and their neighborhood impacts, were added later. The potential impacts of amplified noise and spectators at the new field must be analyzed in the EIR.

D-84 Response

Refer to **MR-3** for a discussion of lack of amplified noise and bleachers at the practice field and the other differences between the use of the practice field and the Ted Slavin Field. The Project does not involve amplified noise or spectator seating at the athletic field, and therefore any analysis of potential impacts from such would be speculative, and is not warranted or required.

D-85 Comment

The DEIR Relies Upon an Inadequate Noise Study.

The noise report upon which the DEIR noise analysis is based fails to disclose several sources of potentially significant impacts. These deficiencies were continued in the DEIR. The noise report did not measure noise on local streets, including Van Noord Avenue, nor did it measure noise from Ted Slavin field on a game day to examine how noise travels in the hills. Although the DEIR concedes that it is difficult to trace sound in the mountains, it rejects empirical data from the community and fails to measure

sounds on game nights. On these nights, sound from Ted Slavin field can be heard on Van Noord, Galewood & Blairwood. The report also only tested ambient sound during the day and not at night, when athletic events and extracurricular activities are often held. (DEIR, p. 3.7-4.) The noise study also failed to analyze and disclose the impacts of noise from vehicles, including honking horns, blaring car stereos, revving engines or squealing tires. (DEIR, p. 3.7-7.) The potential impacts of vibrations from cars in the parking garage on nearby residents or wildlife were also omitted from the study. (DEIR, p. 3.7-19.)

D-85 Response

The DEIR analyzed the relevant sources of noise, measured relevant sound from Ted Slavin field, analyzed the transmission of noise through the hills and considered all applicable impacts from construction and operational noise. A Sound Propagation Analysis is included in Appendix F.2, was conducted for the DEIR, and was relied on in the DEIR and RDEIR analysis. As stated on page 3.7-13 of the DEIR and page 3.7-11 of the RDEIR, the sound propagation analysis was conducted to study potential echoing affects associated with topography in the area of the Development Site. Eight loudspeakers in a hemispherical configuration (the test noise source) were connected to an electronic noise generator capable of producing a maximum 104-dBA sound level, 10 feet from the face of the loudspeakers. The loudspeakers were set up in a hemispherical arrangement to characterize potential reflections from topography and structures. The hemispherical configuration of the sound source provided sound transmission in all directions that would allow reflected sound waves, if present, to be detected at the receiver locations. The study included 14 receiver locations around the Development Site, at representative locations east and west of Coldwater Canyon Avenue. This empirical study comprehensively assessed the potential for sound to reflect within the hills adjacent to the Development Site. The sound transmission tests and analysis show there are no significant sound reflections (defined as being within 10dB of the direct sound) from local topography or neighboring buildings at the surrounding receptor locations. The results of this analysis are independent of time of day.

Regarding monitored noise levels presented on page 3.7-4 of the DEIR and the RDEIR, the selected locations accurately characterize daytime noise levels near the Development Site. The monitors were placed at locations that would be closest to sensitive receptors where people reside or where the presence of unwanted sound could adversely affect the use of the land such as schools. As shown on Figure 3.7-2, sensitive receptors near the Development Site include residences north of the Project Site and on hillsides to the west, south, and east. Noise levels were also monitored at St. Michael's Church which includes Sunnyside. It is not reasonable to monitor noise at every residence in the vicinity of the Project Site as this would entail hundreds of measurements. These sensitive receptors and monitoring locations represent a reasonable selection of the nearest representative sensitive receptors with the potential to be significantly impacted by the Project.

Please refer to **MR-3** for a discussion of how the use of the practice field will differ substantially from current use of Ted Slavin Field, including no amplified sound, no bleachers, and no activity past 8:00 p.m. and used only for practice games. Moreover, for the same reasons, the noise monitored at Ted Slavin Field, which occurred during football, cross-country and soccer activities represent a conservative noise monitoring comparison (page 3.7-4 of the RDEIR). As such, game night activity monitored at Ted Slavin Field would not accurately represent practice field noise level at any time of the day.

Noise generated from the Parking Structure was discussed beginning on page 3.7-14 of the DEIR and page 3.7-16 of the RDEIR. The detailed noise analysis concluded that vehicle activities would not significantly increase existing ambient noise levels based on the significance thresholds established by the City. In addition, the majority of parking activity would be enclosed within the structure. When not within the structure, vehicles associated with the Parking Structure would be within mixed flow traffic. As discussed

on page 3.7-19 of DEIR and pages 3.7-21 of the RDEIR, vehicle activity would not significantly increase roadway noise levels.

Vibration impacts, from construction and operation, were discussed on page 3.7-19 of the DEIR and pages 3.7-16 and 3.7-22 of the RDEIR. Regarding vibration impacts from construction, the Project's combined use of construction equipment will produce a vibration level of less than 0.01 inches per second at peak particle velocity at the closest structure to the Development Site (77 feet from the construction limit line), significantly lower than the threshold of 0.2 inches per second at peak particle velocity (RDEIR page 3.7-16). Regarding vibration that results from Project operation, vehicle vibration levels may be perceptible within the Parking Structure when it is in operation but would not be perceptible past the property line of the Development Site. Specifically, the Federal Transit Administration *Transit Noise and Vibration Impact Assessment* (May 2006) states that vibration from traffic is rarely perceptible on smooth roads. In addition, the FTA guidance indicates that the threshold for perception is approximately 65 vibration decibels (VdB) and that buses and trucks typically generate a vibration level of 63 VdB at 50 feet. Although not discussed in the FTA guidance, a passenger vehicle would generate less than 63 VdB due to being lighter than a bus or truck. Therefore, as there are no receptors within 50 feet of the Parking Structure's vehicle traffic and even if there were the level of vibration would be below what is considered perceptible, vibration impacts from Project operation would not be significant.

Construction would result in short-term noise impacts in adjacent habitat areas, which can disrupt foraging, nesting, and reproduction activities in breeding birds. However, as discussed in the RDEIR page 3.3-22, since the Development Site is located along Coldwater Canyon Avenue, a heavily travelled roadway, and surrounded by residential developments, the Campus, St. Michael's, and Sunnyside, the existing ambient noise levels on the Development Site reflect these adjacent land uses. Additional noise introduced by the Project may somewhat alter the behavior on some wildlife species that utilize the Development Site; however, any wildlife using the Site are already acclimated to the suburban environment and the adjacent roadway. Alterations in wildlife behavior based on noise, were, therefore, determined to be minimal (RDEIR page 3.3-22). However, the DEIR and RDEIR include various mitigation measures to protect biological resources during construction activity. There are two mitigation measures relevant to noise, including MM-BIO-4 related to species relocation and MM-BIO-7 related to nesting birds and bats. These mitigation measures would reduce noise-related construction impacts upon wildlife to less than significant. Additionally, since the Project would not result in significant operational noise impacts, it is not anticipated that long-term sources of Project noise would prevent wildlife habitation in the adjacent foothills or the return of wildlife to the areas of the Development Site that will remain vegetated.

D-86 Comment

As discussed above, the report also erroneously concluded that the Church only conducts activities on Sundays, instead of during construction times. (DEIR, p. 3.7-4.) As a result, the study and DEIR fail entirely to disclose, analyze, or mitigate the Project's impacts on St. Michael and All Angels Episcopal Church, a sensitive receptor. (DEIR, p. 3.7-10.)

D-86 Response

Refer to **MR-2** for a discussion of construction noise at St. Michael's Church.

D-87 Comment

Another flaw in the DEIR is that it compares pre-Project and post-Project noise levels in the community based on a 24-hour period. (DEIR, p. 3.7-18.) This allows the Project's likely significant impact to be hidden by diffusing them over many hours of non-operation. The DEIR also lets the Project take credit for reducing noise that is allegedly produced by students parking on the street. Even if students did park on

neighborhood streets, which has not been documented, this noise would be minimal. More importantly, the DEIR does not conclusively demonstrate any student parking in the neighborhoods that would be eliminated by the Project.

D-87 Response

The level of significance of noise impacts was assessed against the standards established in the City of *LA CEQA Thresholds Guide*. Based on this guidance document broadly used to identify project impacts within the City of Los Angeles, a significant impact related to operational activity would occur if ambient noise level measured at the property line of the affected uses increase by 3 decibels CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase, (see Table 3.7-2 of the DEIR and the RDEIR). As discussed on page 3.7-1 of the DEIR and RDEIR, CNEL is a 24-hour noise metric, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Examining noise impacts that are measured during the practice field’s time of use rather than the 24-hour CNEL, even though this is not the appropriate approach by which impacts are measured, RDEIR Table 3.7-11 indicates that only two residences in close proximity to the Development Site might experience a noise increase greater than 5.0 dBA. The assumptions by which this calculation was performed, as discussed in Response to Comment D-85, are also conservative.

As part of the Project, on-street parking currently permitted along the east side of Coldwater Canyon Avenue – between the North Entrance driveway and the Hacienda Drive driveway – would be removed. Vehicles that currently park on-street on Coldwater Canyon Avenue would therefore be incentivized to park in the proposed Parking Structure. In addition, school-related vehicles parked in the adjacent residential neighborhood, located north of existing Harvard-Westlake School would also be incentivized to park in the proposed Parking Structure as well. Note that no significance conclusion was drawn from the discussion of student parking noise impacts on residential streets. See **Response to Comment D-10** regarding documentation of parking of Harvard-Westlake related vehicles on neighborhood streets as provided in the DEIR and RDEIR.

D-88 Comment

CEQA Requires Analysis of a Reasonable Range of Alternatives.

CEQA requires a lead agency to analyze alternatives to a project that will avoid or substantially lessen a Project's significant environmental impacts. Discussion of project alternatives and mitigation measures has been described by the California Supreme Court as the core of an EIR. (*Citizens for Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) An EIR is required to consider those alternatives that will “attain most of the basic objectives” while avoiding or substantially reducing the environmental impacts of the project. (Guidelines, § 15126.6(a), emphasis added) Alternatives are not required to meet all project objectives, and in reality it “is virtually a given that the alternatives to a project will not attain all of the project's objectives.” (*Watsonville Pilots Ass'n v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1087.) However, “the willingness or unwillingness of a project proponent to accept an otherwise feasible alternative is not a relevant consideration.” (*Save Round Valley, supra*, 157 Cal.App.4th at 1460, fn. 10, citing *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 602.) Reasonable alternatives should only be eliminated from consideration in the EIR if the alternative would not meet most of the basic project objectives, is infeasible, or would not reduce significant environmental impacts. (Guidelines § 15126.6(c); *Save Round Valley, supra*, 157 Cal. App. 4th at 1457.) Here, the DEIR improperly rejects alternatives to the Project that do not include construction of a parking structure on the west side of Coldwater Canyon Avenue. However, because the DEIR fails to support Harvard-Westlake's claimed need for additional spaces, alternatives cannot be required to meet this Project objective. And even if a need for hundreds of additional parking spaces were demonstrated, the DEIR fails to provide

substantial evidence for rejecting alternatives including on-campus parking, shuttled parking, and measures to reduce parking demand that have yielded results at other schools, such as the Buckley School and UCLA.

By failing to fully analyze alternatives that do not include a large parking structure, the DEIR's discussion of Project alternatives is too constricted to provide a basis for meaningful public discussion or evaluation by decision makers. The DEIR fails to even consider the alternative of building smaller practice fields and parking lots on the current campus. But, as stated in the CEQA Guidelines:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, *even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.* (CEQA Guidelines, Section 15126.6 (b), emphasis added.)

In fact, "One of [an EIR's] major functions . . . is to ensure that *all reasonable alternatives* to proposed projects are thoroughly assessed by responsible officials." (*Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 197, emphasis added.) The EIR must "produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino* (1984) 155 Cal.App.3d 738, 750-751.)

The DEIR analyzes the Project, a no project alternative and four other alternatives. Alternative 2 is development that complies with existing zoning requirements and builds no more than four homes on the development site. Alternative 3 is a smaller, 2-story garage with 500 spaces, and no field or bridge. Alternative 4 is a five-story garage with parking on the top level, no field, and the bridge. Alternative 5 is a ten-story parking garage on the east side of Coldwater Canyon Avenue, near the existing campus. However, the DEIR fails to analyze numerous alternatives that are feasible and have a less significant environmental impact.

D-88 Response

Please refer to **MR-1** regarding need for the Project and **MR-7** for an analysis of the sufficiency of the Alternatives analysis.

D-89 Comment

The DEIR Improperly Dismisses Viable Alternatives.

The DEIR rejects a number of viable alternatives without consideration: Transportation Demand Management to Reduce the Need for Parking.

First, the DEIR dismisses the possibility of reducing demand for on-campus parking through various programs. Such programs could include, encouraging riding the (school or other) bus, carpooling, vanpooling or other alternative means of transport (such as riding a bike or walking). The DEIR does not provide an adequate explanation for why these measures would not work other than that students may need to leave campus at different times each day for after-school activities. Buses and bikes may be used at any time, without regard to after-school schedules. Carpools can also easily be arranged to accommodate after-school schedules, especially because so many Harvard-Westlake students participate in such activities. Given the flimsy evidence of any campus parking problem, it would seem that the School could easily eliminate at least some parking demand by encouraging carpooling or riding the school bus. The reality is

that Harvard-Westlake currently encourages students to drive to campus by offering juniors and seniors reserved parking spots.

When schools get serious about reducing the number of cars driving to school, they can do so. The nearby Buckley School did exactly this by putting forward a real commitment to carpooling and public and school-sponsored transportation. The school has greatly reduced the number of cars coming to campus. Elizabeth Cheadle, the Dean of Students at UCLA School of Law and a Board Member of the Santa Monica Mountains Conservancy, in the discussion of this Project at the SMMC September 23, 2013 Board meeting, commented on the ludicrous claim by Harvard-Westlake that it needed more parking because of an increase in demand over the years. She noted that UCLA had seen a dramatic *decline* in parking requests on campus over the last ten years (despite steady enrollment) as students (and faculty and staff) adopted and embraced public transportation, walking, biking and carpooling.

The only reason Harvard-Westlake needs more parking is either because it is encouraging every student, staff and faculty member to drive rather than to embrace more environmentally sound practices, *or* the school has other unrevealed plans. Such plans could logically include increasing enrollment, increasing the number of events held at the school, and demolishing the current parking lots on campus and replacing them with the construction of new buildings that have not been disclosed to the City. If the City is analyzing the impact of the School's parking structure project separate from the impacts of planned construction for which the parking structure is required, the analysis is improperly piecemealed.

The conclusion that reducing parking demand is feasible is bolstered by the School's own past efforts to encourage carpooling. In 1992, the school only provided parking to students who carpooled, resulting in greatly reduced demand for parking. (Attachment 2, Crain 1992 Traffic report, at 8.) Even if carpools do not or cannot include only students, carpooling that includes an adult should be promoted. This failure to consider and promote mass transit and alternative modes of transportation violates the "Must Green L.A. Plan" and contributes to the DEIR's failure to analyze a reasonable range of alternatives.

D-89 Response

Please refer to **MR-7** for an analysis of the sufficiency of the Alternatives analysis and **Response to Comment C-40** for a discussion regarding the extensive management measures currently implemented by Harvard-Westlake to manage traffic and parking at its Campus. Also, see page 5-3 in Chapter 5, Alternatives, of the DEIR and RDEIR regarding why the implementation of additional Transportation Demand Management (TDM) measures is not a feasible alternative.

See **Responses to Comments D-11 and D-57** responding to the commenter's incorrect assertion that Harvard-Westlake will increase enrollment and construct additional facilities.

The comment misstates the facts reported in the 1992 Crain report. As stated in the Crain report, parking was provided on-campus at that time for students in carpools, but solo driving students were *required to park off-site* (e.g., on Coldwater Canyon Avenue and in the nearby residential neighborhood). It is noted that the Crain report did not study parking utilization on the neighborhood streets as part of its study. Since the time of the preparation of the report over 20 years ago, many factors have contributed to Harvard-Westlake's decision to allow non-carpool students to park on-campus including: 1) changes to the Vehicle Code which substantially limits new drivers from transporting other minors; 2) the undesirable effects related to students parking in the residential areas; and 3) the potential safety issues related to cars parked on Coldwater Canyon Avenue and in the residential areas, requiring students to walk to and from campus on Coldwater Canyon Avenue which lacks sidewalks.

D-90 Comment

Satellite Parking.

Second, the DEIR fails to consider the use of satellite parking, claiming that this would be expensive, unwanted, or otherwise infeasible. In *Village Laguna of Laguna Beach, Inc., v. Board of Supervisors* (1982) 134 Cal.App.3d 1022, 1034, the court found a county's rejection of an alternative as economically infeasible was insufficient because it did not explain *why* it found the alternative economically infeasible. The notion that renting or building satellite parking would be more expensive than the multi-million dollar Project is inconceivable, given the massive excavation and engineering feats required to install 87-foot-tall retaining walls and a skybridge over the canyon road. Moreover, other schools in the area regularly use satellite parking, which is evidence of its feasibility. The Buckley School and Notre Dame, for example, have negotiated a deal to use satellite parking at the Fashion Square Mall in Sherman Oaks. The reality is not that this would be infeasible or expensive - in fact it would be readily feasible and cheaper - but the DEIR concludes that students would not prefer it. Harvard-Westlake concedes this. The school's lead attorney, Jeffrey Haber, at the Scoping meeting in April 2013, stated that Harvard-Westlake students should not be "inconvenienced" by having to walk the two blocks from Ventura Boulevard to the campus. (Rothman, Scoping Letter.) Perhaps because of this, the DEIR makes the counter-intuitive and erroneous conclusion that sidewalks would actually endanger students' health by encouraging them to walk not in the street, but on a sidewalk.

It should also be noted that the School already plans limited use of alternative parking strategies. The plan during the more than two years of construction of this project is to provide valet parking for the 192 students, faculty and staff who are displaced. (Statement by John Amato, Vice-President of Harvard-Westlake at Studio City Neighborhood Council, Nov. 7, 2013). Such alternative parking strategies should be more extensively used.

D-90 Response

See **MR-7** regarding the sufficiency of the Alternatives analysis. As discussed on page 5-3 of the DEIR and RDEIR, an off-site or leased parking alternative was considered but eliminated from detailed analysis as being speculative and infeasible. Contrary to the commenter's assertion, the alternative was not rejected for being economically infeasible. The examples of the use of off-site parking by the Buckley School and Notre Dame are not directly applicable comparisons. In the case of those schools, they are located near a large parking supply at a shopping mall which has been made available for use by those schools. There are no similarly located large parking areas on Ventura Boulevard proximate to Harvard-Westlake or readily and consistently available private parking spaces located along Ventura Boulevard. In addition, as discussed in the DEIR and RDEIR at page 5-3, it is likely that students would park on nearby residential streets rather than having to take a shuttle from an off-site parking structure. Moreover, as discussed in **Response to Comment D-89**, there are no sidewalks for most of Coldwater Canyon Avenue between the Campus and Ventura Boulevard, which creates an unsafe condition for students and visitors to walk from Ventura Boulevard to the Campus. While valet parking is a short term solution to the immediate displacement of parking spaces due to construction activities, it is not a reasonable long term solution due to the varying schedules of student scholastic and recreational activities. For special events there are too many people who would need to be parked in a short amount of time and valet parking would not be possible. It is anticipated that normal parking will be available for special events as they occur during hours when construction staging will not be using the Southern Parking Lot. The commenter's opinion concerning alternative parking strategies will be forwarded to the decisionmakers for consideration in taking action on the Project.

D-91 Comment**Underground Parking.**

Finally, the DEIR dismisses the possibility of underground parking. Yet, the school's own geology report found no groundwater on the development site, even at depths 71 feet below ground level. Stores nearby on Ventura and Coldwater Canyon also successfully built and used underground parking structures, providing de facto evidence of feasibility. Since the parking could be built underground, it is also possible that the pedestrian connection across Coldwater Canyon could be placed underground. Such a crossing would eliminate the aesthetic and glare impacts of the proposed skybridge over a designated scenic highway. Even if the costs increase (or the amount of soil excavated increases) this alternative should still be considered by the DEIR. (*Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1181 [before rejecting feasibility of alternative, evidence is required that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project].)

D-91 Response

See **MR-7** regarding the sufficiency of the Alternatives analysis. As discussed in detail beginning on page 5-3 of the DEIR and page 5-4 of the RDEIR, a subsurface parking garage on the east side of Coldwater Canyon and/or subsurface tunnel under Coldwater Canyon Avenue were considered, but eliminated from further consideration due to the various physical constraints. The Campus, east of Coldwater Canyon Avenue, is located at a low point, or in a sump, of an estimated 140-acre watershed. Los Angeles City and County codes require that new construction within a sump be designed to discharge a 50-year storm event. The capacity of the existing 24 inch storm drain is less than 20 cubic feet per second which is insufficient to handle the 440 cubic feet per second of water that would result from a 50-year storm. Therefore, as explained in detail in the RDEIR, the alternative of below ground parking and a tunnel in lieu of a pedestrian bridge is infeasible for the following reasons: (i) the current infrastructure is inadequate to accommodate a 50-year storm requiring the construction of significant new storm drain infrastructure beneath the Campus and Coldwater Canyon Avenue; (ii) installation of such new large infrastructure would interfere with the existing utility infrastructure beneath Coldwater Canyon Avenue; (iii) there is insufficient space under Coldwater Canyon Avenue to accommodate such large new infrastructure; and, (iv) the potential for rapid flooding during storms and reliance on mechanical pumping of runoff increases the safety risk to students, faculty and visitors utilizing the Parking Structure (see RDEIR, Appendix E.4). The lack of shallow groundwater at the Development Site identified in the preliminary geotechnical report (Appendix E.1) does not render subsurface parking and pedestrian tunnel feasible since it does not eliminate the other physical constraints. Further, in the RDEIR included evaluation of an alternative whereby the Parking Structure would consist of two stories above grade and one story below. As discussed in **MR-7**, such alternative was rejected from consideration given that it not only fails to reduce the environmental impacts of the project, but it could arguably increase them.

D-92 Comment**The DEIR Fails to Consider Other Feasible Alternatives.**

In failing to truly consider alternatives that do not involve the construction of a new parking structure, the DEIR fails to consider alternative placements of a sports field that could accommodate Harvard-Westlake students. For example, the School could build a number of smaller practice fields on the existing campus on top of existing or expanded parking lots. The School could remodel its gymnasium to include a rooftop field. Alternatively, many Harvard-Westlake sports teams currently are bused to other locations for daily practices. Since this would continue, even with the proposed field, for teams like the baseball team, the School could consider expanded use of off-site facilities to satisfy its desire for additional sports facilities. Since this is occurring now, it is demonstratively feasible and must be considered.

D-92 Response

See **MR-7** regarding the sufficiency of the Alternatives analysis. There are no locations on the Development Site or Campus that would be appropriate for a new practice field without displacing parking and adding to the need for a new structure. The gymnasium was not designed to support rooftop uses and would not be large enough for a practice field. The Project's practice field is intended for use as part of the regular school curriculum before, during, and after-school hours, and it is not feasible to constantly bus students off campus for daytime classes.

D-93 Comment

The DEIR also fails to consider traffic improvements that do not involve the construction of additional parking. In particular, the City could easily add striping and an extra lane from Van Noord Avenue to the proposed Project site, as well as the proposed No Parking restrictions, without a field or parking garage.

D-93 Response

The purpose of the DEIR and RDEIR is to evaluate the proposed Project and the construction of a Parking Structure with rooftop practice field. Evaluation of a potential stand-alone City street improvement is not required.

D-94 Comment

The failure of an alternative to attain *every* project objective does not render it infeasible. The failure to provide an analysis of such alternatives violates the rule of reason that an EIR must present a reasonable range of alternatives, especially in light of the Project's significant and unmitigable impacts.

D-94 Response

Please refer to **MR-7** regarding the sufficiency of the Alternatives analysis and **MR-1** regarding the need for additional parking and a practice field. While it is true that not all Project objectives need to be met by Project alternatives, Section 15126.6 of the CEQA Guidelines requires that alternatives included in an EIR "shall feasibly obtain most of the basic objectives of the project." An alternative that excludes parking and a practice field would not meet two of the essential Project objectives.

D-95 Comment

Even after mitigation, the Project will result in significant and unmitigated negative impacts on Coldwater Canyon and the residents who live in the area. The Project will continue to conflict with Community Plan policies intended to minimize grading in hillside areas and with policies mandating the preservation of scenic views and desirable open space. We respectfully request that the City revise the Project to eliminate these inconsistencies and to fully consider the alternatives to the Project put forth in this letter and the letters submitted by others in response to this DEIR. We hereby incorporate the comments of Federation of Hillside and Canyon Associations, the Santa Monica Mountains Conservancy, St. Michael and All Angels Episcopal Church, and Bruce Lurie.

Thank you for consideration of these comments. We sincerely hope that they will assist the City in producing a final environmental impact report that is meaningful to the decision-makers and the public, and that will afford the protection for our environment envisioned by CEQA.

D-95 Response

The DEIR and RDEIR are informational documents. They indicate that the Project would result in unmitigated significant adverse impacts. The analysis of land use impacts indicates that the Project would be generally considered consistent with applicable policies. See **MR-5** and **MR-6** regarding land use issues, and **MR-7** and **Responses to Comments D-88 through D-94** regarding alternatives. See also the

detailed responses to letters submitted by each of the parties indicated in this comment, **Responses to Comments D-126 through D-147, G-1 through G-14, DD-1 through DD-9, and LL-1.**

Attachment I to Letter D: Tom Brohard and Associates, letter to Douglas P. Carstens, dated November 22, 2013

D-96 Comment

As requested, I, Tom Brohard, P.E., have reviewed the traffic and parking portions of the September 2013 Draft Environmental Impact Report (Draft EIR) for the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles. The Plan proposes to construct a new three-story parking structure with 750 parking spaces including an athletic field on the top level on the west side of Coldwater Canyon Avenue. The parking structure is proposed to be connected to the school campus on the east side of Coldwater Canyon Avenue with a pedestrian bridge from the second level of the parking structure. The Plan also includes modification of the existing traffic signal and relocation to the main driveway of the parking structure, an additional southbound lane across the frontage of the parking structure, and an offer to stripe a second southbound lane with weekday morning peak hour stopping prohibitions on the west side of Coldwater Canyon Avenue from Dickens Street to Harvard-Westlake School.

In addition to the December 1992 "Harvard-Westlake Traffic Count and Parking Study" prepared by Crain & Associates and the 2012-2013 Student Parking Program prepared by Harvard-Westlake School, I have reviewed various portions of the Harvard-Westlake Parking Improvement Plan Draft EIR including:

1. Executive Summary
2. Chapter 2.0 Project Description
3. Chapter 3.8 Transportation, Circulation, and Parking
4. Appendix G- October 30, 2012 Traffic & Parking Impact Study (Traffic Study)
5. Appendix G.1 -Traffic Study Appendices

D-96 Response

The comment provides a summary of the Project and lists the various documents that were reviewed as part of the comment letter. No response is required.

D-97 Comment

In my review of these documents and as detailed throughout this letter, proper justification is not provided in the Draft EIR to provide over 2.5 times the number of parking spaces at Harvard-Westlake School from the 436 parking spaces required by the City of Los Angeles Department of City Planning up to 1,126 parking spaces with the parking structure. Page S-2 of the Draft EIR states 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 and homecoming." The Draft EIR and the Traffic Study do not disclose or quantify a significant parking overflow problem in the nearby residential areas. To the contrary, photographs and videos taken in October 2013 by Save Coldwater Canyon that I have reviewed disclose ample available on-campus parking together with an absence of school-related parking on the residential streets during the middle of a typical school day as well as during a recent Friday night football game at Harvard-Westlake School. Nor does the Traffic Study suggest otherwise. In fact, to the contrary, that report did not document a single student car parked in the neighborhood. Instead, Page 40 of the Traffic Study guessed that there might be 28 student cars parked on the street. This conclusion is without support and even if true, does not support the need for any additional parking, and certainly not an additional 750-car parking garage.

A total of 493 parking spaces on-campus plus 60 public parking spaces on Coldwater Canyon Avenue was deemed adequate in 1992 in a study prepared by Crain & Associates for Harvard-Westlake School when there were 815 students and 144 faculty and staff. The existing parking supply including on campus parking spaces plus the public parking on the east side of Coldwater Canyon Avenue adequately serves up to 400 student drivers, 185 faculty and staff, 50 vendors, and 30 coaches (estimated on Page 3.8-21 of the Draft EIR).

The cost of the parking structure and the pedestrian bridge together with the planned architectural features will likely be in the range of \$12 to \$15 million. This represents a very large expenditure to provide parking " ... for all but the biggest special events, such as graduation and homecoming", and is contrary to common traffic engineering practice. Traffic engineers typically design intersections for a peak hour that is exceeded several times during a year. Similarly, shopping centers do not provide more than double the typical parking demand in order to try to accommodate parking generated on the two busiest shopping days of the year - the day after Thanksgiving and the day after Christmas. Putting the parking structure on the opposite side of Coldwater Canyon Avenue from the existing campus creates many other issues. If a parking structure were really needed, then it should be located within the existing campus of Harvard-Westlake School on the east side of Coldwater Canyon Avenue. The School has provided no evidence that it needs any additional parking, and certainly not that it needs a parking structure of this size.

D-97 Response

Please refer to **MR-1** regarding the daily insufficient supply of parking on Campus and the associated need for the additional parking. See **Response to Comment D-10** regarding the assertion in the comment that the DEIR and Traffic Study do not disclose or quantify parking overflow in the nearby residential areas. See **Response to Comment D-89** regarding the findings of the Crain Report cited by the commenter. Additionally, direct comparisons of parking and construction standards for intersections and shopping centers and Harvard-Westlake's need for adequate parking to accommodate its students, faculty and visitors is neither appropriate nor relevant to an analysis of the adequacy of the EIR for this Project (please refer to **Response to Comment D-90**). The balance of the comment reflects the commenter's personal opinion regarding the Project. The comment does not provide substantial evidence of any significant environmental impact of the Project.

D-98 Comment

Both Page 3.8-21 of the Draft EIR and Page 35 of the Traffic Study state that "No increase in student enrollment or faculty is proposed as part of this project." Subsequently increasing enrollment and staff beyond the current limitations without disclosing those intentions at this time when excess parking is being proposed amounts to segmentation, a serious violation of the California Environmental Quality Act (CEQA).

D-98 Response

Please refer to **Responses to Comments D-11, D-51, and D-57** responding to the commenter's incorrect assertion that Harvard-Westlake will increase enrollment and **MR-1** regarding the fact that the City has imposed no enrollment cap. The comment does not question the adequacy of the DEIR, therefore, no additional response is required.

D-99 Comment

Education and Experience

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 40 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed

Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake, San Fernando, and Tustin. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects as indicated on the enclosed resume.

D-99 Response

The comment summarizes the commenter's qualifications. No response is required.

D-100 Comment**Traffic and Parking Issues**

The following deficiencies were identified in my review of the documents associated with the Harvard-Westlake Parking Improvement Plan:

Baseline Traffic Volume Forecasts Do Not Match Project Schedule – Peak hour turning movement counts at the five intersections studied were made on January 27, 2011. The 2011 traffic count volumes were then factored by two percent (2%) to develop forecast 2012 volumes for the "Existing" conditions baseline and by another eight percent (8%) to develop forecast 2016 traffic volumes for the "Opening Day" analysis.

Page 3.8-25 of the Draft EIR states that the Los Angeles Department of Water and Power indicates the trunk sewer will not be complete until late 2015 and that Harvard-Westlake School will not start the construction of the Parking Improvement Plan until the sewer is completed. If the Project takes two years to build as assumed on Page 2-16 of the Draft EIR, then the proper future analysis year should be 2017. For proper development of the baseline for 2017, a ten percent growth (2% per year for five years) must be added to the 2012 baseline for the "Opening Day" conditions analysis baseline volumes. The volumes must be increased accordingly to properly develop the baseline for Year 2017 so the possible significant traffic impacts associated with construction of the Project can be properly identified and analyzed, enabling feasible mitigation measures to then be developed.

D-100 Response

The comment suggests that the proper analysis year should be 2017 as opposed to 2016 used in the Traffic Study, due to the fact that the two-year construction period of the Project will not commence until construction of the LADWP trunk line sewer. However, the DWP project is completed in the immediate vicinity of the Development Site. While the Traffic and Parking Study assumes a Project completion year of 2016, the use of the 2% annual ambient traffic growth factor in the Traffic Study conservatively estimates future pre-Project conditions. This factor is used to estimate future traffic, in addition to the inclusion of traffic due to identified "related" development projects proposed in the vicinity of Harvard-Westlake.

Regarding the use of the 2% annual growth factor, as described on page 31 of the Traffic and Parking Study, DEIR Appendix G, the general traffic growth factors provided in the *2010 Los Angeles County Congestion Management Program (CMP)* manual state that existing traffic volumes in the San Fernando Valley area are expected to increase at an annual rate of less than 1.0% per year between the years 2010 and 2020. Thus, the Traffic Study conservatively assumed an overall growth in 2011 traffic by 10% based on the 2% annual growth factor (not including additional traffic from related projects). If the published CMP growth rate had been used in the Traffic and Parking Study to estimate traffic growth between 2011 and 2017, the total traffic growth estimate would have been only 6%. Thus, the Traffic and Parking Study provides a sufficiently conservative estimate of future traffic.

Moreover, the DEIR traffic analysis was revised in the RDEIR, including the preparation of a Supplemental Traffic Report, Appendix G.2 of the RDEIR and the original report and supplement report underwent a Peer Review (see Crain & Associates Peer Traffic Review, Appendix G.3 of the RDEIR). The Supplemental Traffic Analysis was conducted by Linscott, Law & Greenspan, Engineers (LLG) to supplement the original 2012 Traffic and Parking Report with the following updated information:

1. Revised build-out year of 2019;
2. New manual traffic counts at the same study intersections to determine if there have been changes in local traffic volumes;
3. Confirmation of and update to related projects;
4. Updated construction information; and
5. Limited hauling activity times.

The LLG report noted that no increases in student enrollment had occurred since the 2012 traffic study and no increase is proposed as part of the Project. Additionally, the report acknowledged that the proposed voluntary improvement contained in the DEIR, consisting of the removal of on-street parking along the west side of Coldwater Canyon Avenue between Ventura Boulevard and Van Noord Avenue during the morning peak hours to accommodate the installation of a second southbound through lane had been rejected by LADOT and, therefore, was no longer part of the Project. Finally, LLG updated the level of service analysis in accordance with LADOT's traffic study guidelines providing for a two percent (2%) annual ambient growth compounded through 2019. The Crain Peer Traffic Review concluded that both the 2012 traffic study and the LLG supplemental analysis were conducted utilizing proper, accepted traffic engineering procedures and concurred in the findings. The report was reviewed and approved by LADOT in November, 2015 (RDEIR Appendix G.4.2).

D-101 Comment

Passenger Car Equivalents for Trucks Are Too Low- Page 33 of the Traffic Study indicates that a passenger car equivalent (PCE) of 2.0 was used to convert the number of trucks to passenger cars and then perform the traffic impact analyses. With the dirt hauling trucks having 5 axles, a PCE of 3.0 should have been used, particularly to properly consider the impacts of the existing moderate uphill roadway grade on Coldwater Canyon Avenue from Ventura Boulevard to Harvard-Westlake School.

Large trucks with 5 axles associated with the Project have a dramatic impact on traffic flow, particularly at intersections where their acceleration rates are much slower than passenger vehicles. To account for trucks, capacity calculations convert each truck to the equivalent of between two and four passenger cars (PCE) depending on the number of axles. While the Highway Capacity Manual (HCM) suggests a PCE of 2.0 for heavy vehicles, the HCM classification of "heavy vehicles" includes trucks, buses, and recreational vehicles. This does not properly account for the significant increases in the number of 5-axle trucks generated during construction of the Project. Enclosed are two articles that have appeared in ITE Journal which is published monthly by the Institute of Transportation Engineers. In the "Development of Passenger Car Equivalencies for Large Trucks at Signalized Intersections", a PCE of between 3.1 and 4.1 was found to be appropriate for a 5-axle truck depending on its position in the queue back from the signalized intersection. In "Passenger Car Equivalents for Heavy Vehicles at Freeways and Multilane Highways: Some Critical Issues", the article notes the importance of properly considering a number of factors in selecting the proper PCE.

From my experience in reviewing a number of traffic studies in various parts of California, the PCE factor of 2.0 used to convert heavy trucks to equivalent passenger cars in the Traffic Study is too low. In addition to the enclosed articles, many agencies in California require the use of higher PCE factors; for example,

enclosed Appendix C to the San Bernardino County CMP, 2005 Update ("Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County") which is used by all agencies in San Bernardino County requires a PCE of 3.0 for all heavy duty trucks that have 4 axles or more.

As a minimum, a PCE of 3.0 should have been used in the Traffic Study for the Project. By using a PCE of only 2.0, the passenger car equivalents of the large trucks associated with the Project have been underestimated by at least 33 percent. Increasing the PCE to 3.0 in the Traffic Study is required to properly analyze the equivalent passenger car traffic volume forecasts for the Project so that all significant traffic impacts can be properly identified and analyzed, enabling feasible mitigation measures to then be developed.

D-101 Response

Please refer to **Response to Comment D-61** regarding the passenger car equivalent (PCE) factor of 2.0 as utilized in the Traffic Study. The Traffic Study, the Supplemental Traffic Analysis and the Peer Review contained in the DEIR and/or RDEIR all appropriately relied on the PCE factor typical for the City of Los Angeles and approved by the LADOT, a PCE factor which is greater than the 1.5 PCE recommended by the *Highway Capacity Manual 2010* published by the Transportation Research Board. Therefore, the commenter's reliance on a different PCE factor utilized in San Bernardino County is not relevant to this Project. See also, **Response to Comment D-120**.

D-102 Comment

Truck Access to Coldwater Canyon Avenue Has Not Been Evaluated – The Draft EIR and the Traffic Study do not discuss the traffic control to be used to facilitate construction trucks leaving the site and entering Coldwater Canyon Avenue to then go north to the 101 Freeway. A temporary fourth leg to the existing traffic signal should be analyzed (rather than attempting to create gaps in the traffic flow on Coldwater Canyon Avenue by using a "flagger"). No analysis has been conducted of the resulting Level of Service at the existing Harvard-Westlake School traffic signal that would occur by adding a fourth leg to the traffic signal during construction. Proper study is required to properly analyze the exiting truck traffic during construction of the Project so that all significant traffic impacts can be properly identified and analyzed, enabling feasible mitigation measures to then be developed.

D-102 Response

Please refer to **Response to Comment D-62** regarding the analysis of the Coldwater Canyon Avenue/Main Driveway intersection as evaluated in the Traffic Study during Project construction.

D-103 Comment

Roadway Improvement Offer Creates Potentially Significant Impacts- Page 9 of the Traffic Study states that Harvard-Westlake is offering to implement " ... additional and voluntary roadway improvements ... " with the Project. The offer includes adding a second southbound lane during the AM peak hour on a portion of Coldwater Canyon Avenue north of Harvard-Westlake School, a project that the City could implement on its own and one that is of no direct benefit to the Harvard-Westlake Parking Improvement Plan itself. Under this offer, Coldwater Canyon Avenue would be restriped to provide an additional southbound travel lane from Dickens Street to connect with the two southbound travel lanes that would be provided across the Harvard-Westlake School frontage. In order to utilize the second southbound lane, the offer includes the installation of signing prohibiting stopping from 7 AM to 10 AM on weekdays along the west side of Coldwater Canyon Avenue.

D-103 Response

See **Response to Comment D-63** regarding the voluntary traffic improvement that is no longer proposed by Harvard-Westlake. No additional response is required.

D-104 Comment

Several important issues have not been addressed in this offer including:

1. The potential impact created by the loss of currently available on street parking in front of the existing single family homes on the west side of Coldwater Canyon Avenue (currently parking is only prohibited on the west side of Coldwater Canyon Avenue to facilitate street sweeping).
2. The practicality of gaining full utilization of the second southbound travel lane when trash containers are placed in the street by the residents.
3. The inadequate 22' width of the existing southbound lane on Coldwater Canyon Avenue to properly accommodate a second southbound through lane without restriping other portions of the existing roadway.
4. The potential of rear end collisions involving legally parked vehicles at times other than between 7 AM and 10 AM on weekdays created by striping that leads southbound motorists into parked vehicles, particularly during hours of darkness and inclement weather.

Before this offer is accepted and implemented as part of the Harvard-Westlake Parking Improvement Plan, the significant issues above must be carefully studied and evaluated, enabling feasible mitigation measures to then be developed.

D-104 Response

Please refer to **Response to Comment D-63** regarding the voluntary traffic improvement that is no longer proposed by Harvard-Westlake. There would be no parking loss in front of homes on the west side of Coldwater Canyon Avenue; no second southbound lane is proposed. No additional response is required.

D-105 Comment

Traffic Safety and Speeding Concerns Have Not Been Documented – The Draft EIR and the Traffic Study both identify concerns regarding traffic safety and speeding traffic on Coldwater Canyon Avenue in this area. However, these concerns are not documented with actual facts and figures. In regard to traffic safety, no data or calculations are provided to identify a concentration of collisions at a location or to develop any remedial engineering measures. Collision rates for the existing conditions as well as for conditions after the implementation of roadway improvements are required to support the undocumented, editorial claims that traffic safety will be improved by the Project. The 250 foot long area immediately north of the Harvard-Westlake School traffic signal on the east side of Coldwater Canyon Avenue is at least 12 feet wider than the other portions of the roadway and provides an area out of the travel lane for parking and/or loading/unloading. Furthermore, no data is provided to indicate that significant violations of the posted "Speed Limit 35" signs are occurring or any quantification of the current level of traffic enforcement. Without this information, the concerns regarding "speeding" are also undocumented, editorial claims.

D-105 Response

The comment suggests that the DEIR and Traffic Study do not analyze or quantify the potential safety and speeding concerns on Coldwater Canyon Avenue. The comment mischaracterizes the discussion regarding traffic safety as provided in the DEIR. The DEIR and Traffic Study do not claim that there is an existing safety issue on Coldwater Canyon Avenue (or otherwise state that Coldwater Canyon Avenue is an unsafe or dangerous roadway). For example, page 2-7 of the DEIR and page 2-8 of the RDEIR state that a project objective is to "Enhance safety and security associate with vehicular and pedestrian circulation on the

Harvard-Westlake Campus and in the surrounding area, including the relocation of cars that currently park off-campus along Coldwater Canyon Avenue.” There is no assertion in the DEIR or RDEIR that vehicles travel at speeds greater than the posted speed limit. Thus, there is no need to do research or document prior traffic accidents or vehicular speed patterns on Coldwater Canyon Avenue as suggested in the comment. However, regarding safety to motorists and pedestrians, the DEIR, the RDEIR and the Traffic Study reasonably conclude that the Project’s proposal to have students and visitors to Harvard-Westlake park in the Parking Structure and walk to Campus via the proposed pedestrian bridge is superior to the current scenario whereby students and visitors park on Coldwater Canyon Avenue and walk on the street adjacent to moving traffic to and from Campus. Please also refer to **Response to Comment 9.6R-14**.

D-106 Comment

Lengths of Turning Lanes May Not Be Sufficient -The Traffic Study does not provide the required calculations of queuing at the modified traffic signal at the Harvard-Westlake School, particularly in the AM peak hour when existing right turns into the campus will change to left turns across heavy southbound commuter traffic into the parking structure with the Project. The northbound left turn lane must also accommodate deceleration in addition to the queuing that will occur. Assuming that the 35 MPH speed limit has been properly set (at or near the 85th percentile speed), then the "design speed" used to determine the lengths of the turning lanes at Harvard-Westlake School should be based on 45 MPH plus or minus the distances to decelerate on the moderate roadway grades on Coldwater Canyon Avenue. The lengths of all turning lanes must include calculations of the expected 95th percentile queuing (none were provided in the Traffic Study Appendices) as well as the distances to decelerate from 35 MPH to a complete stop in the turning lanes at the end of the 95th percentile queue (which allows the maximum deceleration of 10 MPH in the through lane). As proposed, the lengths of the turning lanes are too short to meet accepted standards and practice as defined in A Policy on Geometric Design of Highways and Streets 6th Edition published by the American Association of State Highway and Transportation Officials (AASHTO).

D-106 Response

The commenters’ assertions that the turning lanes are insufficient in length, at peak or off-peak hours, is incorrect. In fact, for example, the proposed storage length of the northbound left-turn lane (300 feet as stated on RDEIR page 3.8-22) exceeds LADOT requirements and will not cause traffic to back up on Coldwater Canyon Avenue. Specifically, LADOT Standard Plan S-401.1 states: “The desirable [left-turn pocket] length at signalized intersections is at least 40 feet of storage per vehicle per signal cycle averaged during the peak hour.” The Project’s traffic study (RDEIR Appendix G, Figure 11-1) shows a forecast of the northbound left-turn volume (110 vehicles) during the morning peak hour arrival. Assuming a 90-second traffic signal cycle (i.e. 40 cycles per hour), 2.75 vehicles would turn left per cycle on average during the peak hour from northbound Coldwater Canyon Avenue to the Parking Structure. Multiplied by 40 feet of storage per the LADOT Standard Plan, this results in a required storage length of 110 feet. Thus, the proposed 300 feet of storage length substantially exceeds the LADOT requirement of left-turn storage.

Moreover, vehicular deceleration is accounted for by tapering the entrance to the turn lane from the primary lane of traffic. The length of the taper is determined by City standards based upon the speed limit of the road. For Coldwater Canyon Avenue, the City standard is 60 feet and has been provided for in each of the Project’s three turn lanes. Final design will be determined by LADOT at such time construction documents are prepared and submitted through the City’s B Permit process.

Regarding total vehicular storage capacity of the turn lanes, as shown in RDEIR Appendix G.2, the length of vehicle turn lanes is typically based on the forecast 95th percentile vehicle queue. That is, during peak hours the turn lane should accommodate vehicles queued in the lane 95% of the hour. The *Highway*

Capacity Software (HCS) was used to calculate the forecasted 95th percentile vehicle queue for the proposed northbound left-turn and southbound right-turn lanes on Coldwater Canyon Avenue at the Main Driveway intersection during the AM and PM peak hours at Project build-out. Using this accepted form of calculation, it was determined that the length of the proposed turn lanes would exceed the minimum required for the 95th percentile queue length. (RDEIR Appendix G.2, page 13 and subappendix D-3.) Specifically, the northbound left-turn lane's length of 300 feet exceeds the required 220 feet and the southbound right-turn lane's length of 200 feet exceeds the required 57.5 feet. Additionally, it can be estimated that the 300-foot northbound left-turn lane can accommodate up to 12 passenger vehicles given the assumption that a typical passenger vehicle occupies approximately 25-feet of length within the travel lane. Similarly, it is estimated that the 200-foot southbound right-turn lane at the Site's northerly driveway can accommodate 8 passenger vehicles, while the 100-foot southbound right-turn lane at the Site's southerly driveway can accommodate 4 passenger vehicles.

D-107 Comment

Credit for ATSAC/ATCS Is Not Appropriate- The LADOT Level of Service Worksheet allows a full level of service credit (0.10) for installation of ATSAC/ATCS traffic signal system equipment that changes traffic signal timing in response to real-time vehicle demands within a network of coordinated traffic signals. The existing traffic signal at Harvard-Westlake School, a "T" intersection, does not currently have this equipment. The Project will add a fourth leg to the existing 'T' intersection to provide access to and from the parking structure and a second southbound lane will be installed on Coldwater Canyon Avenue. The existing traffic signal will be modified to control the new four-legged intersection and ATSAC/ATCS equipment is proposed to be installed with the other improvements. The benefits associated with the ATSAC/ATCS traffic signal equipment cannot be taken at the Harvard-Westlake School traffic signal. This traffic signal is 2,200 feet from the nearest traffic signal on Coldwater Canyon Avenue at Ventura Boulevard. This distance of nearly 1/2 mile is well beyond the range of coordinated traffic signal benefits. Furthermore, the Harvard-Westlake School traffic signal is effectively the last traffic signal on this portion of Coldwater Canyon Avenue before the roadway traverses mountainous terrain before reaching the isolated traffic signal at Mulholland Highway about 1 1/2 miles to the south. Clearly, the Harvard-Westlake School traffic signal cannot be considered as being within a system of traffic signals along an arterial corridor.

Table 3.8-6 on Page 3.8-19 of the Draft EIR summarizes the faulty calculations and incorrect assumptions from the Traffic Study Appendices. The 0.10 ATSAC/ATSC credit was incorrectly taken in the calculations for the future conditions with the Project, causing the calculated volume to capacity ratio to improve from 1 .067 (at Level of Service "F") to 0.967 (at Level of Service "E"). When the 0.10 ATSAC/ATCS credit is removed from the calculations, the Project causes a significant traffic impact at this location operating at Level of Service "E" or "F" with an increase in the volume to capacity ratio from 0.985 to 1 .067. According to the LADOT criteria, the increase in the volume to capacity ratio of 0.082 (greater than the maximum allowable threshold increase of 0.01 0) is a significant traffic impact that requires further mitigation.

D-107 Response

The 0.10 ATSAC/ATCS adjustment to the intersection's calculated volume-to-capacity ratio is in compliance with LADOT policies and procedures and is described in RDEIR Appendix G, pages 33 and 34. The assertion in the comment that Harvard-Westlake's main driveway signalized intersection cannot be included in LADOT's ATSAC/ATCS traffic signal system because of the distance on Coldwater Canyon Avenue to the next signalized intersection (i.e., at Ventura Boulevard) is incorrect. The intersection spacing on Coldwater Canyon Avenue between Ventura Boulevard and the Harvard-Westlake main driveway (approximately 2,200 feet as noted in the comment) is consistent with the spacing between

Ventura Boulevard and Moorpark Street (approximately 1,900 feet), and Moorpark Street and the U.S. 101 southbound ramps (approximately 2,200 feet). The intersections on Coldwater Canyon Avenue at the U.S. 101 southbound ramps, at Moorpark Street and at Ventura Boulevard are all part of LADOT's existing ATSAC/ATCS system. The addition of the Harvard-Westlake main driveway intersection into the ATSAC/ATCS system is a logical extension of the existing network and will benefit motorists using the Coldwater Canyon Avenue. In addition, see **Response to Comment D-57** concerning LADOT's concurrence that the Project would not result in an increase in traffic. Therefore, the Project could not cause a significant traffic impact.

D-108 Comment

Traffic Issues With Parking Structure Across Coldwater Canyon Avenue - Constructing 750 parking spaces on the west side of Coldwater Canyon Road across the roadway from the existing Harvard-Westlake School campus will change existing right turns into the campus to left turns across heavy southbound commuter traffic into the parking structure with the Project in the AM peak hour. In addition to resulting in a significantly higher number of conflicting traffic movements, other traffic issues that have not been adequately studied or addressed will be created including:

D-108 Response

The change in traffic patterns described by the commenter was evaluated in the Traffic and Parking Study. As discussed on RDEIR page 3.8-19 and RDEIR Appendix G, Section 8.2.2, an analysis of the shift of existing school peak hour traffic volumes was conducted in order to determine the impact of this change in inbound and outbound traffic patterns on Coldwater Canyon Avenue and the Harvard-Westlake signalized intersection. It should also be noted that current motorists who turn left from southbound Coldwater Canyon Avenue into the Campus will be able to turn right into the Parking Structure, which is also evaluated in the traffic study (RDEIR Appendix G). Please also refer to **Response to Comment D-106** indicating that turn lane lengths are sufficient to accommodate the revised traffic patterns and will not impede thru-traffic.

D-109 Comment

Physically preventing at-grade pedestrian crossings of Coldwater Canyon Avenue from the parking structure to the campus and vice-versa is not possible. As long as the gates are open so vehicles can access the parking structure from Coldwater Canyon Avenue, then pedestrians can also use these driveways to reach the roadway and attempt to cross at grade. Signing prohibiting pedestrian crossings of Coldwater Canyon Avenue will not be effective without full-time, significant enforcement which is not likely or practical. With the pedestrian bridge at the second level, parkers on the first level are likely to cross Coldwater Canyon Avenue at-grade, especially if they are running late to the event and/or if the elevator to the second level pedestrian bridge is slow and/or operating at capacity. Similarly, prohibiting student parking on the first level during regular school days does not preclude them from walking down vehicle ramps or stairs to reach the first level and then cross Coldwater Canyon Avenue at grade.

D-109 Response

The comment's suggestion that at-grade pedestrian crossings across Coldwater Canyon Avenue from the Parking Structure cannot be avoided is incorrect. As noted in the Traffic Study and the DEIR and RDEIR, the Project proposes a pedestrian bridge, which provides the most direct, expedient (i.e., not having to wait for a traffic signal to change), and safest opportunity for pedestrians to cross Coldwater Canyon Avenue. In addition, the Project includes signage prohibiting at-grade pedestrian crossings, decorative landscaping (e.g., bushes) and pedestrian barriers will be installed at all corners of the intersection and no crosswalk striping will be provided at the intersection. See also **Response to Comment D-66** regarding the assertion that persons who park in the garage are more likely to cross at grade rather than use the pedestrian bridge.

D-110 Comment

The "Right Turn Only" restriction from 7 AM to 7 PM on weekdays at the south parking structure driveway will be easily violated and there likely will be nominal (if any) enforcement. The more problematic time when a "Right Turn Only" restriction should be in effect would occur at the south driveway after a football game, graduation, or major event when the parking structure is fully occupied and all attendees of the special event want to leave at the same time.

D-110 Response

The proposed right-turn restriction is noted in the RDEIR at page 2-18. Due to the steady flow of traffic on Coldwater Canyon Avenue during the weekday daytime hours, motorists exiting the Parking Structure would likely find it safer, faster, and more convenient to turn left from the northerly Parking Structure driveway, which is controlled by a traffic signal, to northbound Coldwater Canyon Avenue. Second, most weekday school events would likely conclude later than 7:00 p.m., which is after the restricted period, and when traffic volumes on Coldwater Canyon Avenue are less than during the restricted periods, allowing for easier turning movements.

As currently stated, the right-turn-only restriction would be subject to driver compliance, and City enforcement for non-compliance, in the same manner as any vehicular turning movement throughout the City.

D-111 Comment

Traffic Study Conclusions Are Not Supported by Data or Analyses – Chapter 13 of the Traffic Study contains several editorial statements that are not supported by any data, calculations, or analyses. Each of the following items must either be supported or removed from the Traffic Study:

1. Page 63 states the improvements with the proposed parking structure project will provide "significant reduction in travel delay (up to 5-10 minutes) as compared to existing conditions." This comment is not accurate and is not supported by the Traffic Study.

D-111 Response

The analysis referenced in the comment is related to the voluntary improvements to provide a second southbound lane on Coldwater Canyon. See **Response to Comment D-63** regarding the voluntary traffic improvement that is no longer proposed by Harvard-Westlake. No further response is necessary.

D-112 Comment

The Traffic Study does not contain any discussion of the delay associated with the merge on Coldwater Canyon Avenue south of Ventura Boulevard. As previously indicated in this letter, the Harvard-Westlake School's "offer" to stripe a second southbound lane on Coldwater Canyon Avenue from Dickens Street to the School has not been fully studied or properly analyzed to determine its effectiveness. Further, significant impacts are likely to occur with the loss of existing on-street parking from 7 AM to 10 AM on weekdays in front of residences. Traffic safety associated with legally parked vehicles in the striped curb lane, particularly at night or during inclement weather, has not been addressed.

D-112 Response

Please refer to **Response to Comment D-63** regarding the voluntary traffic improvement that is no longer proposed by Harvard-Westlake. No further response is necessary.

D-113 Comment

The Project will relocate the merge from two southbound lanes to one from south of Ventura Boulevard to the south end of the Harvard-Westlake School. At the relocated merge point, southbound traffic could back up to the Harvard-Westlake School traffic signal. Analysis of expected conditions at the relocated merge and development of other mitigation are needed to avoid merely moving the issues to another location.

D-113 Response

The DEIR traffic analysis considered the impact of the added southbound lane and concluded that there would be improvements in traffic at the Harvard-Westlake driveway following completion of the Project using the Critical Movement Analysis, a widely accepted procedure for calculating roadway capacity and flow (DEIR Appendix G, Table 11-1). The analysis was updated in the RDEIR and reached a similar conclusion (RDEIR Appendix G.2, Table 7). Please also refer to **Response to Comment D-65** regarding the merge of the proposed two southbound through lanes on Coldwater Canyon Avenue south of the Development Site as being designed in compliance with LADOT standards and **Response to Comment D-115** regarding the use of the northbound signal at the Harvard-Westlake driveway that includes protected as well as permissive left turn signaling.

D-114 Comment

From the calculations in the Traffic Study Appendix, the project will increase the volume to capacity ratio (and the delay) in the weekday AM and PM peak hours without the ATSAC/ATCS credit. As previously discussed, this results in a significant traffic impact in the PM peak hour that requires further mitigation beyond what is being proposed.

D-114 Response

Please refer to **Response to Comment D-107** regarding the application of the LADOT ATSAC/ATCS adjustment in the volume-to-capacity calculations at the Coldwater Canyon Avenue/Main Driveway intersection.

D-115 Comment

Illustrations in Figures 2-12, 2-15, and 2-16 of the Draft EIR indicate the modified traffic signal at the Harvard-Westlake School will include both protected left turn arrows (when the left turn demand is high) together with permissive left turns on a green ball when left turn demand is low. This type of control facilitates left turn movements but it is not used to improve traffic safety. The conclusion that the Harvard-Westlake School traffic signal will be safer than the existing permissive left turn operation with left turns made on a green ball is not supported by any data or analyses.

D-115 Response

Left-turn vehicles turning with the benefit of a left-turn arrow – and not in conflict with opposing through traffic – is safer as compared to a condition where left turns are made in a “permissive” condition and the left-turning motorist is required to judge the availability of safe gaps in the opposing traffic flow. Moreover, As noted on page 2-7 of the DEIR and page 2-8 of the RDEIR, the purpose of this Project feature is to further one of the Project objectives of improving the flow of traffic on Coldwater Canyon Avenue.

D-116 Comment

Special Event Parking and Traffic Impacts Were Not Properly Studied- The Traffic Study does not contain any observations of Harvard-Westlake School generated parking during a special event such as a Friday night football game. While one of the primary objectives of the Project is to eliminate parking on the neighborhood streets, quantification of the magnitude of the "problem" during a special event is not

provided in the Traffic Study. Parking demand and traffic volumes should have been observed and counted before, during, and after a 7 PM football game, and then analyzed.

Contrary to the Draft EIR and the Traffic Study, the enclosed photographs taken by Save Coldwater Canyon do not indicate a shortage of parking on campus or any significant parking accumulation on the nearby residential streets during either a typical school day or during a Friday night football game in October 2013. In both cases, there were a number of unoccupied parking spaces within the campus parking lots that could have easily been used to fully contain all of the Harvard-Westlake School generated parking.

There could be a traffic impact after Project occupancy with traffic going to a football game starting at 7 PM when it is added to the 6 PM to 7 PM commuter traffic on Coldwater Canyon Avenue. The operation of the Harvard-Westlake School traffic signal for arrivals at a special event starting at 7 PM should be analyzed and any significant traffic impacts disclosed, together with development of additional mitigation measures as may be necessary.

D-116 Response

Please refer to **MR-1 and Response to Comment D-10** regarding need for the Parking Structure and the DEIR and RDEIR analysis of on-street parking.

The commenter's suggestion that traffic counts should have also been conducted during a Friday night football game to determine if a significant impact occurs during the 6:00 p.m. peak hour is contrary to LADOT guidelines. LADOT traffic study guidelines require that traffic counts generally be taken "when local schools and colleges are in session, on days of good weather, on Tuesdays through Thursdays during non-Summer months, and should avoid being taken on weeks with a holiday." In doing so, existing traffic conditions can be established for a typical weekday. This is in line with the statement made in Comment D-2, which states that traffic engineers typically design intersections for a peak hour that is exceeded several times during a year. It is not standard engineering practices to analyze and provide mitigations for an intersection based on atypical traffic conditions. See also **Response to Comment D-57**, regarding determination that the Project will not increase traffic.

D-117 Comment

In summary, my review of the Harvard-Westlake Parking Improvement Plan Draft EIR disclosed no justification to spend millions of dollars to double the existing number of parking spaces at Harvard-Westlake School that were adequate in 1992, which are adequate today, and which would sit empty except during a couple of major special events each year. If a parking structure was really needed (but it is not for the current enrollment), then it should be located within the campus of Harvard-Westlake School. However should the School still desire to pursue this Project, then each of the deficiencies in the Draft EIR and in the Traffic Study pointed out in this letter must be addressed.

D-117 Response

As this comment is a summary of the prior opinions expressed in the comment letter, no additional response is required.

D-118 Comment

Tom Brohard, PE

Licenses:

1975 *I* Professional Engineer *I* California - Civil, No. 24577

1977 *I* Professional Engineer *I* California- Traffic, No. 724

2006/ Professional Engineer / Hawaii- Civil, No. 12321

Education: 1969 / BSE / Civil Engineering / Duke University

Experience: 40+ Years

Memberships:

1977 / Institute of Transportation Engineers- Fellow, Life

1978/ Orange County Traffic Engineers Council- Chair 1982-1983

1981 / American Public Works Association- Life Member

Tom is a recognized expert in the field of traffic engineering and transportation planning. His background also includes responsibility for leading and managing the delivery of various contract services to numerous cities in Southern California. Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. Since May 2005, he has served as Consulting City Traffic Engineer for the City of Indio. He also currently provides "on call" Traffic and Transportation Engineer services to the Cities of Big Bear Lake, Mission Viejo, and San Fernando. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:

Bellflower	1997 - 1998
Bell Gardens	1982 - 1995
Huntington Beach	1998 - 2004
Lawndale	1973 - 1978
Los Alamitos	1981-1982
Oceanside	1981 - 1982
Paramount..	1982 - 1988
Rancho Palos Verdes	1973- 1978
Rolling Hills	1973 - 1978, 1985 - 1993
Rolling Hills Estates	1973-1978, 1984-1991
San Marcos	1981
Santa Ana	1978 - 1981
Westlake Village	1983 - 1994

During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$5 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.

In his service to the City of Indio since May 2005, Tom has accomplished the following:

1. Oversaw preparation and adoption of the Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain constraints. Reviewed Riverside County's updated traffic model for consistency with the adopted City of Indio Circulation Plan.
2. Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street over 1-10 as well as justifications for protected-permissive left turn phasing at 1-10 on-ramps, the

first such installation in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of a \$1.5 million project to install traffic signals and widen three of four ramps at the 1-10/Jackson Street Interchange under a Caltrans encroachment permit.

3. Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Monroe Street over 1-10 as well as striping plans to install left turn lanes on Monroe Street at the 1-10 Interchange under a Caltrans encroachment permit; reviewed plans to install traffic signals and widen three of four ramps at the 1-10/Monroe Street Interchange.
4. Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvement of the 1-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway.
5. Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 40 traffic signal installations and modifications.
6. Reviewed and approved over 600 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects.
7. Oversaw preparation of a City wide traffic safety study of conditions at all schools.
8. Prepared over 500 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping.
9. Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 200 street segments.
10. Reviewed and approved traffic impact studies for more than 25 major developments.
11. Developed the Golf Cart Transportation Program and administrative procedures; implemented routes forming the initial baseline system.

Since forming Tom Brohard and Associates in 2000, Tom has reviewed many traffic impact reports and environmental documents for various development projects. He has provided expert witness services and also prepared traffic studies for public agencies and private sector clients.

D-118 Response

As this comment is a summary of qualifications of the commenter, no response is needed.

D-119 Comment

The comment consists of a reproduction of the following articles:

1. 1987 Student Paper Award authored by Cesar J. Molina Jr, entitled “Development of Passenger Car Equivalencies for Large Trucks at Signalized Intersections”, published in the ITE Journal in November 1987.
2. Article authored by Ahmed Al-Kaisy, PhD, entitled “Passenger Car Equivalent for Heavy Vehicles at Freeways and Multilane Highways: Some Critical Issues”, published in the ITE Journal in March 2006.

D-119 Response

See **Response to Comment D-61** regarding the appropriate passenger car equivalent (PCE) factor for trucks as used in the DEIR and RDEIR. The articles provided by the commenter include: 1) a student article, which was included in the November 1987 edition of *ITE Journal* published by the Institute of Transportation Engineers (ITE); and 2) a second article published in the *ITE Journal* which talks about PCE factors and suggests additional study of PCE factors used in traffic evaluations. It is noted that articles published in *ITE Journal* are generally informational in nature, representing the opinions of the author. The articles do not represent a standard or recommended practice by ITE. Further, it is noted that source of the PCE factor used in the traffic analysis of construction (*Highway Capacity Manual*, Transportation Research Board, December 2010) cited on page 33 of the Traffic Study, was published well after the date of the articles provided by the commenter (November 1987 and March 2006). Thus, the Transportation Research Board had ample time to consider the information and suggestions provided in the articles prior to publishing its recommended PCE factors, in the 2010 edition of the *Highway Capacity Manual*, which were appropriately utilized in the Traffic Study.

D-120 Comment

The comment consists of a reproduction of the San Bernardino County CMP, 2005 Update, section entitled “Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County”.

D-120 Response

See **Response to Comment D-61** regarding the appropriate passenger car equivalent (PCE) factor for trucks as used in the DEIR. The document attached by the commenter recommends use of PCE factors for trucks ranging from 1.5 to 3.0. The traffic analysis utilizes a PCE factor of 2.0, which exceeds the 1.5 PCE factor recommended in the *Highway Capacity Manual*. The comment does not provide any data or context as to why the San Bernardino factors are not in compliance with the *Highway Capacity Manual* factors. Also, it is noted that in the selected page provided by the commenter, the recommended intersection lane vehicle capacities (e.g. ranging from 1,800 to 1,900 vehicles per lane per hour of green time) are substantially higher than those utilized in the traffic analysis prepared for the Project. As shown in Appendix C of the Traffic Study (RDEIR Appendix G.1), the assumed lane capacity for intersections on Coldwater Canyon Avenue is generally 1,375 to 1,425 vehicles per lane per hour of green time, which is required for use by LADOT. Had the Traffic Study utilized the 3.0 PCE factors for trucks, and the 1,900 vehicles per lane per hour of green time as provided in the San Bernardino document, it is likely that the traffic analysis would have forecast better, not worse conditions for the intersections along Coldwater Canyon Avenue. Thus, the Traffic Study provides a sufficiently conservative analysis of future traffic conditions due to construction of the Project.

D-121 Comment

The comment consists of photographs taken of some available parking spaces at the Campus on October 22, 2013, at approximately 11:50 a.m.

D-121 Response

The photographs in this comment reflect the parking conditions on one day at approximately 11:50 am. Some parking vacancies are expected during the time the photographs were taken as some students and staff generally leave Campus during the lunch period. By contrast, parking utilization at the Campus is typically higher during the mid-morning period (e.g., around 10:00 a.m.). As these photographs do not address the adequacy of the DEIR, no additional response is required.

D-122 Comment

The comment consists of photographs taken of Alcove Avenue, Coldwater Canyon Avenue, Goodland Avenue, Goodland Place, Dickens Street, Van Noord Street, and Halkirk Avenue on October 25, 2013, at approximately 11:50 a.m to 12:05 p.m.

D-122 Response

Please refer to **Response to Comment D-10** regarding information received from Harvard-Westlake about student parking and drop-off in the neighborhood north of the Campus in May, 2016. Please also refer to **Response to Comment D-121** regarding the time of day of the photographs, which does not represent the peak time for parking demand related to Harvard-Westlake. Also, the photographs cannot be used to confirm or dispute the on-street parking utilization data provided on Table 6-3 of the Traffic Study (RDEIR Appendix G) because they do not represent a parking analysis, merely the conditions on one day, and therefore do not provide evidence of an inadequacy in the analysis of the environmental impacts of the Project. Therefore, no additional response is required.

D-123 Comment

The comment consists of photographs taken on October 18, 2013, at approximately 7:50 p.m.

Note: Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

D-123 Response

The photographs and captions attached to the photographs do not provide adequate information as to what is being presented. Therefore, no additional response is required.

Attachment II to Letter D: Crain and Associates Traffic Count and Parking Study 1992**D-124 Comment**

The comment consists of a reproduction of a 15-page Traffic Count and Parking Study prepared for Harvard-Westlake by Crain & Associates in December, 1992.

D-124 Response

See **Response to Comment D-89** regarding the 1992 Crain report.

Attachment III to Letter D: Paul Hastings Letter from 1992, Regarding Science Building**D-125 Comment**

The comment consists of a reproduction of a 5-page letter addressed to Mr. Robert Janovici, Chief Zoning Administrator for the City of Los Angeles, by the law offices of Paul, Hastings, Janofsky & Walker on February 16, 1994. The letter is in regards to the “Application for Plan Approval for Proposed Science Building, Harvard/Westlake Upper School Campus”.

D-125 Response

This 1994 letter is referenced in Comment D-11 and pertains to an unrelated development project that was contemplated over 20 years ago and that has since been completed. It is not relevant to the Project. Therefore, no additional response is required.

Attachment 4 to Letter D: Letters from Santa Monica Mountains Conservancy, Dated September 23, 2013 (before the DEIR was circulated for public comment) and November 4, 2013

D-126 Comment

Santa Monica Mountains Conservancy offers the following comments on the Harvard-Westlake School parking structure project proposed next to Mountains Recreation and Conservation Authority (MRCA) open space.

The proposed parking structure and bridge is totally incongruous with the subject land and with the Santa Monica Mountains terrain. The proposed structure would adversely alter the feel and appearance of a primary gateway to the Santa Monica Mountains from the San Fernando Valley. Our review of other commentors letters reveals multiple potential alternative projects within the campus ownership to increase parking, to avoid the loss of over a hundred protected native trees, and to truck over 125,000 cubic yards of dirt 35 miles to a landfill in the San Gabriel Mountains. Rarely are big hillside excavations as surgical and tidy as proposed on paper including in Environmental Impact Reports.

D-126 Response

The commenter's opinion that the Parking Structure would be incongruous with the Santa Monica Mountains terrain will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-4** regarding the aesthetic analysis and the factors contributing to the finding of less than significant aesthetic impacts. Chapter 5 of the DEIR and the RDEIR addresses a reasonable range of alternatives, including smaller footprint, lower height and structures on the east side of Coldwater Canyon Avenue. Also in Chapter 5 is a discussion of why subsurface parking and smaller structures throughout the campus would not meet the Project Objectives and/or is infeasible. The analysis of smaller structures on the Campus has been expanded as part of FEIR Chapter 4, Corrections and Additions (in reference to RDEIR page 5-5). Please also refer to **MR-7** regarding the alternatives analysis. The loss of protected trees would be mitigated in excess of requirements of the City of Los Angeles Protected Tree Ordinance and therefore loss of these trees was found to be less than significant with mitigation. Please refer to **MR-6** regarding the Project's location, desirable open space designation and biological resources (including current condition of the protected trees on the Development Site). As to the issue of hillside excavations, the RDEIR includes a detailed analysis of the excavation requirements and methodologies included in the Final Geologic Soils and Engineering Report (RDEIR, Appendix E.1), the Geological Report Peer Review (RDEIR, Appendix E.1a) and the City of Los Angeles and Soils Approval Letter (RDEIR, Appendix E.1b). Included in the City's approval letter is a detailed list of requirements to ensure the safety of the soil excavation and exportation, including, without limitation, compliance with the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial safety, approval of the grading by the Board of Building and Safety, and recommendations for the uncharged temporary excavations (Appendix E.1b, pages 2 and 3).

The comment does not question the adequacy of the DEIR and, therefore, no further response is required.

D-127 Comment

The Initial Study does not make even a moderately strong case for either the need for more parking or playing field space. There must be other factors driving the need to locate and construct such a massive structure across the street from the school. We urge the City and the school to look at numerous project alternatives that make use of the subject parcel employing low, stair-stepped buildings with some subterranean parking. A project should work with the subject land the surrounding lands and not be antithetical to them.

D-127 Response

The letter was written before publication of the DEIR and the RDEIR, which, as noted in **Response to Comment D-126** above, contains a reasonable range of alternatives. See **Response to Comment D-91** regarding subsurface parking. A stair-stepped building would not provide for a practice sports field and a stair-stepped design is not practical for parking structures because of the need for sufficient room for car circulation. In addition, such a design would not reduce any of the Project's adverse construction impacts (construction noise, as cited in the RDEIR). The commenter's implication that the Project does not work with the land and would be antithetical will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding need for the Project and to **MR-4** regarding aesthetic impacts. The comment does not question the adequacy of the DEIR and, therefore, no additional response is required.

D-128 Comment

Employee housing, temporary bus parking, and administrative offices are uses that do not need frequent crossings of Coldwater Canyon Avenue. Tall campus buildings (including parking structures) should not sit at the foot of the mountains on the west side of Coldwater Canyon Drive. Any building site within the campus east of Coldwater Canyon Avenue would have substantially less visual and ecological impacts. The proposed 13-foot -wide bridge could then be eliminated. The school has an existing traffic light at the location. The light timing and cross walk features could be maximized for a safe, high quality crossing.

D-128 Response

The commenter's opinion that employee housing, temporary bus parking and administrative offices would be appropriate on the Development Site will be forwarded to the decisionmakers for their consideration in taking action on the Project. These uses would not address Project Objectives. Removing the Parking Structure and practice field from the west side of Coldwater Canyon Avenue would result in an alternative similar to Alternative 5 (a parking structure in the Southern Parking Lot). See **MR-7** regarding Alternative 5.

D-129 Comment

The loss (including temporary and indirect impacts) of an acre of oak-walnut woodland connected to core habitat in the eastern Santa Monica Mountains is an unavoidable significant adverse biological impact. It has been over 28 years since any project in the Santa Monica Mountains east of the 405 freeway has successfully resulted in the elimination of that much north slope woodland. The environmental document must address the rarity of California black walnut woodland and how unique the community is above Studio City westward to Sherman Oaks.

D-129 Response

The southern California black walnut woodland is a unique and important resource in the region. The DEIR and RDEIR contain a detailed analysis of this issue. (RDEIR Chapter 3.3 and Appendix D.1, Biological Resources Report, D.1a, Floral and Fauna Compendia, D.2A, Protected Tree Update, D.2B, Protected Tree Report, D.3, Native Tree Report 2015 Update, and D.4, Biological Resources Update.) The arborist reports note that the majority of the walnut trees on the Development Site are infected with a beetle-borne pathogen that reduces tree growth, foliation, and seed production and, in many cases, results in tree mortality that is lower than the average species expectancy (RDEIR Appendix D.3, page 7). Because the beetle vector is present on the Development Site and in the area, the loss of these trees is inevitable. In fact, if a program were designed to eliminate the disease in the area, it would likely begin with the removal and disposal of infected trees. Though the Project would eliminate the trees described in the RDEIR, the mitigation provided results in a biologically favorable outcome over the unmitigated

natural die-off of the trees on the Development Site. See also **MR-6** and **Response to Comment D-160** regarding diseased trees.

D-130 Comment

The direct, and long-term in direct, adverse biological impacts of the structure would extend many feet beyond the back retaining walls that define its structural footprint. Some perimeter brush clearance would be required, and a perimeter band of new irrigated landscaping is shown on the plans. Because of a broad, deep cut into bedrock around the structure, the subsurface hydrological regime that sustains the surrounding woodland would suffer difficult-to-assess, adverse biological impacts that could take years to be noticeable.

D-130 Response

Known and measurable potential impacts of the Project have been evaluated and are discussed in the DEIR and the RDEIR. The speculative nature of the comment in regards to potentially changing the hydrologic regime of the Development Site is not supported by hydrological evidence. A technical evaluation was conducted by Keith G. Farrell, Consulting Geologist in October 2013 (see FEIR Chapter 4, Corrections and Additions, Appendix E.5 where this study is added as a new technical appendix.) The technical evaluation concluded that, “[w]hile the proposed cuts in the hillside would expose layers of soil and rock, it is not anticipated that such cuts would result in substantial alterations to the moisture content of the upslope soils.” (Appendix E.5, included with this FEIR, page 5). This conclusion by a professional geologist supports a reasonable conclusion that the biological resources on the Development Site would not be negatively affected by changed hydrological patterns resulting from the Project. Please also refer to **Response to Comment D-23** regarding the brush clearance activities that are already required to take place.

D-131 Comment

In addition, the remoteness value of surrounding habitat on both MRCA land and school land for human-intolerant mammal and bird species would permanently decline. The ripple effect of habitat degradation impacts would pulse outwards from the proposed structure. As proposed, the project's in direct ecological impacts would contact the brush clearance disturbance zones of the houses over the ridgeline to the west. The result would be a multi-acre disturbance zone at the northern end of a large habitat block that is accessible to every animal species that inhabits the Santa Monica Mountains east of the 405 freeway.

D-131 Response

The Development Site is located in a developed suburban area. Wildlife present in the area are acclimated to the presence of people and vehicles. Moreover, approximately 33 percent of the Development Site would remain open space adjacent to the Santa Monica Conservancy open space area. Further, the Project would include drought tolerant, native vegetation and landscaping on approximately 67 percent of the Development Site. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Protected trees that are removed will be replaced at a 4 to 1 ratio providing wildlife habitat. As to the issue of brush clearance, please refer to **Response to Comment D-23**. Also, please refer to **MR-6** regarding the location of the Project and biological resources impacts, RDEIR Figure 3.3-2 which shows the large area of the Development Site that has been disturbed, and **Response to Comment D-25** regarding the urbanized nature of the Development Site.

D-132 Comment

A much reduced project footprint-such as with half the depth and three-quarters the proposed length-would pull the majority of the project into pre-disturbed habitat and not result in unavoidable significant adverse ecological impacts.

D-132 Response

A reduced footprint alternative with three-quarters the proposed length is evaluated in Alternative 4, Chapter 5 of the DEIR and RDEIR. The Project as proposed places the Parking Structure along Coldwater Canyon Avenue leaving a large portion of the Development Site in natural habitat. See **MR-6** and **Response to Comment D-23 and D-131** regarding impacts to biological resources, the failure of this alternative to meet several of the Project objectives, and the similar environmental impacts it would have as compared to the Project. A fifty percent reduction in the depth of the Parking Structure, particularly if combined with a substantial lengthwise reduction, may not be feasible given the need to maintain adequate vehicular access lanes from one Parking Structure level to another. Please also refer to **Response to Comment D-127**.

D-133 Comment

Some alternatives considered in the Environmental Impact Report, should include the permanent deed restricting of all the remaining school-owned open space surrounding the proposed development area as a mitigation measure. That would preclude any future habitat impacts or wildlife movement blocking fencing. Conservation easements are a superior protection mechanism to deed restrictions if they can be obtained from the applicant.

D-133 Response

The Project commitment is to maintain the open space around the Parking Structure as open space. The City will decide on how best to ensure the open space is maintained. The commenter's opinion regarding a conservation easement or deed restriction will be forwarded to the decisionmakers for their consideration in taking action on the Project. As modified in Chapter 4, Corrections and Additions, of this FEIR, Project Design Feature PDF-BIO-1 states that no further development shall occur on the remainder of the Development Site that isn't occupied by the Parking Structure building footprint and associated hardscaping. The comment does not question the adequacy of the DEIR and, therefore, no additional response is required.

D-134 Comment

Because the proposed project would result in unavoidable significant adverse biological and visual impacts, the City must adopt a statement of overriding considerations to approve the project. Without a well demonstrated need for so much additional parking on the campus, the Conservancy does not see how the City can make those findings for a private institution. We believe that an alternatives analysis and constraints analysis that puts all of the campus ownership into play can produce a reduced scope development located west of Coldwater Canyon Avenue that protects sensitive habitat and an important frequently viewed viewshed.

D-134 Response

Please refer to **MR-1** regarding the need for the Project, **MR-7** regarding the alternatives analysis and **Response to Comment D-23** regarding the significant and unavoidable impacts to biological resources. Final approval of the Project will require a statement of overriding considerations.

D-135 Comment

The Santa Monica Mountains Conservancy (Conservancy) provides the following comments on the above-referenced Draft Environmental Impact Report (DEIR). Harvard-Westlake School lies at a unique wooded gateway to the Santa Monica Mountains. Coldwater Canyon Avenue gently climbs above the San Fernando Valley floor and transitions into hillsides with native walnut trees and twisting streets. Harvard-Westlake School in its current form is part of that mountain transition into a scenic corridor enjoyed daily by thousands of motorists.

The Santa Monica Mountains Comprehensive Plan is anchored by the premise of let the land dictate the use.

If constructed, the proposed project, and every single DEIR development alternative (except the Existing Zoning- Four Homes alternative) would produce structures with unavoidable significant adverse visual impacts to the Coldwater Canyon Avenue viewshed. Even the Reduced Development Alternative (Two-Story Structure, No Athletic Field, No Pedestrian Bridge) would result in a significant visual impact on scenic roadway.

Across the board, unavoidable significant visual impacts for all DEIR development alternatives is a strong indication that either a major component of the proposed project objectives does not fit within any area owned by the school, or that the range of alternatives is inadequate to avoid such a level of visual impact.

D-135 Response

The commenter's characterization of the Project area and statement regarding the Santa Monica Mountains Comprehensive Plan is noted. Please refer to **MR-4** regarding the finding of a less than significant impact to aesthetics. The commenter's opinion that aesthetic impacts of the Project and all alternatives with the exception of four houses would be significant will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-136 Comment

An athletic field that needs to be almost 350-feet-long and 195-feet-wide cannot fit into even moderately steep hillside terrain without going to extraordinary means of land alteration and structural support (retaining walls over 70-feet-tall). There appears to be no room for such a new athletic field on the east side of Coldwater Canyon Avenue. There is no way to put an athletic field on the west side without unavoidable significant adverse visual and biological impacts. The Conservancy urges the school to consider a revised project objective for new athletic field practice areas. The Conservancy suggests the exploration of small practice fields. The proposed option of significantly degrading a major public scenic resource for limited, private athletic practice uses is not in the public interest.

D-136 Response

Please refer to **MR-6** and **Response to Comment D-23** regarding the RDEIR's conclusion that the Project would cause some significant and unavoidable impacts to biological resources and **MR-4** regarding the finding that aesthetic impacts would be less than significant. The commenter's opinion that the Project would significantly degrade a major public scenic resource will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-137 Comment

Parking can be broken into smaller sub-units and integrated with other structures. For example, a considerable-sized, not visually overwhelming parking structure can be built on the subject development proposal site with at least two underground levels. Many combinations could achieve the desired level of

parking. Shuttle buses can also be used to ferry students from one side of Coldwater Canyon Avenue to the other for safety considerations.

D-137 Response

Please refer to **MR-7** regarding the alternatives analysis and **Response to Comment D-91** regarding placing one or more levels of the Parking Structure underground. Shuttling students across Coldwater Canyon Avenue in buses as opposed to using the pedestrian bridge would be infeasible since it would create greater traffic congestion with buses continuously cutting across traffic, especially in the peak hours. FEIR Chapter 4, Corrections and Additions, includes an expanded analysis of multiple, smaller parking structures throughout the Campus on the east side of Coldwater Canyon Avenue, but continues to reach the conclusion that such locations would be unsuitable.

D-138 Comment

For example, the DEIR states that a potential 50-year-flood and a year-round high groundwater table make such excavation impossible. That impossibility may certainly be true for the campus property on the east side of Coldwater Canyon Avenue but not for the west side. Google Earth elevations show that the proposed development area alone is 20-30 feet in elevation above Coldwater Canyon Avenue. The school is an additional 15 feet lower than the road. Nothing visible on the surface of the west side shows any indication of near surface groundwater. We challenge these DEIR stated constraints to underground construction west of Coldwater Canyon Avenue.

D-138 Response

Please refer to **Response to Comment D-91** regarding the physical constraints with placing the Parking Structure underground as well as the continued environmental impacts that would result (and possibly be greater than the Project).

D-139 Comment

We urge the school to explore constructive use of this land but in an architectural manner that complements the scenic corridor. Shy of such concerted exploration, the Conservancy remains opposed to the project and all of the DEIR alternatives except the Existing Zoning - Four Homes alternative. The school's need for an additional athletic field area must not be solved on the back of a Santa Monica Mountain's scenic corridor or on a high quality walnut woodland habitat block mostly comprised of permanently protected public land.

D-139 Response

Please refer to **MR-4** regarding aesthetic impacts, **MR-5** regarding the Development Site zoning, **MR-6** regarding the condition of the Development Site and the impact on biological resources, and **Responses to Comments D-23, D-129, D-132 and D-160** regarding biological resources, including the walnut tree. As explained in the RDEIR commencing on page 2-15, the Parking Structure has been designed to blend into the surrounding hillside through the use of natural colors, design elements to reduce the appearance of building massing and landscaping for screening. The retaining walls would be constructed with a natural appearing rock finish and colored to match the indigenous rock. The pedestrian bridge would be a bowed-truss open frame structure with finishes designed to minimize intrusion in the streetscape through lighter colors, translucent materials, slender building elements and setbacks. As illustrated in Figure 3.1-26 of the RDEIR, the Project would include vegetation and permeable area, or be undisturbed except for planting of new vegetation and mitigation trees on approximately 67% of the Development Site. Moreover, the majority of the Development Site that would be impacted by the Project is already disturbed. See also **MR-1** regarding need for the Project.

D-140 Comment

As addressed in the Conservancy's September 23, 2013 letter on the project, the subject area can be developed without significant visual and ecological impacts with stair stepped pad designs often espoused by the Mulholland Scenic Parkway Design Review Board. Ecological impacts can be significantly reduced by pulling the project out of the deeper reaches of the hillside to where the existing historic disturbance footprint is generally located.

D-140 Response

Please refer to **Response to Comment D-127** regarding a proposed stair-stepped design and **Responses to Comments D-132 and D-139** regarding the fact that the Project proposes to locate the Parking Structure along Coldwater Canyon Avenue in primarily previously-disturbed areas.

D-141 Comment

To further illustrate the incongruity of the proposed project with the hillside constraints, the height of the required retaining walls need to be examined. On the western boundary they range from 50 to 87 feet in height. On the northern and southern boundaries the retaining walls (all hundreds of feet long) range from 30 to 70 and from 20 to 60 feet, respectively.

D-141 Response

The retaining walls would generally be shielded from view by the Parking Structure and landscaping. See **Response to Comment D-139** regarding the retaining walls and appearance of the Project and **MR-4** regarding the finding of a less than significant impact to aesthetics.

D-142 Comment

A hillside project adjacent to Mountains Recreation and Conservation Authority (MRCA) open space on two sides that disturbs at least 60 percent of the subject parcel is not a case of a project working with the land. That equation also does not factor in additional fire department required brush clearance zones.

D-142 Response

The commenter states an opinion that the Project does not work with the land and the comment will be forwarded to the decisionmakers for their consideration. See **Response to Comment D-23** regarding brush clearance and the Project's impact on the MRCA property. To summarize, Harvard-Westlake is already required to annually clear brush over the entire Development Site, up to the property line for Harvard-Westlake owned parcels. Brush clearance zones will therefore not be expanded as a result of the Project.

D-143 Comment

The proposed project would reduce rainwater infiltration into the water table and unnecessarily add to the flood control load of the over taxed Los Angeles River channel.

D-143 Response

The comment states the opinion that the Project would reduce rainwater infiltration into the water table and add to the flood control load of the Los Angeles River channel, but does not provide supporting evidence. The DEIR and the RDEIR extensively analyzed the hydrological impacts of the Project. See RDEIR, Chapter 3.5, pages 3.5-27 and 3.5-28, Appendix E.2 and Appendix E.3 and FEIR Chapter 4, Corrections and Additions, addition of Appendix E.5. Additionally, the RDEIR states twelve Regulatory Compliance Measures (RC-HYDRO-1 through RC-HYDRO-12) which ensure that the drainage and storm water system meets all legal requirements. The RDEIR appropriately concludes that with implementation of the Regulatory Compliance Measures, Project impacts related to hydrology would be similar to other projects in Southern California and considered less than significant (RDEIR page 3.5-37). As for the

opinion that the Project would reduce rainwater infiltration, although the Project would decrease the amount of permeable area on-site, approximately 67.19 percent of the Development Site would include new landscaping or be undisturbed except for the planting of mitigation trees. Therefore, rainwater infiltration in these particular areas would improve as compared to current conditions. The remaining 32.81 percent of the Development Site incorporates elements, such as a debris basin and flow-through planters, which are designed to delay and reduce the peak runoff along with treating storm water before discharge. By delaying the peak runoff, the Project's new storm water infrastructure will lessen the Project's impact on existing City storm drain infrastructure. As analyzed in RDEIR Appendix E.2, the Final Hydrology Report, the result of these Project elements is that storm water runoff ranges from 14.58 cubic feet per second for a 2-year storm event (as compared to 11.09 cubic feet with current Development Site conditions) to 59.82 cubic feet per second for a 50-year storm event (no change from current Development Site conditions). Such an increase resulting from smaller storm events is negligible given the capacity of the Los Angeles River channel.

D-144 Comment

The DEIR states California black walnuts do not respond well to hydrologic changes in their root zones. However the proposed project would create a slice into the wooded mountainside over 700 feet long at a depth ranging from 20 to 87 feet. The DEIR is deficient for not addressing how both walnuts and oaks could be adversely affected from this down slope headcutting for retaining walls, particularly for trees not counted as directly impacted by immediate construction impact into the root zones and canopy areas.

D-144 Response

Please refer to **Response to Comment D-130** regarding the hydrology analysis. The groundwater impact of grading for the soil nail retaining walls is further considered in Appendix E.5 (see Chapter 4, Corrections and Additions, of this FEIR) and the conclusion was reached that the grading would not result in substantial alterations to the moisture content of upslope soils. Based on site surveys conducted in 2014 and 2015, and using the updated Project site plan, 6 oak trees and 14 black walnut trees would have minor encroachment given construction activity at the outer edges of the trees' canopy drip line (RDEIR Appendix D.3, page 2). Recognizing this condition, the Project will comply with Regulatory Compliance Measure RC-BIO-1, 2.u through 2.z. This measure, among other provisions, specifies the use of hand implements within the tree dripline instead of mechanical equipment and that encroached trees shall be monitored and maintained for a minimum of three years. Regulatory Compliance Measure RC-BIO-1 2.s has also been modified to state that additional monitoring following the three-year period shall be determined by the City Forester. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the additional monitoring required and for the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8..

D-145 Comment

The DEIR mitigation for the loss of over a hundred native protected trees is deficient. The tree planting mitigation plan calls for over one-third of the over 416 replacement trees to be located within the 200 foot fuel modification zones of adjacent, offsite residences. The ecological value of trees in fuel modification zones is substantially inferior to those in natural woodland settings. In addition there is a significant native mitigation tree planting zone proposed in the intervening area between the large parking structure and Coldwater Canyon Avenue. The ecological value of trees planted in such a proposed area would be significantly diminished. In short, the DEIR falls far short of mitigating the loss of native trees and native woodland.

D-145 Response

Due to the redesign of the retaining walls as well as the addition of a debris basis, the RDEIR revised the Biological Resources analysis and concluded that the Project's cumulative impact to the oak and walnut woodland, and the associated sensitive species (primarily birds) that forage therein, are significant and unavoidable (RDEIR page 3.3-23). Regulatory Compliance Measure RC-BIO-1, as modified in the FEIR Chapter 4, Corrections and Additions, assures the implementation of appropriate mitigation to reduce the biological resources impact to a less than significant level, except for the cumulative impact to oak and walnut woodland which would remain significant and unavoidable due to the cumulative loss of habitat. RC-BIO-1 has also been renumbered as Mitigation Measure MM-BIO-8. Based upon initial direction from the Urban Forestry Division, a protected tree and landscaping plan has been included as FEIR Appendix D.5. As depicted in this preliminary plan, no native mitigation tree planting is proposed in the area between the Parking Structure and Coldwater Canyon Avenue. Instead, mitigation plantings are located in areas that will not be affected by the Project's operation and are adjacent to MRCA undeveloped property, thereby increasing its value and utility for wildlife and overall aesthetic.

Please also refer to **Response to Comment D-23** regarding the existing Fire Department requirement that Harvard-Westlake conduct brush clearance activities over the entire Development Site, up to the property lines.

D-146 Comment

A further deficiency of the mitigation planting plan is to plant mostly oaks to replace the removed walnuts based on the rationale that the walnuts all have a fatal canker disease. The Conservancy questions whether this untested wholesale tree species changeover is ecologically sound. Plus the use of scrub oaks to replace walnuts on soils and aspects that produced phenomenal looking walnut woodland in the DEIR tree report is not justified scientifically.

D-146 Response

Regulatory Compliance Measure RC-BIO-1 (now MM-BIO-8), as described in the DEIR (page 3.3-22) and RDEIR (page 3.3-24), specifies that the Urban Forestry Division shall determine the final container size of mitigation trees and their placement on the Development Site. Based upon direction from the Urban Forestry Division, protected oaks and walnuts that are removed as part of the Project must be replaced on-site by the same species at a 4:1 ratio. Regulatory Compliance Measure RC-BIO-1 (now MM-BIO-8) has been modified accordingly. Part 2.s of RC-BIO-1 (MM-BIO-8) has also been modified to require that all trees be monitored for a minimum of three years, with additional monitoring to be "determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland" (refer to FEIR Chapter 4, Corrections and Additions, for these updates to RC-BIO-1 and regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8).

Incorporating these changes, a protected tree and landscaping plan is included as FEIR Appendix D.5. The plan depicts all replacement coastal live oak (not scrub oak) and black walnut trees being placed on the Development Site. Additional tree species are also envisioned and include the use of Canary Island and Eldarica pines, and native tree species such as Toyon, Mountain Mahogany, and Hollyleaf Cherry which are already present in other areas of the Campus and throughout Coldwater Canyon. As shown on Figure 3.3-2 of the DEIR and the RDEIR and in FEIR Appendix D.5, significant portions of the Development Site containing oak and walnut woodland, adjoining the MRCA property, would remain and would not be disturbed by the Project other than supplemental plantings in areas that are currently bereft of trees. Please also refer to **Response to Comment D-145**.

D-147 Comment

If the City moves forward with one of the large project alternatives, we urge that the school be required to permanently protect over 50 acres of habitat in the Santa Monica Mountains between the 101 and 405 freeways prior to beginning construction. At least 10 of those acres should be native California black walnut woodland. At least 25 acres should be fee simple open space transferred to a public agency and the remainder must be protected by highly restrictive conservation easements granted to public agencies. This level of permanent offsite habitat, watershed and viewshed protection is commensurate with the combined insufficiently mitigated project impacts.

D-147 Response

The commenter's suggestion that the applicant be required to protect over 50 acres of habitat in the Santa Monica Mountains between the 101 and 405 freeways will be forwarded to the decisionmakers for their consideration in taking action on the Project. The RDEIR identifies mitigation measures for impacts to biological resources (see RC-BIO-1 and Mitigation Measures MM-BIO-1 through MM-BIO-7) that would reduce impacts to a less than significant level except for the cumulative impact to the oak and walnut habitat which would remain cumulatively significant and unavoidable. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.

Attachment 5 to Letter D: Letters from The Federation of Hillside and Canyon Associations Inc., dated August 16, 2013 and December 10, 2013

Both letters were submitted separately by the author and are addressed in **Responses to Comments G-1 through G-14**.

Attachment 6 to Letter D: Letter from Land Protection Partners regarding Biological Impact Study, Travis Longcore and Catherine Rich, dated December 6, 2013

D-153 Comment

The Harvard-Westlake School in Studio City, California proposes to construct a three-story, 750-space parking garage with a lighted athletic field on the roof, associated retaining walls, and a bridge across Coldwater Canyon Avenue. The site is zoned as minimum density residential, is a designated open space in the community plan, and is contiguous on two sides with a large block of protected open space owned by the Mountains Recreation and Conservation Authority (MRCA). This report consists of comments on the biological impacts of the proposed project as represented in a Draft Environmental Impact Report (DEIR) that has been circulated by the City of Los Angeles (City). The expert qualifications of the authors, Travis Longcore, Ph.D. and Catherine Rich, J.D., M.A., are outlined below (Section 6). Both authors have extensive experience assessing the ecological and biological impacts of development in southern California.

D-153 Response

The letter summarizes the Project and qualifications of the authors, as such no response is required.

D-154 Comment

The proposed project would result in the destruction of a significant area of California Walnut Woodland for which no mitigation is proposed. The tree planting program proposed for compliance with the City of Los Angeles Protected Tree Ordinance cannot be fit in the area proposed and would decrease the value of existing habitat for wildlife.

D-154 Response

Please refer to **Response to Comment D-23** regarding the RDEIR's finding of significant and unavoidable cumulative impacts to the woodland resource and **Response to Comment D-36** regarding updates to Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR). Although there is a significant cumulative impact due to the cumulative encroachment and loss of oak-walnut woodland in the Project vicinity, the RDEIR details the City's Protected Tree Ordinance, regulatory compliance measures, and mitigation measures that would reduce all other impacts to this woodland to a less than significant level. See Regulatory Compliance Measure RC-BIO-1 (RDEIR page S-19 through S-22) and Mitigation Measures MM-BIO-1, MM-BIO-3, and MM-BIO-5 (RDEIR page S-18 through S-19, S-22, and S-23).

The Project would require the removal of 147 trees (of which 15 are already dead) and replacement of those trees with 528 mitigation trees. Based upon initial direction from the Urban Forestry Division, a protected tree and landscaping plan has been included as FEIR Appendix D.5. The plan depicts all replacement oak and walnut trees being placed on the Development Site (constituting a net increase of over 380 trees). Please refer to **MR-6** regarding the health of site vegetation after implementation of the Project. Further, to provide additional space for planting mitigation trees and other native vegetation, the vacant single-family house on the Development Site will be removed as part of the Project.

D-155 Comment

The findings necessary to permit removal of 129 protected trees, specifically, that those trees impede the "reasonable development" of the property, cannot be made because the property could be developed within the existing zoning. The proposed project would require numerous exceptions in terms of height, access, and setbacks that would make it inconsistent with the character of the community and existing code.

D-155 Response

Please refer to **MR-1** regarding the need for the Project, **MR-5** regarding zoning and discretionary approvals and **MR-6** regarding the location of the Project, the current biological conditions of the Development Site, and impacts to Open Space. The commenter's opinion that the Project does not represent "reasonable development" will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-156 Comment

The project would introduce another significant source of light and noise pollution into a low-density residential community. The DEIR is technically and legally deficient in identifying these impacts and does not propose mitigations that could reduce these impacts to a less than significant level.

D-156 Response

Please refer to **MR-4** regarding the conclusion that the Project's aesthetic impacts relating to light and glare are less than significant. Both the DEIR and RDEIR have extensive analysis of light and glare impacts. See Chapter 3.1 Aesthetics; Regulatory Compliance Measure RC-AES-3; Project Design Features PDF-4 and PDF-5; and, Mitigation Measures MM-AES-1 through AES-9, which all address lighting impacts. Noise impacts are also extensively analyzed in Chapter 3.7 of the DEIR and the RDEIR. Regulatory Compliance Measures RC-N-1 through RC-N-4 and Mitigation Measures MM-N-1 through MM-N-10 also address noise impacts. As stated in the RDEIR, page 3.7-24, even with implementation of all the mitigation measures, while noise levels would be attenuated, temporary noise levels from construction activities would exceed the thresholds of significance at approximately 16 residences adjacent to the construction site west of Coldwater Canyon Avenue, 34 residences on the east side of Coldwater Canyon Avenue and St. Michael's Church which includes Sunnyside. These temporary construction noise

impacts would be significant and unavoidable.

The DEIR and RDEIR also include extensive analysis of operational noise impacts including noise from the Parking Structure, the practice field, the combination of parking and use of the practice field, mobile sources, school bus noise, vibrations and cumulative noise. (See DEIR pages 3.7-14 to 3.7-20 and RDEIR pages 3.7-16 to 3.7-22.) As fully explained in the DEIR and RDEIR, operational noise impacts from all sources would be below the levels of significance set forth in the *L.A. CEQA Thresholds Guide*. Please also refer to **Responses to Comments D-82, D-83, and D-85**.

The commenters do not specifically indicate what they find to be technically or legally deficient in these analyses and, therefore, no further response is required.

D-157 Comment

Surveys Not Adequate to Support Conclusions About Species Absence.

The DEIR and supporting technical reports inappropriately make sweeping claims based on insufficient surveys about the presence or absence of species. The field surveys were only conducted on two days in March 2011 and the conditions during these surveys may have included more noise and disturbance than normal because of construction on Coldwater Canyon Avenue. Because survey effort and detection probability are correlated (Zonneveld et al. 2003), this meager survey effort is insufficient to assess the presence or absence of the long list of potentially present sensitive species. The DEIR dismisses the possibility of use of the site by Rufous-crowned Sparrow, even though the species has been recorded in nearby canyons (e.g., Franklin Canyon, Benedict Canyon, and Stone Canyon), as documented by reputable observers (see records in eBird). The preparers of the DEIR did not use any tools to quantify wildlife use of the site, such as camera traps, which regularly reveal that wildlife are active up to the edges of human development in the eastern Santa Monica Mountains (Albano et al. 2012).

The City could have taken advantage of valuable "citizen science" efforts that document species presence. In particular, the Cornell Lab of Ornithology maintains the eBird website where volunteer citizen scientists enter sightings of birds. There are multiple checks on the accuracy of the data and the resulting database is of sufficient quality to support scientific publication of the results (Fitzpatrick et al. 2002, Sullivan et al. 2009). These data have been relied upon in top international scientific journals (e.g., Wood et al. 2011) and the eBird approach is recommended for scientific inquiry into environmental impacts on birds (Loss et al. 2012). These data certainly meet the standards for scientific information in the environmental review process and provide a supplement to the description of sensitive species provided by the City in the DEIR.

D-157 Response

The Development Site was surveyed adequately to determine the biological characteristics of the site. The RDEIR includes additional analysis, see RDEIR Chapter 3.3 and Appendix D.1, the Biological Resources Report, D.1a, the Floral and Faunal Compendia, D.2A, the Protected Tree Report Update, D.2.B the Protected Tree Report, the Native Tree Report 2015 Update, and D.4, the Biological Resources Update. The updates include additional site surveys including a follow-up site survey conducted on March 18, 2015, and a reconnaissance level survey on July 29, 2015, of the parcels added to the Project since preparation of the original Biological Technical Report (See Appendix D.4 in the RDEIR). The conclusions regarding the potential presence of individual species on the Development Site are based on known habitat preferences and ranges of species in the area. The qualified biologist conducting the surveys and preparing the analysis of biological resources has over 30 years experience in the region. The biologist used his experience in making determinations regarding the likelihood of a species occurrence on the site. Using the rufous-crowned sparrow as an example; the species prefers coastal sage scrub habitat,

none of which is present on the Development Site. While the commenters note that the species has been reported in nearby locations, they fail to mention that those locations are on the south-facing slopes of the Santa Monica Mountains where coastal sage scrub habitat occurs, whereas the Development Site is on the north-facing slope of the range and lacks that habitat. Please also refer to **Response to Comment D-23**.

The use of camera traps was unnecessary at this location. The photographs in the report document the sighting of the species most likely to be caught on a camera trap if one were used. The potential presence of all species that occur in the vicinity was evaluated whether caught on camera or not.

Moreover, there was no construction noise during the surveys in either 2011 or 2015. Construction noise related to DWP work on Coldwater Canyon Avenue in the immediate vicinity of the Project has since been completed and was not on going during any biology survey work for the technical reports. Similarly, the demolition of the four homes on the site occurred either prior to, or after, the surveys. Two of the homes were demolished after sustaining earthquake damage in the 1990s and the other two were demolished after the 2011 surveys. Therefore, construction noise did not limit the opportunity to observe on-site wildlife. Nor was there any construction noise present during the 2015 surveys. Ambient noise levels during the survey and reconnaissance in 2015 was typical of a suburban neighborhood adjacent to a busy road. Wildlife on the site appeared to be, at most, minimally affected by the noise levels present at the site (Appendix D.4 of the RDEIR).

Contrary to the assertion in the comment, the DEIR did address rare species. The Biological Technical Report addressed species if they were listed as rare, threatened or endangered under the Federal or State Endangered Species Acts and species that may be considered rare or endangered pursuant to CEQA Section 15380(b).

D-158 Comment

The DEIR includes a list of state and federally protected species that could be present at the project site, but makes no effort to consider "rare" species, which may not enjoy any broad formal protection, but may nevertheless be considered rare within the meaning of CEQA. The CEQA Guidelines define a species as rare when:

- (A) Although not presently threatened with extinction, the species is existing in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or (B) The species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered "threatened" as that term is used in the Federal Endangered Species Act (CEQA Guideline 15380(b)(2)).

For example, a list of sensitive bird species for the County of Los Angeles is available (Allen et al. 2009). These include 32 species that are rare in Los Angeles County even though they may be more common in other parts of their range, and 38 species that are also identified as sensitive by various agencies because of their status across a wider region. Allen et al. (2009) also establish a Watchlist for Los Angeles County, which identifies species that are less threatened, but at risk of being added to the sensitive species list if impacts continue to occur (Allen et al. 2009). To comply with CEQA, the City must consider species that are locally rare and whose distributions might be adversely affected by the proposed parking garage and sports field.

In particular, in addition to those impacts already described in the DEIR, the proposed project would result in destruction of habitat for two Los Angeles County sensitive bird species (Greater Roadrunner, *Geococcyx californianus*, and Western Meadowlark, *Sturnella neglecta*) and three species on the Los

Angeles County Watchlist (Golden-crowned Kinglet, *Regulus satrapa*, Rubycrowned Kinglet, *Regulus calendula*, and California Towhee, *Melozone crissalis*).

D-158 Response

Please refer to **Response to Comment D-157** regarding protected and rare species. The DEIR and RDEIR does consider those species that are not afforded state or federal protection in the analysis including rare species. The list of species presented in the table mentioned in the comment includes species of concern and plant species on the California Native Plant Society and Partners in Flight watch lists. As explained in the RDEIR (Appendix D.4), the revised analysis used a conservative assumption that the loss of the habitat on-site is attributable entirely to the Project and did not account for the removed habitat or replacement habitat value, resulting in a conservative assessment of impacts. Accordingly, the RDEIR found that there would be a cumulative substantial and unavoidable impact on the San Bernardino ringneck snake and coastal western whiptail lizard and other species that forage in an oak-walnut woodland due to the cumulative loss of this type of woodland habitat.

Generally speaking, those wildlife species considered to be of concern under the CEQA Guidelines are those listed as federally- and State-listed endangered or threatened and those listed as species of special concern by the California Department of Fish and Wildlife. Exceptions can occur, however, when a local jurisdiction identifies a species as being of concern within its boundaries. For example, the City of Los Angeles has ordinances regulating certain native trees as well as street trees within roadway right-of-ways. In the case of the County of Los Angeles, it also has ordinances regulating certain native trees and it maintains a “watch list” of bird species of concern. While the County has elected to include its listed species in its CEQA analyses, the City has not developed a similar list and is not obligated to consider the County listed species in its CEQA analyses. Therefore, this is not a deficiency in the RDEIR.

All of the species listed in the comment are relatively common in the region and would not be significantly impacted by the Project. Both species of kinglets and the California towhee commonly occur in suburban developments and their regional population is not restricted to natural habitats. The western meadowlark occupies grassland and agricultural habitats which do not occur in the Development area. The greater roadrunner occurs in a wide variety of habitats ranging from coastal sage scrub and chaparral to desert habitats. Again, these species are not listed as federally- and State-listed endangered or threatened and/or as species of special concern by the California Department of Fish and Wildlife, and these species would not be significantly impacted by the Project.

D-159 Comment

Disturbed Land Has Higher Value to Wildlife than Described

The DEIR states that the areas that were formerly occupied by residences but now have ornamental and ruderal vegetation have "minimal habitat value for local wildlife." Such a statement fails to recognize that not all wildlife species require native plants to provide habitat. As long as the area is open space and supports plants, and is contiguous with a large open space, which this site is, then the site will provide habitat for a range of species, including birds, mammal, and insects. The DEIR incorrectly assumes that such open space with ruderal and ornamental vegetation has no habitat value, when in fact it can be habitat for some species of local conservation concern, such as Western Meadowlark and Greater Roadrunner, plus support black-tailed mule deer, coyotes, and other mammals. Rather than simply asserting that ruderal and ornamental habitats do not have value for wildlife, the City could consult the California Wildlife Habitat Relationships system, which assigns habitat values for wildlife species for different vegetation types (California Department of Fish and Game 2005). Vegetation may provide resources for foraging, cover, or reproduction, and in many instances ruderal and ornamental vegetation provides significant habitat for one or more of these activities. The DEIR should therefore describe the actual habitat values of

ruderal vegetation within an oak and walnut woodland matrix for the sensitive species on the project site, and provide mitigation for the loss of these habitats as they perform in this landscape context.

D-159 Response

The DEIR and RDEIR notes that ruderal and ornamental vegetation has habitat value, especially to those species acclimated to urban and suburban environments. The loss of ornamental landscape vegetation and disturbed ruderal vegetation, both of which are abundant habitat types in the region and are utilized primarily by human and acclimated species are not considered significant since there is abundant ruderal and ornamental vegetation throughout the area. (See DEIR and RDEIR at page 3.3-5 and Appendix D.4, pages 15 and 16 of the RDEIR.) The statement that a species like the roadrunner might utilize the ruderal or ornamental habitat present on this site is incorrect. Any species of conservation concern that would use these habitats would only do so in passing and would not be a resident in, or dependent on these habitat types. If the species were dependent on these habitat types (e.g. house sparrow), the species would have abundant habitat and would not be a species of conservation concern. (See Appendix D.4 of the RDEIR.) Please also refer to **Response to Comment D-167** regarding the species analysis. Neither the western meadowlark nor the greater roadrunner are dependent on woodland habitats. The meadowlark, as the name implies, inhabits open meadows. The species is not found in woodland communities where sight lines are obscured. The western meadowlark may visit the Development Site during migration but is highly unlikely to nest onsite as there are no extensive meadow areas. Likewise, the greater roadrunner is found in very open and generally level habitats where clear lines of sight facilitate hunting its primary prey of lizards and snakes. The greater roadrunner would not inhabit the Development Site. Mule deer are acclimated to suburban environments and frequently forage in ornamental vegetation near the perimeter of wildlands but they are not dependent on ornamental vegetation for their existence nor is it generally a critical component of their diet in the area. However, even if ornamental vegetation were an important component of the diet of mule deer in the region, that resource is abundant and the deer would have ample replacement sources of garden plants. The coyote is behaviorally highly adaptive and has adopted the suburban environment and in some cases even the urban environment quite successfully.. The coyote population would likely be able to withstand the loss of a few acres of habitat that consists of disturbed, ruderal and natural vegetation.

D-160 Comment

Threat of Disease to Trees Overstated

The DEIR claims that most of the California Walnuts (*Juglans californica* var. *californica*) on the proposed project site are infected by the fungus *Geosmithia*, and further claims, "This condition appears to always be fatal to the trees" (DEIR, p. 3.3-2). The DEIR provides no source for this claim, nor do the technical reports upon which the section in the DEIR is based. It is known that thousand cankers disease affects *Juglans californica* and has caused some mortality near Sacramento (Utley et al. 2009). Unpublished technical reports indicate that thousand cankers disease is far less lethal in California Walnut (*Juglans californica*) than in Black Walnut (*Juglans nigra*), according to research by the author who described thousand cankers disease (see figure in <http://caforestpestcouncil.org/wp-content/uploads/2010/02/hasey.pdf>) and a fact sheet provided by plant pathologists, stating that, "Tentatively, it appears that northern California walnut (*Juglans hindsii*) and southern California walnut (*Juglans californica*) show degrees of intermediate susceptibility to thousand cankers disease" (<http://bspm.agsci.colostate.edu/files/2013/03/Questions-and-Answers-Revision-April-2012.pdf>).

D-160 Response

Please refer to **MR-6** regarding Thousand Cankers disease (TCD) and **Responses to Comments D-34, D-35 and D-36** regarding the susceptibility and mortality of *J. californica*, poor condition of the majority of walnut species on site and the replacement of removed trees. The Protected Tree Report (Land Design

Consultants, June 2011, Appendix D.2B, page 6, discusses the issue of the mortality of trees infested with TCD. The studies indicate that: "Infested trees usually die within three years of initial symptoms (Seybold, Haugen, O'Brien & Graves, 2010; Graves, Flint, Coleman & Seybold, 2010). See also, page 4 of Appendix II to the Appendix D.2, which contains several photographs that are representative of the WTB [walnut twig beetle] entrance/exit holes, galleries and TCD cankers that were found on the majority of the walnuts on the Development Site. Approximately 78% of the walnut trees on the Development Site were visibly infected with TCD. As explained in Appendix D.4, research indicates that there is no significant survivorship after infection. (See also Appendix D.3 of the RDEIR, the Native Tree Report 2015 Update, by registered, certified arborist, Lisa Smith, which concurs in the analysis that TCD is fatal, that there is no current treatment and that trees with TCD pose a significant threat to wildland and landscaped trees.)

No pesticides or control methods are currently available to save walnuts infected with TCD. At this time, the University of California Statewide Integrated Pest Management Program recommends that infested trees be removed and destroyed by grinding or burning immediately to insure that beetles are destroyed (Graves, Flint, Coleman & Seybold, 2010)."

D-161 Comment

Standards Not Met to Issue City of Los Angeles Permit to Remove Protected Trees

Ordinance No. 153,478 of the City of Los Angeles was established to "regulate and encourage preservation of oak trees within the City of Los Angeles." The preamble to the Ordinance establishes the ecological, historical, and aesthetic value of oak trees to the City and declares that "proper and necessary steps must be taken in order to curb the destruction of oak trees." The author of the ordinance, former Councilmember Hal Bernson, on his website while in office, listed the law as his first accomplishment, describing himself as "Author of the City's Oak Tree Preservation ordinance *which forbids the destruction of oak trees*" (emphasis added; <http://www.ci.la.ca.us/COUNCIL!cdl2/bernson.htm> [accessed March 22, 2001]). The ordinance was subsequently amended to include other native trees, including Western Sycamore, California Walnut (also known as Southern California Black Walnut), and California Bay (LAMC § 46.01). The ordinance establishes specific conditions under which these protected trees may be removed or relocated, as follows:

(b) Board Authority. The Board of Public Works may grant a permit for the relocation or removal of a protected tree, unless otherwise provided in this section or unless the tree is officially designated as an Historical Monument or as part of an Historic Preservation Overlay Zone, if the Board determines that the removal of the protected tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters, which cannot be mitigated to the satisfaction of the City; and

- i. It is necessary to remove the protected tree because its continued existence at the location prevents the reasonable development of the subject property; or
- ii. The protected tree shows a substantial decline from a condition of normal health and vigor, and restoration, through appropriate and economically reasonable preservation procedures and practices, is not advisable; or
- iii. Because of an existing and irreversible adverse condition of the protected tree, the tree is in danger of falling, notwithstanding the tree having been designated an Historical Monument or as part of an Historic Preservation Overlay Zone.

The project proposes removal of 12 Coast Live Oaks and 117 California Walnut trees. Three Coast Live Oaks and 23 California Walnuts will suffer encroachments within their drip lines. These proposed removals do not meet any of the criteria for approval set forth in the Municipal Code.

D-161 Response

Please refer to **MR-6** and **Responses to Comments D-35, D-36** and **D-37** regarding the current health of the protected trees on the Development Site, the observation that 78% of the walnut trees are infested with Thousand Cankers disease, and the replacement of removed trees. Compliance with the City's Protect Tree Ordinance is *per se* full mitigation of the impact, except to the cumulative and unavoidable impacts due to loss of oak-walnut woodland in the area. The City will review the Project and decide, in light of all mitigation and regulatory compliance measures, if the Project meets the LAMC requirements for the proposed tree removals. The comment reflects the commenter's opinion regarding the finding that the City must make pursuant to the Protected Tree Ordinance; as such, no additional responses is required.

D-162 Comment

Neither the DEIR nor the Protected Tree Report provides any guidance as to which section of the Protected Tree Ordinance is being invoked to justify the tree removals. Although the health of some of the trees is compromised because of infestation from thousand cankers disease, evidence is not presented to justify removal under Section 2 or 3. The only possible section is Section 1, which provides for removal if the location of the trees "prevents the reasonable development of the subject property."

D-162 Response

Please refer to **Response to Comment D-161** regarding the removal of protected trees. This comment does not challenge the adequacy of the DEIR and, therefore, no additional response is required.

D-163 Comment

If the construction of a 750-space garage with a rooftop sports field and accessory structure on land zoned as minimum density residential constitutes "reasonable development," then what would be "unreasonable"? A development that requires numerous zoning changes and variances to side and back yard setbacks and height limits does not, on its face, constitute "reasonable development," which should, at a minimum conform with the existing zoning for a property.

The City of Los Angeles has no established standards to implement the test of "reasonableness" under the Oak Tree Ordinance. However, the City must determine if development is reasonable even when that development conforms to building and zoning requirements, so it would seem that a development that does not conform should not be considered reasonable development for the purpose of protected tree removal. Reasonableness must be a higher standard than conforming with the existing zoning, otherwise the Protected Tree Ordinance would specify that removals are to be permitted whenever the development complies with existing zoning.

From a CEQA standpoint, the proposed project conflicts on its face with the language and intent of the Los Angeles Protected Tree Ordinance, and therefore a finding of no impact after mitigation is not justified. The Protected Tree Ordinance allows mitigation only if the conditions for removal have been met, which they have not.

The intent of the original Oak Tree Ordinance, as described by its author, is to prohibit the destruction of oak [and now other native] trees. Narrow exceptions are made for certain specific conditions, but it is difficult to construe the language of the Protected Tree Ordinance to allow oak tree removal to construct a 750-space parking garage and lighted rooftop sports field on a property zoned as minimum density residential and designated as a desirable open space in the community plan.

D-163 Response

Please refer to **MR-6 and Responses to Comments D-35, D-36, D-37 and D-161** regarding need to replace trees with Thousand Cankers disease, the replacement of removed trees and compliance with the Protected Tree Ordinance. The comment does not challenge the adequacy of the DEIR, it merely states the commenter's opinion on whether the City can conclude that removal of protected trees is necessary for the Project. As such, no additional response is needed.

D-164 Comment

Fails to Recognize California Walnut Woodland as State-designated Special Status Natural Community. A particularly egregious error in the analysis of biological impacts in the DEIR is the failure to recognize that California Walnut Woodland (*Juglans californica* Alliance) is itself a rare vegetation type, the removal of which is a considered significant impact independent of the City's Protected Tree Ordinance. Table 3.3-2 of the DEIR should identify that California Walnut Woodland is recognized as having Global3 and State 2.1 rarity with a high priority for inventory as a rare natural community (marked with an asterisk on the list of natural communities; see <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=24716&inline=1>). To quote the California Department of Fish and Wildlife, "For alliances with State ranks of S1-S3, all associations within them are also considered to be highly imperiled." Incidentally, Table 3.3-2 in the DEIR is missing the rarity designations for all of the natural communities listed (called "habitats").

Presence of a special status natural community should have prompted specific surveys and analysis in the DEIR. Because of the presence of a special status vegetation type, the DEIR must follow specific protocols to map the vegetation and to assess the impacts to it (Department of Fish and Game 2009). These protocols require that the project proponent conduct surveys that satisfy the following requirements:

Record the following information for locations of each special status plant or natural community detected during a field survey of a project site.

1. A detailed map (1:24,000 or larger) showing locations and boundaries of each special status species occurrence or natural community found as related to the proposed project. Mark occurrences and boundaries as accurately as possible. Locations documented by use of global positioning system (GPS) coordinates must include the datum 18 in which they were collected;
2. The site-specific characteristics of occurrences, such as associated species, habitat and microhabitat, structure of vegetation, topographic features, soil type, texture, and soil parent material. If the species is associated with a wetland, provide a description of the direction of flow and integrity of surface or subsurface hydrology and adjacent off-site hydrological influences as appropriate;
3. The number of individuals in each special status plant population as counted (if population is small) or estimated (if population is large);
4. If applicable, information about the percentage of individuals in each life stage such as seedlings vs. reproductive individuals;
5. The number of individuals of the species per unit area, identifying areas of relatively high, medium and low density of the species over the project site; and
6. Digital images of the target species and representative habitats to support information and descriptions.

The botanical surveys fail to meet these guidelines but instead are geared toward compliance with the City's Protected Tree Ordinance.

D-164 Response

The DEIR, as updated by the RDEIR, adequately describes all species which are required to be analyzed under the Federal and State laws and CEQA. See, for example, Table 3.3-2 of the RDEIR which lists California Walnut Woodland as a sensitive habitat type, page 3.3-18 of the DEIR and page 3.3-19 of the RDEIR which state that impacts to the oak-walnut woodland would be significant because they are both resources protected by local and State regulations and Appendix D.3, page 1, of the RDEIR which states that the oak and walnut trees on site are protected. Accordingly, the RDEIR finds that the Project would have a significant and unavoidable cumulative impact to the oak-walnut woodland (RDEIR page 3.3-23).

There is no requirement that a specific protocol be followed to survey plant communities, sensitive or otherwise, for the preparation of an EIR. The protocol followed to identify the walnut woodland on the Development Site included the use of instrument-surveyed locations for each individual plant and accurate computer assisted mapping of the plant community. The protocol utilized for the DEIR and the RDEIR in a series of surveys, including those conducted in 2015 which are addressed in the RDEIR, determined the number of oak and walnut trees in the Development Site. The surveys conducted for the tree resources on the Development Site, where each tree was accurately located using GPS and CAD mapping, meets or exceeds standard vegetation or habitat survey guidelines. Accordingly, the protocol used in the DEIR and RDEIR complies with both the Protected Tree Ordinance and CEQA. See also **Response to Comment D-165**.

D-165 Comment

The assessment of impacts on State-recognized special status natural communities is also lacking. Protocols require the following discussion of the impacts to special status communities such as California Walnut Woodland (Department of Fish and Game 2009):

1. A discussion of the significance of special status plant populations in the project area considering nearby populations and total species distribution;
2. A discussion of the significance of special status natural communities in the project area considering nearby occurrences and natural community distribution;
3. A discussion of direct, indirect, and cumulative impacts to the plants and natural communities;
4. A discussion of threats, including those from invasive species, to the plants and natural communities;
5. A discussion of the degree of impact, if any, of the proposed project on unoccupied, potential habitat of the species;
6. A discussion of the immediacy of potential impacts; and,
7. Recommended measures to avoid, minimize, or mitigate impacts.

Because the DEIR fails to recognize the presence of a State-designated natural community, to conduct the appropriate protocol-level surveys of that community, and to provide the required impact analysis for loss

of that community, the DEIR is fatally flawed and must be revised and recirculated when the required surveys and impact analysis has been completed.

D-165 Response

The DEIR includes an assessment of natural communities on the Development Site and potential impacts anticipated to result from the Project. The Department of Fish and Wildlife provided comments on the DEIR's assessment of impacts to biological resources, including natural communities in their comment letter (see **Comment Letter A**). They did not find the assessment of impacts to natural communities to be inadequate. The biological resources update letter (Appendix D.4) discusses the regional rarity, range, and distribution of the southern black walnut. Please also refer to **Response to Comment D-164** regarding survey protocols. The survey conducted for the tree resources on the Development Site, where each tree was accurately located using GPS and CAD mapping, meets or exceeds standard vegetation or habitat survey guidelines.

The importance of walnut trees is discussed in the DEIR as follows: "Both oaks and walnuts are very important to regional wildlife because they depend on them for food and shelter" (DEIR page 3.3-2). "Oak trees and California black walnut trees are protected by the City Los Angeles Protected Tree Ordinance (Ordinance No. 177,404)" (DEIR page 3.3-3). "Impacts to 1.05 acres of oak and walnut woodland 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. ... Impacts to oak trees and walnut trees and the woodland habitat would be significant." (DEIR page 3.3-18; later modified to 1.43 acres in RDEIR page 3.3-19). "As previously noted, impacts to 1.05 acres of oak and walnut woodland 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." (DEIR page 3.3-20; later modified to 1.43 acres in RDEIR page 3.3-19). "Impacts to habitats and plant communities, in particular, the oak/walnut woodland would be significant ..." (DEIR page 3.3-21). Additional reference is made to oak/walnut woodland specifically in relation to the habitat value to sensitive bird species (DEIR page 3.3-21). The biological resources report update letter (Appendix D.4) discusses the historic value of walnuts to Native Americans and wildlife as an out of season and cacheable resource.

Walnut woodlands were discussed as being state protected resources in the text of the DEIR (see above) and in the sensitive resource table (Table 3.3-2 of the DEIR and RDEIR).

The most important immediate threat to southern California black walnut woodland is Thousand Canker disease (TCD), which at the time of the DEIR and RDEIR preparation was thought to be nearly always fatal. Thousand Canker disease was discussed in the biology section of the DEIR and the RDEIR and in the Protected Tree reports and the Biological Resources reports (see RDEIR Appendices D.2b, D.3, and D.4).

Please also refer to **Responses to Comments D-36 and D-146** regarding replacement of protected trees that are removed as part of the Project.

Re-evaluation of impacts to walnut woodlands is unnecessary as that was done in the RDEIR which conducted additional surveys and assessment of the health of the walnuts on the Development Site and determined that removal of 1.43 acres of oak-woodland would be a significant and unavoidable cumulative biological resources impact. See RDEIR, Chapter 3.3 and Appendices thereto.

D-166 Comment

Fails to Describe Compliance with County Oak Woodland Protection Laws.

The DEIR notes in two places that oak woodlands are protected by County laws. First, it notes that under the California Oak Woodland Protection Act:

'A county ... shall determine whether a project within its jurisdiction may result in a conversion of oak woodlands that will have a significant effect on the environment.' Once a determination has been made, counties have the option to 1) evaluate the utility of conservation easements as a vehicle for conservation; 2) enforce mitigation planting; 3) make a *[sic]* in-lieu contribution to the Oak Woodlands Conservation Fund (established in 2001 under the administration of the Wildlife Conservation Board), or implement other mitigation actions as outlined by the county (DEIR, p. 3.3-3).

Elsewhere, the DEIR states that Southern Coast Live Oak Riparian Forest is "protected by County Ordinance (all oak species) (p. 3.3-6). Despite two mentions of County ordinances protecting oak woodlands, the DEIR does not include compliance with Los Angeles County ordinances in either its "Regulatory Framework" section (pp. 3.3-9-3.3-14) or in the impact assessment itself. The DEIR must be revised to indicate how the project will comply with any applicable County ordinances pertaining to the protection of oak woodlands and recirculated for public comment.

D-166 Response

References to the County Ordinance were used to illustrate the importance of oak woodlands. The Project is not within Los Angeles County jurisdiction and is not subject to Los Angeles County Ordinances. The Project is under the jurisdiction of the City of Los Angeles and will comply with the City's Protected Tree Ordinance. See Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR). Impacts to habitats and plant communities, in particular, the oak-walnut woodland, would be significant, however, implementation of Regulatory Compliance Measure RC-BIO-1, Project Design Feature PDF-BIO-1, and Mitigation Measure MM-BIO-1 would reduce impacts on protected trees and many biological resources to a less than significant level. However, impacts to the coastal western whiptail and the San Bernardino ringneck snake and cumulative impacts to oak-walnut woodland would remain significant and unavoidable (refer to RDEIR page 3.3-23).

D-167 Comment

Impacts to Rare Species Not Assessed

As discussed above, the DEIR does not recognize the importance of species that are rare in Los Angeles County, and it therefore does not assess the impacts of the project on these species. In particular, by removing open land habitat in a California Walnut Woodland, the proposed project would remove habitat for Greater Roadrunner and Western Meadowlark, two Los Angeles County Sensitive Species that the DEIR indicates would be present on the project site.

D-167 Response

Please refer to **Responses to Comments D-157 and D-159** regarding species discussed in the DEIR and RDEIR. Neither the western meadowlark nor the greater roadrunner are dependent on woodland habitats. The meadowlark inhabits open meadows. The species is not found in woodland communities where sight lines are obscured. The western meadowlark may visit the Development Site during migration but is highly unlikely to nest onsite as there are no extensive meadow areas. Likewise, the greater roadrunner is found in very open and generally level habitats where clear lines of sight facilitate hunting its primary prey of

lizards and snakes. The greater roadrunner would not inhabit the Development Site. As stated in **Response to Comment D-159**, the DEIR and RDEIR do discuss all species listed as rare, endangered, or threatened under the Federal and State Endangered Species Acts and candidate species that may be considered rare or endangered pursuant to CEQA Section 15380(b).

D-168 Comment

Lighting Analysis Is Flawed

Illumination is important to understand because it has biological effects. Small mammals respond to illumination in their foraging activities. For example, artificial light of 0.3 and 0.1 lux reduced the activity, movement, or food consumption of a cross-section of rodent species (Clarke 1983, Brillhart and Kaufman 1991, Vasquez 1994, Falkenberg and Clarke 1998, Kramer and Birney 2001). This phenomenon also has been shown in natural (in addition to laboratory) conditions (Kotler 1984). One lux is roughly 0.1 footcandles, so the amounts of light in these studies were ten times lower than the resolution of the illumination diagrams in the DEIR.

Birds can be extremely sensitive to illumination, and extended foraging by species under artificial lights is documented in the literature (Goertz et al. 1980, Sick and Teixeira 1981, Frey 1993, Rohweder and Baverstock 1996). Effects of increased illumination on bird behavior also include changes in singing times (Derrickson 1988, Miller 2006, Kempenaers et al. 2010, Longcore 2010). Those birds that sing earliest are responding to increases in illumination so faint that they are undetectable by humans (Thomas et al. 2002), and well below the resolution of the illumination diagrams in the DEIR, which ignore reflected and scattered light. Research has not yet been published on the energetic costs of singing in the middle of the night, but it is likely not to be beneficial to the individual.

Luminance, and the visibility of lights themselves (whether or not they increase *illuminance*, the measure of illumination) also affects wildlife species. Even if illumination is not appreciably increased, merely seeing the light from the project can influence animal behavior. The DEIR completely ignores this impact.

One example where luminance probably is as or more important than illumination is that of breeding bird density and lights. The one experimental study of the effect of streetlights on breeding bird density shows a negative impact from lights much dimmer than those proposed for the sports fields (De Molenaar et al. 2006). The streetlights in De Molenaar et al.'s study created a maximum illumination of 20 lux (1.8 footcandles; compared with 30 footcandles on the practice field on the proposed parking garage). The adverse effects of these lights (decreased density of Black-tailed Godwit nests) were experienced up to 300m (984ft) from these lights, extending into areas with negligible increased illumination. The adverse impact, therefore, results from the light being visible, rather than the amount of light incident on the sensitive receptor.

Luminance also presumably is the mechanism that attracts birds and insects to lights. Many families of insects are attracted to lights, including moths, lacewings, beetles, bugs, caddisflies, crane flies, midges, hoverflies, wasps, and bush crickets (Sustek 1999, Kolligs 2000, Eisenbeis 2006, Frank 2006). The metal halide lamps that would most likely be installed would generate significant emissions in the ultraviolet (UV) spectrum, which would make them very attractive to insects (Eisenbeis 2006, Frank 2006, Eisenbeis and Eick 20 II, van Langevelde et al. 20 II, Barghini and de Medeiros 2012). The lights from the proposed project will act like a "vacuum cleaner," sucking insects out of the adjacent natural open space (Eisenbeis 2006, Eisenbeis and Hanel 2009, Eisenbeis and Eick 2011). Insects attracted to lights are subject to increased predation from a variety of predators, including bats, birds, skunks, toads, and spiders (Blake et

al. 1994, Frank 2006). Even streetlights significantly alter insect communities around them (Davies et al. 2012, Meyer and Sullivan 2013), let alone sports fields that are lit orders of magnitude brighter.

The main argument in the project proposal and environmental assessment is that all of that light will be directed downward and consequently will not affect the surroundings. This characterization is not accurate. The DEIR neglects to properly account for scattering and reflection of light, the effects of which are readily observable at the other lighted sports field already in operation on the school site.

D-168 Response

Please refer to **MR-4** regarding the use of focused LED lights on the practice field, 0.0 fc of spillover onto adjacent hillside areas, and the limitations on use of field lights after 8 p.m., weekends, and holidays that occur on a weekday and **MR-6** regarding impacts to biological resources. The DEIR does not conclude that the lights will have no effect on the biological resources in the vicinity. The DEIR and the RDEIR conclude that if the described mitigation measures are implemented, the effect of lighting would not be very different from the existing conditions in the surrounding community and, therefore, that the Project would not create a significant negative light impact. As stated in Appendix D.4 of the RDEIR, the lighting analysis acknowledges that indirect lighting, that is the glow from the Project lighting, would be visible from much of the surrounding area. Given the suburban nature of the Development Site, it is nonetheless expected that wildlife in the area are accustomed to the glow of city lights and would not be significantly impacted by the additional lighting. Currently there is ambient exterior lighting from the Campus as well as vehicular traffic and streetlights. Even if some of the nocturnal wildlife remaining on or near the Development Site is adversely affected by the lights on the practice field, the impact would not be significant based on the limited spillover of lighting, the restricted hours of lighting (up to 8:00 p.m. on weekdays only), and the small area that would be affected. Using the lighting technology analyzed in the RDEIR, there would be no spillover lighting or direct glare on adjacent open space (refer to Figure 3.1-30 of the RDEIR). It is also the case that the extensive additional landscaping to be placed on the Development Site, for protected tree removal mitigation or otherwise, including the placement of healthy, foliated trees, will help to diffuse the impact of the glow that emanates from the practice field at the ground level of undeveloped areas on the Development Site. Light sources located within the Parking Structure, in addition to being motion-activated and utilizing shields, would be primarily below grade and further shielded by the soil nail retaining walls as a result of the Development Site's bowl-shaped topography. For example, the DEIR and RDEIR state that the top slab of the Parking Structure would be approximately 44 feet 6 inches in height (DEIR page 2-18 and RDEIR page 2-22), meaning that interior lights would be, at most, at 44 feet 6 inches. By comparison, the west soil nail retaining wall ranges in height from 52 to 90 feet (RDEIR page 3.1-25), 8 to 45 feet higher than the interior lights and finished with a natural-colored, non-reflective surface. The north soil nail retaining wall ranges in height from 46 to 62 feet (RDEIR page 3.1-25), also higher than the interior lights across its entire length. The south soil nail retaining wall ranges in height from 18 to 58 feet, higher than the interior lights across half of its length.

D-169 Comment

Reflectivity of Turf.

The angle that light shines on a surface affects the amount of light that is reflected by that surface. Research on the reflectivity of artificial turf within the visual spectrum of light (390-700 nm) is not readily available, so for the purpose of analysis, we assume that artificial turf has similar properties to and is at least as reflective as natural turf. When light shines straight down on turf, roughly 55% of the light is reflected back upward. When the light is at a 60° angle, as little as 12% of the light is reflected upward. The average amount of light reflected upward from light shining on turf at angles of 60-90° is 20-25% (from figures produced by Dr. C. Baddiley, scientific advisor to the British Astronomical Association Campaign for Dark Skies). Although the DEIR calls this "diffuse reflection" and asserts that it does not

create direct glare, such reflection does create light spillover and glare conditions around the project site that will be bright enough to affect the behavior, orientation, and circadian rhythms of wildlife species.

D-169 Response

Lighting impacts were re-analyzed in Appendix I of the RDEIR to account for the use of LED fixtures which are superior to the metal halide lamping that was analyzed in the DEIR. In addition to evaluating the spillover impact, and determining that there would be none, Appendix I, analyzed the glare as light from the practice field lights reflect off the practice field which will be covered with artificial grass. See the discussion and calculations on page LD-16 of Appendix I, which conclude that, based off the observed low reflectance and the diffuse nature of the artificial grass, there would be no significant glare as a result of the proposed artificial grass practice field.

D-170 Comment

Light Scattering by Aerosols.

Light is scattered by aerosols in the air. These can be dust, pollen, or droplets of water. The DEIR fails to account for the scattering of light from fog and clouds or other aerosols that will take place in the space between the lamps and the ground, or the exacerbating effect of fog and clouds on the light that is reflected from the turf itself.

Fog is extremely efficient at reflecting light and recent research has shown that foggy conditions result in a sixfold increase in night sky brightness (a measure of light pollution) (Sciezor et al. 2012). Furthermore, clouds reflect light downward, so even if it were only cloudy (and not also foggy), the light reflected downward would be substantially greater than that under a clear sky (Kyba et al. 2011, Sciezor et al. 2012). The environmental documentation for the project does not account for either scattering of light by fog or reflection by clouds.

Light Scattering by Air.

An assessment of light pollution from the proposed sports field lighting should also consider scattering from molecules in the air, which is known as Rayleigh scattering. This type of scattering increases with shorter wavelengths of light. It is for this reason that full-spectrum lamps (such as metal halide and LED lamps) will cause 10-20% more light pollution than high pressure sodium lamps of the same luminous output (Bierman 2012).

D-170 Response

An increase or decrease in light intensity can be caused by airborne pollutants that scatter and/or absorb light. Particulates, depending on their nature, can scatter light or both scatter and absorb light. For example, nitrogen dioxide (NO₂) absorbs light of all wavelengths in the visible spectrum but it is a stronger absorber at the blue end of the spectrum³. Particles can scatter light through diffraction and/or refraction, and light can be scattered either uniformly in all directions or preferentially in the direction of the incident light⁴. The amount of light extinction (the sum of the light scattering and light absorbing properties of compounds) is proportional to the mass concentration of the pollutants.

The effect that light extinction creates is dependent on many factors, including the brightness of the source, atmospheric conditions (humidity, etc.), the size of the particulate pollutants, the source-observer geometry, and others. Given typical daily air pollutant levels in the San Fernando Valley basin and the finding that the Project's operation would not significantly increase localized air pollutants (refer to

³ <https://www3.epa.gov/ttn/scram/userg/screen/WB4PlumeVisualOCR.pdf> page 8

⁴ http://webcam.srs.fs.fed.us/impacts/visibility/intro_to_visibility.pdf pages 7 and 8

RDEIR page 3.2-32 and **Response to Comment C-17**), the effect that local concentrations of air pollutants might have with respect to the appearance of the Project's lighting is expected to be negligible.

Fog and haze caused by suspended water droplets in the atmosphere can also result in the scattering of light, such as the Project's LED lighting, but do not increase direct lighting glare impacts. Further, through implementation of Project Design Feature PDF-AES-4 as modified in FEIR Chapter 4, Corrections and Additions, any changes in lighting "glow" resulting from light scattering would be limited to weekdays up until 8:00 p.m. (excluding holidays that occur on a weekday), and only during the times of the year when ambient light conditions are insufficient and use of the lights is warranted (e.g., lights would not be necessary for much of May, June, July, and August).

Regarding the commenter's comparison of LED lamps to high pressure sodium lamps, high pressure sodium lamps are good candidates when broad, dispersed illumination is desired, such as on streets. They are not typically used for sports field lighting, especially since recent improvements to LEDs. Reasons for such include:

1. High pressure sodium lights are omni-directional, requiring the use of shields, large reflectors or mirrors, or other means of controlling and limiting the spread of light, as compared to LEDs which typically emit light across 180 degrees.
2. The color rendering index for high pressure sodium lights (the light's ability to reveal the true color of an object as compared to natural light) is significantly lower than LEDs. In a sports context, colors that are less distinct or are not consistent with an object's true color hinder a player's ability to discern shapes and objects, producing a slower reaction time and potentially jeopardizing player safety.
3. High pressure sodium lights emit heat when in use, representing a lower energy efficiency as compared to LEDs. The emission of heat, combined with the reflectors' inefficiencies, can be substantial.
4. Power interruptions to high pressure sodium lights require the lamps to cool down before they can be re-ignited, reducing their value during emergency situations.
5. The lamp life of a high pressure sodium light source is approximately half that of LEDs

D-171 Comment

Lighting Assessment Does Not Measure Light at Biologically Relevant Levels.

The figures for the lighting assessment (e.g., DEIR, Appendix I) were prepared from the perspective of a lighting designer and measure only the direct illumination from the fixtures in question. They do not incorporate light scattering or reflection, which, as discussed above, can be significant. Furthermore, the figures are prepared in footcandles with a resolution of 0.1 footcandles. This information is inadequate because many animals respond to far lower illumination levels than the 0.1 footcandles provided in the maps. Light from a full moon is at most 0.03 footcandles. Therefore locations identified as 0.1 footcandles on the applicant's lighting plan would be subjected to illumination more than three times greater than that of a full moon, and that does not even take into account scattering and reflection of light. Because many species exhibit lunar cycles in behavior, the illuminations of the full moon, half moon, and new moon are biologically relevant. Experimental studies have shown animal behavior linked to illumination levels several orders of magnitude below 0.1 footcandles (Rich and Longcore 2006).

A proper analysis of the impacts of the sports field lighting would include legitimate depictions of the conditions during fog, low cloud cover, and clear sky conditions. As provided, only clear sky conditions are analyzed.

D-171 Response

Please refer to **Response to Comment D-168** regarding light impacts. The RDEIR contains a new analysis of the lights to be used on the practice field. Figure 3.1-30 of the RDEIR shows that the spillover light on open space areas will be 0.0 fc. Therefore, the low levels of footcandles which the commenter states could cause adverse impacts would not be reached using the improved technology of LED fixtures rather than the metal halide lamping studied in the DEIR.

D-172 Comment

Lighting Impact Analysis Does Not Consider Natural Areas to Be Sensitive Receptors.

The entire lighting analysis centers on impacts to residences surrounding the project site. Because of this focus, the lighting documentation does not provide the information necessary to evaluate the impacts on natural habitats that would be found directly adjacent to the project site. Were this analysis to be done, it would certainly show that these habitats would be severely degraded by night lighting during those times when the sports field lights are on. Even though the DEIR claims that impacts from lighting will be less than significant (DEIR, p. 3.3-20), this claim is based on a flawed lighting analysis that does not even map levels of light that are biologically relevant (i.e., minimum unit is 0.1 footcandles, while wildlife species are sensitive to light as dim as 0.00001 footcandles) and does not take into account luminance as an adverse impact as is well-documented in the scientific literature.

D-172 Response

Please refer to **Responses to Comments D-168 and D-171** regarding light impacts on biological resources. As analyzed in the RDEIR Chapter 3.1 and Appendix I, there would be no spillover and glare to Open Space; that is, the spillover would be 0.0 fc. Nonetheless, the DEIR and the RDEIR do not ignore the impact of light and glare on open space habitats; the Aesthetics Chapter 3.1 and the Biological Resources Chapter 3.3, both analyze lighting impacts to the wildlife habitat in the open space on the Development Site and adjacent to the Development Site.

D-173 Comment

Spectrum of Lights Proposed Increases Biological Impacts.

The environmental analysis for the project does not incorporate any of the voluminous research that shows the differential effects of different wavelengths of light on biological systems (see reviews in Rich and Longcore 2006, Gaston et al. 2012). Neither the aesthetics analysis nor the biological resources analysis takes into account the wavelengths of light that would be produced by the proposed project. This light, which would be produced by the metal halide lamps typically used by Musco (the firm providing the field lighting system), would be much "whiter" than existing lights in the vicinity of the project. As a typical sports field installation, the color temperature of the lights proposed for the project would be 5,000-8,000 K, which is a very "cold" blue light. By contrast, incandescent bulbs produce much "warmer" light that does not have emissions in the shorter wavelengths (blue, violet, and ultraviolet) that are present in light from metal halide lamps. A high color temperature appears whiter while a low color temperature appears yellower.

The conclusion from a number of studies on humans and wildlife is that whiter light (that is, full spectrum light with blue and violet light included) has more adverse impacts (Pauley 2004, Rich and Longcore 2006, van Langevelde et al. 2011, Gaston et al. 2012, Stone et al. 2012).

The blue-heavy spectral character of the metal halide lamps has the potential to affect human health because blue light gives a physiological signal to humans (and other organisms) that it is daytime, disrupting circadian rhythms (Pauley 2004). The wavelengths of light that we see as blue are 500 nanometers (nm) and shorter. Light of these wavelengths, when sufficiently bright, suppresses the

production of the hormone melatonin in humans and other animals. This can occur at levels previously thought to be too dim to have any effect (< 1 lux, while a streetlight illuminates to 15-100 lux) (Brainard et al. 2001). For humans, melatonin provides many health benefits, including playing a role in preventing breast and prostate cancer (Davis et al. 2001). Scientists have shown that regions of the world with high levels of outdoor lighting have higher breast and prostate cancer rates. For example, studies have shown:

1. Breast cancer tumors that are grafted onto rats grow much faster when nourished by blood from women exposed to light at night (i.e., low melatonin) than do tumors nourished by blood taken from women who were in darkness before the blood draw (i.e., high melatonin) (Blask et al. 2005);
2. Women who report having more light in their bedrooms are at significantly greater risk of breast cancer than women who report that their bedrooms are dark (Kloog et al. 2011);
3. Globally, breast cancer risk in countries with the brightest outdoor lighting is 30--50% greater than countries with the lowest outdoor lighting, even when accounting for other demographic differences (Kloog et al. 2010);
4. Within a country (Israel), the level of outdoor lighting was significantly associated with breast cancer risk after all other demographic and ethnic variables were controlled (Kloog et al. 2008); and
5. Risk of prostate cancer was found to be significantly greater for men living in areas of the world that have the most outdoor lighting, when all other factors were controlled (Kloog et al. 2009).

Exposure to light at night and associated sleep disruptions, which can be caused by bright streetlights outside houses and apartments, is also associated with depression, insomnia, mood disruptions, weight gain, and metabolic disruption (Chepesiuk 2009, Fonken and Nelson 2011).

In sum, the DEIR and its technical reports make no reference to any of the scientific literature surrounding the adverse biological or ecological impacts of artificial night lighting, leaving the conclusions drawn about these topics without any evidence. The light produced by the sports field would cause light pollution. Indeed, sports fields are the second biggest contributor to light pollution in cities, after commercial districts, and contribute far more to light pollution relative to their area than any other feature (Luginbuhl et al. 2009). This amount of light will significantly degrade the usefulness of the surrounding area, which includes protected lands and parks, as habitat for wildlife, in addition to causing a significant aesthetic impact.

D-173 Response

Please refer to **MR-3** regarding the lighting restriction on the practice field and other distinctions between the practice field and a field with night and weekend games (such as the Ted Slavin field on the Campus) and **MR-4** regarding aesthetics, including light and glare. The impact of Project lighting on biological resources and nearby residences was determined to be less than significant as a result of:

- Practice field lights would not be necessary at times of the year when the sun sets on or after 8:00 pm.
- At other times of the year, practice field lights must be turned off no later than 8:00 pm.
- Practice field lights would not be permitted on Saturdays, Sundays, and holidays that fall on a weekday.

- There would be 0.0 footcandles of spillover onto adjacent residences.
- There are six residences adjacent to the Development Site, of which one would not have a direct view of the practice field lights due to an intervening hillside and the others are located at higher elevations than the lights.
- The closest adjacent residence is almost two hundred feet from the practice field lights, exceeding the distance from the existing Ted Slavin field lights to adjacent residences.

D-174 Comment

Noise.

Noise has adverse impacts on wildlife, but this impact is not discussed in any detail. The noise analysis in the DEIR is geared only to human receptors and does not enumerate or describe the impacts to wildlife from increased noise, both from construction and from operations of the new sports field. A significant scientific literature can be found to document that noise has a range of adverse impacts on wildlife (see e.g., Slabbekoorn and Ripmeester 2008), including interference with communication of songbirds, distraction of prey species (making them more susceptible to predation), and a whole range of other adverse impacts (Chan et al. 2010, Laiolo 2010). The DEIR does not contain any analysis that would support the assertion that these impacts would be reduced to a less than significant level through limiting noise to daytime hours.

Excess noise results in a series of adverse health effects in humans, including increased blood pressure and associated risk of cardiovascular disease, hypertension, stress, sleep disruption, and other adverse effects (Ohrstrom et al. 2006, Goines and Hagler 2007, Bodin et al. 2009). Some of these effects are reversible after the noise stops, but some are not; noise exposure can cause a permanent increase in risk of cardiovascular disease (see references in Goines and Hagler 2007). The DEIR neither acknowledges that a significant medical literature exists that could be used to describe the health impacts of noise, nor uses it in determining whether the impacts of the proposed project could be mitigated.

D-174 Response

Please refer to **Response to Comment D-31** regarding impacts to biological resources. The DEIR and RDEIR both discuss the impacts of noise on wildlife. Both conclude that construction would disturb all wildlife in the vicinity. As stated in the RDEIR at page 3.3-20, the immediate impact of the Project would be that construction noise would disturb all wildlife in the vicinity and that some wildlife with low mobility would probably be eliminated by site preparation. However, upon the completion of construction, some wildlife is expected to return to the remaining natural habitat on the Development Site and others to relocate to adjacent undeveloped land. The Development Site is located at the east edge of the northern end of a finger or peninsula of open space within surrounding suburban development. The Development Site is located along Coldwater Canyon Avenue, a heavily traveled roadway. It is also surrounded by residential development and a school. The existing ambient noise levels on the Development Site reflect these adjacent uses. Additional operational noise introduced by the Project may somewhat alter the behavior of some wildlife species that may utilize the Development Site; however, any wildlife using the Development Site is already acclimated to the suburban environment and the adjacent roadway and, therefore, alterations in wildlife behavior based on noise will be less than significant. (See RDEIR, page 3.3-22 and Appendix D.4.)

As for the noise impact on humans, the DEIR and RDEIR do analyze such impacts stating that the effects of noise, in general, can range from annoyance to hearing loss and psychological impacts. Understanding that noise impacts can have health impacts on humans, the City has established significance thresholds for construction noise, operational noise and vibrations (See the *L.A. CEQA Thresholds Guide*, DEIR page 3.7-8 and RDEIR page 3.7-9.) Both the DEIR and the RDEIR contain extensive discussion of the audible

noise impacts and vibration impacts including measurements of ambient noise levels and calculation of Project noise levels, as well as the impact of both noise and vibration on sensitive receptors. Neither document ignores the health impacts of noise on humans. Specific mention of medical literature that discusses noise impacts on humans would neither alter the CEQA analysis nor add to the discussion of the topic in the DEIR or RDEIR. (See also **Responses to Comment D-82, D-83, and D-156** regarding the Project noise impacts from all sources and **Response to Comment D-172** regarding the definition of sensitive receptors in the CEQA context.) As shown in the noise analysis in the DEIR and RDEIR, Chapter 3.7, and Appendix F.1 Noise Monitoring which contains the noise level calculations, since the increase in operational noise levels above ambient over a 24-hour day would be approximately 3 dBA, well below the *L.A. CEQA Threshold Guide* level of significance of 5 dBA, operational noise impacts will be less than significant and additional studies are not required. (See DEIR at pages 3.7-18 and 3.7-21 and RDEIR at pages 3.7-21 and 3.7-24.) However, the DEIR and RDEIR do conclude that there will be temporary but significant and unavoidable construction noise levels (RDEIR page 3.7-24). In order to minimize the potentially significant construction noise impacts, the DEIR and RDEIR include Regulatory Compliance Measures RC-N-1 to RC-N-3 and Mitigation Measures MM-N-1 through MM-N-9. Nonetheless, even with mitigation some construction noise levels will still be above the 5dBA level and, therefore, the Project would result in significant and avoidable construction noise impacts. Thus, the DEIR and RDEIR adequately address the noise impacts of the Project. Please also refer to **MR-2** for a discussion of the conservative manner in which the noise analysis was prepared.

D-175 Comment

Mitigation Measures Are Inadequate to Offset Significant Impacts
Regulatory Compliance

The DEIR proposes that the City of Los Angeles Protected Tree Ordinance can be satisfied by mitigating the loss of 12 Coast Live Oaks and 117 California Walnuts by planting at a 4:1 mitigation ratio on site. Even a cursory investigation of the project site confirms that the area remaining on the project site is inadequate to plant 516 trees, except at densities that would be ecologically and arboriculturally inappropriate.

To illustrate that the mitigation site does not have enough room to implement the tree planting program, we placed circles representing the typical tree canopy of a California Walnut or Coast Live Oak on the conceptual mitigation planting plan. This plan, which does not show specific locations for trees, indicates the canopies of existing trees that are to remain on the project site. Upon inspection, it quickly becomes evident why the planting plan does not indicate the specific location of the trees to be planted: they would have to be planted too close to each other, which would be immediately noticeable upon inspection by any informed observer. We assumed that mature tree canopies would be 40 feet across, which is consistent with the sizes of the mature trees currently on the site. Setting aside all limitations of the site in terms of slope, soils, aspect, and ecological appropriateness, the areas designated as planting areas can only fit at most 55 additional trees at maturity. To do even this would be ecologically inappropriate, because the distribution of the species on the site should be taken into account. For example, the slopes facing north should be treed, while those facing south probably should not.

D-175 Response

Please refer to **Response to Comment D-154** regarding sufficiency of space for mitigation trees. Additionally, off-site acquisition of woodland habitat in the local area may be considered by the Applicant in-lieu of, or in conjunction with, the available mitigation options on-site.

D-176 Comment

Furthermore the protected tree mitigation is proposed out of kind (Scrub Oak, Western Sycamores, and Mexican Elderberries for Coast Live Oaks and California Walnuts). We disagree strongly with this approach for several reasons. First, the DEIR proposed to remove 117 California Walnut trees but not to replace any of them because of the presence of thousand cankers disease on the site. As documented above, thousand cankers disease is not as damaging to California Walnut as to Black Walnut and this drastic measure is not necessary. The DEIR presents no evidence documenting the fatality rate for California Walnuts that would support this extreme decision. By failing to replace California Walnuts in kind, the ecological impacts will not be mitigated, because the habitat type will be changed entirely (Longcore et al. 2000). Second, the proposed inclusion of Western Sycamores is completely inappropriate relative to the water availability on the site. This species requires more water than is available at this location on a hillslope and the specimens will only survive if given supplemental water, which itself would have significant adverse impacts on biological resources. Third, the density of Mexican Elderberry that is implied by the planting plan is completely inappropriate from an ecological perspective. This species simply does not occur naturally on the landscape in extensive monocultures as would be necessary to achieve the mitigation density proposed in the DEIR. Finally, to plant the remaining 2.19 acres of habitat on the project site at the density necessary for this mitigation measure would cause adverse impacts on the habitat already existing. The disturbance of planting would have adverse impacts on the understory plants existing there; any water used for plantings would have adverse impacts on existing trees and native invertebrate communities; and the access and maintenance activity would disturb wildlife.

Compliance with the plantings necessary for the Protected Tree Ordinance cannot be achieved within boundaries of the project site as is proposed and to do so would itself cause significant adverse impacts. The project proponents apparently have not engaged the services of a qualified restoration ecologist, who would have noticed this significant flaw in the tree mitigation scheme.

D-176 Response

Replacement tree species to be used to mitigate the loss of impacted Protected Trees would be identified in concert with and subject to the approval of the City's Forester (DEIR page 3.3-22, RDEIR page 3.3-24). Based upon direction from the Urban Forestry Division, Regulatory Compliance Measure RC-BIO-1 (now renumbered as MM-BIO-8) has been modified to require that all protected trees removed as part of the Project be replaced by the same species, including black walnuts. RC-BIO-1 has also been modified to require that all trees be monitored for a minimum of three years, with additional monitoring to be "determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland" (refer to FEIR Chapter 4, Corrections and Additions, for these updates to RC-BIO-1 and for the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8). Given the potential for additional monitoring, at the City's sole discretion, and the requirement that any replacement trees that fail during the monitoring period be replaced with new trees with a new three-year cycle of monitoring (RC-BIO-1, 2.z, now MM-BIO-8, 2.z), the mitigation plan for removal of protected tree species is appropriate and adequate.

A protected tree and landscaping plan has been included as FEIR Appendix D.5. The plan depicts all replacement oak and walnut trees being placed on the Development Site. Additional tree species are also envisioned and include the use of Canary Island and Eldarica pines, and native tree species such as Toyon, Mountain Mahogany, and Hollyleaf Cherry which are already present in other areas of the Campus and throughout Coldwater Canyon. Regarding irrigation of the Development Site, the tree replacement plan specifies the use of drip irrigation, to be placed every twelve inches along the canopy drip line and maintained for a minimum of three years. In contrast to broadcast methods of irrigation, drip irrigation tubing results in less disturbance to the landscape during installation, provides a more focused and efficient

use of water, and is unlikely to affect wildlife.

Refer to **Response to Comment D-154** regarding the planting of replacement trees and **Responses to Comments D-34 and D-160**, and Appendix D.4 and D.3 regarding the qualifications of the biological resources experts.

D-177 Comment

Project Design Feature.

The "Project Design Feature" PDF-BIO-I states that by allowing 2.19 acres of the project site to remain it will "function as a component of the natural ecology of the area except in the immediate vicinity of the new development." Although the DEIR does not claim that this offsets any particular impact, it should not even be listed as a mitigation measure. First, the site will be subject to significant disturbance by implementation of program to plant and maintain 516 new trees in this area. Second, the remaining natural habitat will be subject to significant light and noise pollution from the proposed parking garage. Third, the remaining natural habitat will be subject to significant light and noise pollution from the proposed sports field. Although the remaining habitat would still provide some natural values, it would be turned into a tree farm, albeit a native tree farm, with little accounting for the natural distribution of native trees on the landscape and cumulatively would provide less natural habitat than before the project.

D-177 Response

As noted in the comment, the measure referenced is not listed as a mitigation measure, it is listed as a Project Design Feature. Please refer to **MR-6** and **Response to Comment D-25** regarding the condition of the Development Site, **Responses to Comments D-168 and D-172** regarding minimal light incursion onto the open space in the Development Site, and **Response to Comment D-174** regarding operational noise impacts from the practice field. See also Mitigation Measures MM-N-1 through MM-N-9 for construction noise mitigation and Mitigation Measure MM-BIO-1 regarding plantings to be used in the 2.29 acres of the Development Site that is to remain in native vegetation. As stated in MM-BIO-1, the planting plan shall be developed by a qualified biologist in coordination with the City's Urban Forester and the Fire Department. Project Design Feature PDF-BIO-1, in conjunction with Mitigation Measures MM-BIO-1, MM-BIO-3 (regarding invasive species), MM-BIO-4 and MM-AES-2 through MM-AES-9 (regarding lighting) and Regulatory Compliance Measure RC-BIO-1 (regarding replacement trees), would ensure that the 2.29 acres function as a component of the natural ecology of the area with minimal impact from the new development. As described in RDEIR Appendix D.3 (Native Tree Report 2015 Update) and Regulatory Compliance Measure RC-BIO-1 (please see Chapter 4, Corrections and Additions, of this FEIR regarding the protected tree zone and for the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8), disturbance to the areas that would remain undeveloped is to be minimized by requiring that no construction equipment storage take place in the protected tree zone and that all work be accomplished with hand tools or an air spade. The commenter's opinion on the natural value of the compliance with replacement tree regulatory requirements will be forwarded to the decisionmakers for their consideration in taking action on the Project.

D-178 Comment

Mitigation Measures

MM-BIO-1 consists of several parts.

1. Fences to protect habitat during construction. This measure seems reasonable, but is not linked with any particular impact described in the DEIR.

2. Development of a plan for the 2.19 acres of habitat to remain on site with goal of enhancing it for wildlife. Unfortunately this will be made impossible by the dense planting that would be required to mitigate the loss of protected tree species on site.

D-178 Response

Some mitigation measures are presented that do not directly correlate to potentially significant impacts, but are proposed to reduce or eliminate potential impacts that may be less than significant at the outset. For example, as stated in the comment, MM-BIO-1 requiring temporary fences is intended to ensure that direct impact to habitats are limited even when the impact is identified as less than significant. Similarly, even though the analysis shows that the impact to the Plummer's mariposa lily would be less than significant due to the small area of disturbance, in order to prevent or lessen the less than significant impact, MM-BIO-5 requires a survey for the Plummer's mariposa lily to be conducted during the May through July flowering period for the species and to relocate any Plummer's mariposa lilies located during the survey. Please refer to **Response to Comment D-177** regarding the viability of replacement tree planting.

D-179 Comment

Salvage of seeds from trees removed on site. This measure does not reduce any identified impact and obscures the utter failure to recognize that California Walnut Woodland is a sensitive habitat type, the loss of which must be mitigated by means other than the proposed tree-planting scheme (e.g., through off-site acquisition of mitigation lands).

D-179 Response

Salvage of seeds from trees on a site (MM-BIO-1) is a common mitigation measure and is only one part of the regulatory compliance and mitigation strategy. In fact, **Comment A-8** from the Department of Fish and Wildlife indicates that "[a]ll seed and shrub sources used for tree and understory species in the mitigation planting should be collected or grown from on-site sources or from adjacent areas and should not be purchased from a supplier." Regarding the Walnut Woodland as a sensitive habitat please see **Responses to Comments D-164 and D-165**.

D-180 Comment

Specifies that no material will be removed from "laurel sumac, elderberry, oak, toyon, walnut, and sugar bush" during fuel modification. This is highly unlikely to be able to be implemented because it is at the discretion of the City of Los Angeles Fire Department. Laurel Sumac and Sugar Bush are almost always trimmed during fuel modification activities. It is improper to assume that the project proponents will be able to keep the site free from the influences of fuel modification requirements.

D-180 Response

The Project's Tree Replacement Plan, included in this FEIR as Appendix D.5 (refer to Chapter 4.0, Corrections and Additions), is in compliance with Los Angeles Fire Department requirements, including those relating to fuel modification zones. In addition, the LAFD fire clearance requirements exempt native trees from clearance requirements. The DEIR and the RDEIR clearly state that those species are native trees by specifically listing those species in Mitigation Measure MM-BIO-1 and requires the presence of a biologist during brush clearance activities in order to ensure no live material is removed.

D-181 Comment

Posting signs to discourage trespassing on the native habitat area. This seems like a good idea but does not mitigate any identified impact in the DEIR.

D-181 Response

Please refer to **Response to Comment D-178** regarding mitigation of less than significant impacts.

D-182 Comment

MM-BIO-2 specifies construction of a fence to keep wildlife from falling down over the retaining walls. Such protection from a steep drop-off would be important, but does not mitigate for any identified impact in the DEIR. Animals plunging to their deaths over the retaining walls should be disclosed in the biological resources impact assessment. The aesthetic impacts of this fence should be disclosed and it should be included in all of the diagrams and rendering of the project site, including in the project description.

D-182 Response

Please refer to **Response to Comment D-178** regarding mitigation of less than significant impacts. Moreover, since Mitigation Measure MM-BIO-2 will eliminate the risk of animals injuring themselves as a result of the Project, there is no need for additional discussion of the potential for injury or death. All matters related to the thresholds of significance as required by CEQA and the *L.A. CEQA Thresholds Guide* were discussed in Chapter 3.3 of the DEIR and RDEIR. As for discussion of the fence in the Aesthetics Chapter of the DEIR and RDEIR, please see Mitigation Measure MM-AES-9 in the RDEIR which includes aesthetic mitigation for the same fence.

D-183 Comment

MM-BIO-3 prohibits use of invasive exotic plant species on the site. Although invasive exotic plant species are more problematic than noninvasive exotic species, the entire planting plan could be native species. Given that the project will result in a significant decrease in native habitat, every opportunity should be taken to use native grasses, annuals, and shrubs on the site.

D-183 Response

The mitigation measure prohibiting the use of nonnative invasive plant species is a direct correlation to the identified potential impact of the use of invasive nonnative species in landscaping. The DEIR and RDEIR encourages the use of native plants in the landscaping of the Development Site. See, for example, RDEIR page 3.1-27, as well as DEIR page 3.3-25 and RDEIR page 3.3-28 which specifically state that Mitigation Measure MM-BIO-3 is intended to reduce the impact of exotic ornamental landscaping on local habitats and native wildlife by encouraging the use of native landscaping, prohibiting the use of any species found on the CalEPPC List, and requiring the removal of any volunteer species on that List and Project Design Feature PDF-AES-1 which states that the plant palette shall include extensive use of native vegetation.

D-184 Comment

MM-BIO-4 gives limits on lighting as follows:

Shielded directional lighting, including, as appropriate, internal silvering of the globe or external opaque reflectors to direct light away from natural areas, and motion sensing technology that cause lights to only be on when required by the presence of people. All lighting adjacent to natural areas shall be low luminescence, directed downwards or towards the structure and shall include shielding to the extent necessary to prevent direct artificial illumination of natural areas and to protect nocturnal biological resources, as determined to be appropriate by a qualified biologist.

This mitigation measure is far too vague to assess (e.g., what is "low luminescence"?) but if the rest of the impact assessment is a guide, it will not be adequate to reduce impacts from lighting to a less than significant level. Will all of the lights inside the parking garage - the light from which would be visible from outside the parking garage- be extinguished at night? At what time? The DEIR does not provide an

evaluation of lighting impacts at biologically relevant levels (e.g., 0.01-0.001 lux [0.001-0.0001 footcandles]) and major impacts of artificial night lighting on wildlife are not even discussed in the DEIR. It is not therefore credible to assert that the project proponents have the expertise available to "protect nocturnal biological resources."

D-184 Response

Please refer to **Responses to Comments D-168, D-172 and D-173** regarding lighting impacts. As stated in those responses, the lighting analysis was updated in the RDEIR to calculate the lighting impacts of newer LED technology and both the DEIR and RDEIR analyze the impacts of night lights on wildlife (DEIR page 3.3-20 and RDEIR page 3.3-21). The analysis in Chapters 3.1 and 3.3 of the RDEIR and the Mitigation Measures requiring use of the new technology with visors or shields, assures that the light and glare impacts are below any threshold of significance since there will be 0.0 fc of light on the open space areas from the combined use of the Parking Structure (parking and practice field). (See RDEIR commencing at page 3.1-32, Figure 3.1-30 and Appendix I) Mitigation Measure MM-BIO-4 has been further modified to require that exterior light fixtures (excluding the practice field lights) and lights on the pedestrian bridge be focusable downlights that are installed as handrail undermounts or pedestrian-level bollards, and that luminaires use a color temperature of no more than 2700K. Parking Structure interior lighting shall adhere to Illuminating Engineering Society standards. Please refer to Chapter 4, Corrections and Additions, of this FEIR. Accordingly, Mitigation Measure MM-BIO-4, in conjunction with Regulatory Compliance Measure RC-AES-3, Project Design Features PDF-AES-4 and PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-9 address the mitigation required for potential lighting impacts with adequate specificity to ensure that operational light and glare impacts would be less than significant.

D-185 Comment

MM-BIO-5 directs the project proponent to conduct surveys for Plummer's Mariposa Lily before construction and to relocate any individuals found. This mitigation measure is only made necessary by the inadequate surveys conducted for the project. The project proponents should already know if Plummer's Mariposa Lily is present on site and have an actual (not speculative) plan to mitigate for any impacts.

D-185 Response

The surveys conducted for the Project identified the limited potential for the occurrence of the Plummer's mariposa lily although none were seen during the survey (see DEIR and RDEIR Table 3.3.2, as well as the lily's absence from the Floral and Faunal Compendia, RDEIR Appendix D.1a). Please also refer to **Responses to Comments D-28 and D-40** regarding the Plummer's Mariposa Lily.

D-186 Comment

MM-BIO-6 proposes to "salvage" wildlife from the site before construction by relocating it to "one of the local designated open space preserves." It is illegal to relocate wildlife under California Fish and Game law. This constitutes harassment of birds and mammals under Section 551.1 of the California Fish and Game Code. The project proponent should provide proof of permits to relocate wildlife in this manner. Relocation of birds would also violate the Migratory Bird Treaty Act.

It is not a generally accepted mitigation measure to relocate native wildlife. Relocation is usually acceptable because of the interactions between animals at the recipient site. California Meadow Vole provides an example of a small mammal species that could potentially be relocated under such an unwise scheme. Male California Meadow Voles maintain territories and are aggressive to interlopers, which is especially true during breeding (Ostfeld 1985a, Ostfeld 1985b). Female voles are aggressive toward unfamiliar females (Ostfeld 1986). As a result, relocation is a wholly inappropriate mitigation measure.

Any recipient site for relocated individuals would have to already be unoccupied by the species (to avoid intraspecific interactions), and the density of the relocated individuals could not exceed the capacity of the habitat to support them. The DEIR provides no information about what species would be relocated, where (exactly) they would be relocated, how such relocations would comply with state and federal law, and what the status of the species at the recipient site would be at the time of relocation to avoid adverse interaction. Consequently, relocation should not be accepted as a mitigation measure.

Furthermore, it is not likely that any of the surrounding "open space preserves" will want to accept wildlife salvaged from the site. The project proponents should disclose what wildlife they intend to release where and show permission of both the landowners and the California Department of Fish and Wildlife for doing so. Even then, this mitigation measure does not actually offset adverse impacts to wildlife, because the habitat for them is still lost.

D-186 Response

While acknowledging that the salvage of low mobility wildlife could result in intraspecific competition between relocated wildlife and resident wildlife in the relocation areas, wildlife salvage mitigation has been a standard requirement of CDFW in the region as a component of Streambed Alteration Agreements (SAAs) and other project approvals (although note that the Project would not require an SAA as there are no jurisdictional waters on the Development Site). The comment letter from CDFW requests an expanded salvage program over what was originally proposed in the DEIR. Because the area is suburban and bisected by several roads, and local small wildlife is subject to depredation by local pets, it is likely that the area is somewhat depauperate and will be enhanced by the introduction of any salvaged wildlife. In general the numbers of salvaged animals are quite small and the impact, positive or negative, would be minimal.

D-187 Comment

BIO-MM-7 limits vegetation removal to the period September 1 to February 15 to avoid disruption of breeding birds. The DEIR does not provide any information about the breeding period of the birds that might be present on the project site and therefore lacks the logical reasoning to conclude that this measure would be effective. Some bird species begin nesting and breeding behavior before February 15 in the spring. For example, Great Horned Owl may start nesting in late January and early February in Los Angeles County, while Anna's Hummingbird and Allen's Hummingbird routinely nest starting in December and extending through July. Nesting of Anna's Hummingbird in the Los Angeles Basin has been recorded as early as December 11 (Allen 1942), and certainly can be well underway in January (Pitelka 1951). This measure therefore will not be effective at ensuring compliance with the Migratory Bird Treaty Act and a thorough site survey for nests (especially hummingbird nests) must be undertaken before any vegetation removal.

The DEIR should also note that killing a "song bird" or "robbing" its nest is a violation of Los Angeles Municipal Code Section 53.48. This ordinance is still applicable beyond the dates of nesting listed in the DEIR and so any construction, tree removal, or grading on the project site should be supervised by a consulting biologist to avoid harming birds and their nests.

The DEIR requires that construction activities must be avoided within 200 feet of any active nest for native birds and 500 feet for any raptors. The project site is immediately adjacent to native vegetation so it is extremely likely that there will be nesting birds within 200 feet of the proposed construction site. The applicant should make arrangements to survey these areas and the City should be prepared to halt development any time of the year to avoid impacts to these species.

D-187 Response

The mitigation measures in the DEIR and RDEIR include surveys for nesting birds prior to the onset of construction. Please refer to **Responses to Comments A-14 and A-15** regarding nesting birds. When pre-construction nesting bird surveys are conducted any nesting birds would be located. Appropriate mitigation measures would be taken at that time. Any measures proposed for mitigation/protection of unanticipated nesting bird discoveries would be cleared with the CDFW. The discovery of unanticipated bird nests may result in construction delays.

D-188 Comment

Conclusion

The deficiencies in the DEIR for impacts to biological resources are so great that they must be remedied and a revised DEIR circulated for public comment. Fundamental errors in identifying special status habitat types, failure to consider relevant scientific literature, and grossly inept mitigation proposals render the DEIR wholly inadequate to comply with CEQA.

About the Authors

Dr. Travis Longcore and Catherine Rich are the principals of Land Protection Partners. Dr. Longcore is Associate Professor (Research) at the USC Spatial Sciences Institute and Associate Adjunct Professor at the UCLA Institute of the Environment and Sustainability where he has taught, among other courses, Bioresource Management, Environmental Impact Analysis, Field Ecology, and the Environmental Science Practicum. He was graduated *summa cum laude* from the University of Delaware with an Honors B.A. in Geography, holds an M.A. and a Ph.D. in Geography from UCLA, and is professionally certified as a Senior Ecologist by the Ecological Society of America. Catherine Rich holds an A.B. with honors from the University of California, Berkeley, a J.D. from the UCLA School of Law, and an M.A. in Geography from UCLA. She is Executive Officer of The Urban Wildlands Group and lead editor of *Ecological Consequences of Artificial Night Lighting* (Island Press, 2006) with Dr. Longcore. Longcore and Rich have authored or co-authored over 25 scientific papers in top peer-reviewed journals such as *Conservation Biology*, *Biological Conservation*, *Current Biology*, *Environmental Management*, and *Frontiers in Ecology and the Environment*. Land Protection Partners has provided scientific review of environmental compliance documents and analysis of complex environmental issues for local, regional, and national clients for 16 years.

The commenter included a list of literary sources that were cited throughout the comment letter. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

D-188 Response

The comment summarizes the concerns and opinions expressed in the comment letter which have been addressed in **Response to Comment D-153** through **Response to Comment D-187**, and states the commenters' qualifications, as such no additional response is required.

Attachment 7 to Letter D: Review and Analysis of Geology and Soils, Kenneth Wilson, Principal Geologist, letter dated November 7, 2013

D-189 Comment

Introduction, Qualifications and Report Organization

This firm was retained by your office to review the geology and soils portions of the Harvard-Westlake School Parking Improvement Plan DEIR (dated September 2013-Attachment A) and the supporting geotechnical report (Appendix E1, dated July 27, 2010 and February 5, 2013) by Geotechnical Professional Inc. (GPI). For this review, we also utilized other available reports to determine the adequacy of the subject geology and soils information described in the subject documents. The subject reports and other reports accessed are listed at the end of this review as References Cited.

I have been a licensed Professional Geologist and Certified Engineering Geologist in the State of California since 1972. My resume has been provided.

This letter report includes a brief description of the proposed project as we understand it and then our review focused on previously agreed upon key issues.

Harvard-Westlake School Parking Structure Project Description

The DEIR was prepared to evaluate potential environmental impacts that could result from the proposed Harvard-Westlake Parking Structure, which would consist of a three-story, 750-space parking structure with a rooftop (lighted) athletic field, as well as, associated retaining walls, a small (2,600 square feet) enclosed structure including restrooms, an equipment storage room and athletic office at the north end of the athletic field.

In addition, the Project includes a pedestrian bridge crossing over Coldwater Canyon Avenue connecting the Parking Structure to the Harvard-Westlake Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling north and south along Coldwater Canyon Avenue.

Retaining walls (to stabilize bedrock and alluvium/colluvium deposits) are proposed on the Development Site along the north, west and south sides of the Parking Structure, immediately adjacent to the structure. These walls would vary in height from approximately 20- to 87-feet high. Due to the topography of the Development Site, the retaining walls are necessary to protect the adjacent hillsides and to construct the Parking Structure.

D-189 Response

This comments summarizes the Project and the commenter's assignment, and, therefore, no additional response is required.

D-190 Comment

Review Comments On Key Issues

Bridge Structure Crossing Coldwater Canyon Avenue

The Project Description describes a bridge structure crossing Coldwater Canyon connecting the main campus with the proposed parking structure. No geologic or geotechnical data and/or studies have been provided to assess and verify the feasibility of constructing such a bridge structure at this location. The bridge is not discussed in the geology and soils section of DEIR (2013) or the 2010 GPI report. The bridge is a very significant structure as defined in the Project Description section of the DEIR:

"The pedestrian bridge would reach a height of approximately 41 feet in the center (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 vehicular clearance of approximately 25 feet 7 inches above Coldwater Canyon Avenue (at the curb). 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 Harvard-Westlake Campus."

The bridge would be critical in an emergency (e.g., a moderate to severe earthquake) in order that the campus population could leave the area if required.

D-190 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR, as well as approved by the City's Department of Building and Safety. Please refer to **Responses to Comments C-4, C-5, C-20, and 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to resist seismic events at or in excess of building codes. See also RDEIR Appendices E.1, E.1a, and E.1b. The updated analyses include comprehensive consideration of prior geotechnical testing on and near the Development Site and new borings specifically conducted for use in the Project's design (including the location of the pedestrian bridge landings).

D-191 Comment

Although there has been no geotechnical evaluation of the bridge provided, geologically the west side of the bridge would be founded in either thin alluvium/colluvium or bedrock, while the east side would very likely be founded in liquefaction-prone alluvium (Figure 1) based on published State Seismic Hazard Maps (CGS [formerly the CDMG], 1998) depending upon the depth of alluvium, which is presently unknown. The potentially significant difference in foundation properties could cause each side of the bridge to react differently during a moderate to large earthquake on any of the numerous earthquake faults delineated in the site region (GPI, 2010 and 2013; DEIR, 2013). Bedrock or shallow alluvium in the west would shake at a different frequency than deeper liquefaction prone alluvium on the east, potentially causing the bridge to fail onto Coldwater Canyon Avenue.

D-191 Response

Please refer to **Response to Comment D-190** regarding the updates made to the Project's geotechnical analysis included in the RDEIR, peer-reviewed and approved by the City's Department of Building and Safety. Please also refer to **Responses to Comments C-4, C-5, C-20, and 13R-4** regarding the design of the Parking Structure and pedestrian bridge and the manner in which they will be resistant to seismic events (including the use of piles drilled at least 8 feet into bedrock for foundational support throughout much of the Parking Structure and the pedestrian bridge landing on the east side of Coldwater Canyon) (RDEIR page 3.5-21).

D-192 Comment

Location of the GPI Geologic Cross-sections, and Implications for Both Construction and Long-term Slope Stability

GPI presents the results of their down-hole logging of several bucket auger borings (their Appendix A, A-1 through A-10 Logs of Borings) and applies these data/results to their geologic cross-sections A-A', B-B', and C-C' (their Figures 4, 5, and 6). Unfortunately none of the three cross-sections were constructed in the most critical (highest) portions of the proposed cut slopes, thereby not analyzing the most potentially unstable areas. For example, cross-section B-B' shows a cut slope height of approximately 45-feet, while the slope 70-feet to the north is approximately 65-feet high and maybe as high as 87-feet. The same situation occurs for cross-section C-C', where the slope is much higher north of the section. For cross-

section A-A' the subsurface conditions of A_F over T_M are very detailed, yet there is no citation for where this detailed information was obtained. This placement of cross-sections calls into question whether the associated slope stability calculations represent realistic depictions of the conditions that would face construction workers (regarding safety) and that would define long-term slope stability affecting the proposed project and neighboring properties.

D-192 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR, as well as approved by the City's Department of Building and Safety. Please refer to **Response to Comment C-4** regarding the updates made in the RDEIR. See also, RDEIR Appendices E.1, E.1a, and E.1b.

Slope stability was addressed in the RDEIR, pages 3.5.23 through 3.5-25, with new calculations conducted to determine the appropriate construction methods to ensure safety during construction as well as future stability. The GPI report referenced in the comment was a preliminary report and was not intended as a stand-alone document for submittal to the City as a final design document. The GPI report concluded that additional information was required to finalize the detailed design. The design has now been finalized and additional testing completed based on a final design. Appendix E.1, the Byer Geotechnical Geologic and Soils Engineering Report, Parts 1 through 4, dated May 18, 2015 (the "Byer Report"), contains the results of additional testing for slope stability and retaining wall design. Appendix E.1a, the Grover Hollingsworth and Associates Third-Party Geologic and Soils Engineering Review, dated October 23, 2015, (the "Hollingsworth Peer Review") reviewed the Byer Report and conducted its own site investigations and tests. The Hollingsworth Peer Review concluded that the Byer Report was accurate and that sufficient exploration and testing have been performed to accurately characterize and model the site conditions. The Hollingsworth Peer Review further stated that the number of borings and shear strength tests performed significantly exceed those for similar projects in hillside areas. The Hollingsworth Peer Review concurred that the Project can be safely and successfully completed by following the recommendations identified in the Byer Report. (Appendix E.1a, page 8.) Additionally, the Grading Division of the City's Department of Building and Safety reviewed the Byers Report and the Hollingsworth Peer Review and approved the geologic and soils analysis and recommendations in the Byer Report, subject to enumerated conditions contained in the approval letter. (Appendix E.1b.)

Further, RDEIR Appendix E.1 Part 1, page 20 of the Byer Report and Subappendix VII (DRS Engineering, Preliminary Permanent Soil Nail Wall Design) include updated analysis of various wall cross-sections, including the peak condition cited by the commenter (Byer Section 1, DRS Section 4). Regarding the evaluation of overall slope stability, the Byer Report notes "Section 1 is drawn through the highest soil-nail wall and follows the secondary ridge line offsite and about 150 feet above the top of the soil-nail wall. Stability analyses above the top and underneath the proposed soil-nail walls indicate a factor of safety well over the LADBS requirements. The calculations use the ultimate sheer strength of the northern bedrock unit, to be conservative. It should be noted that this shear strength is about the value proposed for the previous grading project in 1999, and accepted by the LADBS." DRS Engineering, in modeling the static and seismic stability of the soil nail walls at this same cross-section, similarly concluded the results were in excess of safety standards (RDEIR Appendix E.1 Part 1, Subappendix VII page 9).

D-193 Comment

Interpretation of the GPI Geologic Data on Geologic Cross-sections, Slope Stability Analysis, and Implications for Both Construction and Long-term Slope Stability

As stated by GPI (2010) "Preliminary gross stability analysis was performed for the existing slopes using the computer program STABL5M and the Modified Bishop Method of analysis." However, the slope

stability calculations were not referred to in the GPI report as being attached. This is unusual and does not allow an independent evaluation of the parameters and assumptions used in the analysis. In addition, while these programs account for bedding planes and material strengths, they are not current programs and cannot reasonably account for the affect of intersecting bedding and joint planes that are mapped throughout the bucket auger boring logs. The apparent lack of analysis of "wedge" failures (masses bounded by at least two potential failure surfaces) with an out-of-slope component leaves unsettled the overall stability of these proposed high cut slopes. This unanalyzed condition would potentially create unstable slopes affecting construction safety and possibly longer term slope stability. Combined with the current cross-sections being in the less critical locations, this leaves open the question of the feasibility of the proposed cut slopes.

D-193 Response

The Geology and Soils analysis presented in the DEIR has been augmented (including the use of the stability modeling program *Slide 6.0* by Rocscience, Inc.) and peer-reviewed in the RDEIR. The analysis was also reviewed and approved by the Grading Division of the Department of Building and Safety. Please refer to **Responses to Comments C-4 and D-192** regarding slope stability. See also, RDEIR Appendices E.1, E.1a, and E.1b, which include detailed slope stability calculations. Regarding the commenter's statement that wedge failures were omitted from geotechnical consideration, the analysis contained in the RDEIR made the very conservative assumption that possible adverse fracture planes encountered during the 2014 borings were continuous and weak. Conventional two-dimensional stability analyses were performed along those planes and formed the basis for the soil nail wall design, which concluded that the hillside is grossly and seismically stable with factors of safety in excess of City requirements (RDEIR Appendix E.1, page 19).

D-194 Comment

In addition, it does not appear that the static and seismic slope stability analyses were determined following Guidelines of the City of Los Angeles (Information Bulletin/Public-Building Code P/BC2011-49 and P/BC2011-113) or guidelines accepted by the State of California (CGS, 200?, Special Publication 117A).

D-194 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR. Please refer to **Responses to Comments C-4 and D-192**. See also RDEIR Appendices E.1, E.1a, and E.1b which include detailed slope stability calculations.

All analyses in the Byer Report were conducted following acceptable City and State guidelines and demonstrate that the slopes above and below the soil nail retaining walls will be grossly and seismically stable with factors of safety in excess of City requirements (Appendix E.1, Part 1, pages 19 through 21). Moreover, the Grading Division of the City's Department of Building and Safety reviewed the Byer Report and approved the recommendations subject to conditions enumerated in its Geology and Soils Report Approval Letter, dated July 21, 2015 (RDEIR, Appendix E.1b.)

D-195 Comment

Also, cross-sections C-C' and B-B' appear not to consider the potential for an anticlinal axis that may pass between borings B-10 and B-2 and between borings B-9 and B-7. The steeply dipping bedding shown south of the proposed cut slope (C-C' "Apparent Dip of bedding steepens w/depth") is shown as overturned, yet this is not how the information is recorded in the B-10 and B-9 boring logs or displayed on the Site Plan (geologic map Figure 3 strike and dip symbol insets). No overturned bedding is shown by Dibblee (1991). A more reasonable interpretation would appear to be an anticlinal axis located such that as bedding transitions from a southerly dip on the south to a northerly dip on the north, that just north of the axis bedding could well be out-of-slope along the south (north-facing) cut slope (Figure 2). Dibblee (1991) in fact shows the axis of an anticline just to the east-southeast of the proposed site that could project toward the site. This would pose a substantially different condition than depicted on C-C', potentially one that has unfavorable (out-of-slope) bedding at the southwest corner of the parking structure.

D-195 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR. Please refer to **Responses to Comments D-192 and D-194** regarding updated analyses. See also, RDEIR Appendices E.1, E.1a, and E.1b which include detailed slope stability calculations. New borings were conducted in 2014 and are shown in Appendix E.1 part 4, page A2 (Proposed Site Plan). As depicted on the Proposed Site Plan, which has been overlain by prior borings and test pits on the Development Site, GPI borings B-2 and B-10 appear on the southern side of the Development Site, near the Project's service road. GPI borings B-7 and B-9 appear on the southeastern side of the Development Site and are adjacent to Coldwater Canyon Avenue. Of the aforementioned new borings conducted in 2014, two were specifically chosen (GH-B3 and GH-B6) in order to investigate the conditions cited by the commenter. Logs of those boreholes by Grover-Hollingsworth are contained in RDEIR Appendix E.1, part 1, Subappendix V, and identify the shear planes and adverse bedding conditions present in GH-B3 (such conditions were not observed to the same degree in GH-B6). The conditions have been utilized in the hillside stability calculations and incorporated into the design of the soil nail retaining walls on the southern side of the Development Site (RDEIR page 3.5-22 and Appendix E.1, part 1, pages 12 and 21).

D-196 Comment

We understand that there is at least one other geotechnical report available for the proposed project area with work performed in the late 1990s. This work was performed by a well established and recognized geotechnical firm familiar with the project area. It is indicated that this previous study included six (6) bucket auger borings with downhole logs and ten (10) logged test pits scattered across the area. Our experience is that the more data one uses for such critical slope stability analyses, as are required here, the better the confidence and final results. It appears that a search for this information was not conducted, although we understand that GPI crosssection B-B' almost identically overlies a cross-section in this earlier report. Whether a coincidence or not, the use of this prior data must be considered.

D-196 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR, as well as approved by the City's Department of Building and Safety. Please refer to **Responses to Comments D-192 and D-194** regarding the updated analyses. See also, RDEIR Appendices E.1, E.1a, and E.1b. The Byer Report was written by the same geotechnical engineer that the commenter references and considered the previously-performed explorations at the Development Site on December 22, 23, 28 and 29, 1998 conducted by the J. Byer Group, Inc. which is included in Appendix III of the Byer Report. The Byer Report also relied on additional exploration and testing conducted by Byer and Grover-Hollingsworth which included drilling 8 bucket-auger borings and 3 hand labor test pits between September 29 and October 7, 2014 (attached as Appendix V to the Byer Report). Therefore, there was

adequate review of prior work as well as new borings and testing conducted to support the conclusions and recommendations of the Byer Report.

D-197 Comment

No Clear Resolution of the Cut Slope Design and Use of Retaining Walls/Soil Nail Walls

There is presently no final retaining wall design provided in the DEIR (Figure 3.5-3 from KPFF) or shown by GPI (Figures 4, 5, and 6). The statement in the DEIR regarding retaining walls is:

"Two retaining walls are a/so proposed on the Development Site. The primary retaining wall would be located on the north, west and south sides of the Parking Structure. Along the rear (west side) of the Parking Structure, the retaining wall would step back from east to west at the third level of the Parking Structure and would vary in height from 50 feet to 87 feet. The south face of the retaining wall would vary in height from 20 feet to 60 feet (from east to west), and the north face of the wall would vary in height from 30 feet to 70 feet (from east to west). The second retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This retaining wall would vary in height from 4 feet to 28 feet (from north to south). Due to the topography of the Development Site, the retaining walls are necessary to protect the adjacent hillsides and to construct the Parking Structure."

D-197 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR. Please refer to **Response to Comment D-192** regarding the updated analyses. See also, RDEIR Appendices E.1 (including Subappendix VII, DRS Engineering Preliminary Permanent Soil Nail Wall Design), E.1a, and E.1b.

The Byer Report (Appendix E.1) includes the design for the retaining walls. The RDEIR, page 3.5-23 to 3.5-25, now describes the retaining walls as follows:

“Four soil nail retaining walls are proposed on the Development Site in order to protect the adjacent hillsides and to construct the Parking Structure. The first soil nail retaining wall is located along the rear (west side) of the Parking Structure and is the lower portion of a stepped wall design along that section. It varies in height from 28 feet to 30 feet (south to north). The second soil nail retaining wall is the upper portion of the stepped retaining wall along the west side of the Parking Structure and also extends around the north and south sides of the Parking Structure. The south face of the second soil nail retaining wall would vary in height from 18 feet to 58 feet (from east to west), and at its eastern endpoint is directly abutted by a conventional retaining wall that gradually transitions to grade along the proposed southern access road. The west fact of the second soil nail retaining wall varies from 52 feet to 90 feet in height (including the height of the first soil nail retaining wall), and the north face from 46 feet to 62 feet (from east to west). The third soil nail retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This soil nail retaining wall would vary in height from 17 to 44 feet (from north to south). The northern end of the third soil nail retaining wall terminates at an energy dissipation structure that, along with flow-through planters, treats and controls the flow of storm water so that it can be safely discharged onto Coldwater Canyon Avenue. The fourth soil nail retaining wall would be on the south end behind the south side of the second soil nail retaining wall and would vary in height from 4 feet to 23 feet (from east to west). All retaining wall height measurements include a 3-foot high protective fence. The relocation of the southern retaining walls (the south face of the second retaining wall and the fourth retaining wall)

and the soil nail design resulted in the addition of parcels, owned by Harvard-Westlake, to the Development Site.”

The retaining walls would be anchored with soil nails which consist of steel bar encased in grout constructed from the top down in increments and completed with a wire mesh and shotcrete surface. Details on the retaining wall design, including the general design, backfill, foundation design, retaining wall deflection, freeboard, temporary excavations, and soil nail retaining wall design, construction and testing, and recommendations for monitoring are included in the Byer Report, Appendix E.1, Part 1, pages 32 through 42.

D-198 Comment

The only mention of soil nailing in the Project Description is related to equipment noise.

Figure 3.5-3 (from KPFF) describes the retaining walls on the west as "stepping down towards the slab", whereas the GPI report shows no steps, but a continuous 0.1:1 (horizontal:vertical), or near vertical, cut slope in the three cross-sections. Without steps this would suggest a continuous near vertical slope with heights reaching 87-feet. The ability of the developer to construct these slopes safely and with satisfactory long term factors of safety is not demonstrated as yet since both the DEIR and the GPI report state:

"The existing slopes will be modified as part of the construction of the retaining walls with soil nails. Details regarding the length of the soil nails will be completed by the wall designer. In addition to internal stability, the wall designer will evaluate the global stability of the slopes as the length of the nails determines the stability of the slopes."

This important work is deferred until after project approval. In addition, this statement omits in both documents a discussion of other important design parameters and considerations (discussed further below) that could well render the construction infeasible or impractical considering the geologic and geotechnical conditions, the space available, and private resources available.

D-198 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR, as well as approved by the City's Department of Building and Safety. Please refer to **Response to Comment C-4, D-192 and D-197** regarding the updated analyses, slope stability, and the soil nail retaining wall. See also, RDEIR Appendices E.1, E.1a, and E.1b, E.2. The DEIR only presented preliminary analysis and recommendations. The Byer Report (Appendix E.1) contains analysis and recommendations for the final retaining walls design.

D-199 Comment

Significant Soil Nail Wall Design Considerations

The GPI report (2010) discusses the soil nail walls in sections 4.4 SLOPES, 4.7.2 Soil Nail Walls and 4.7.3 Soil Nail Testing. However, it is not clear that GPI recommended soil nail walls based on their investigations and expertise. In fact, the section 4.7.2 begins "We understand that soil nail walls will probably be used for retaining the cuts up to 60 feet outside of the parking structure." This makes it seem as though there may be another investigation that recommended this technique or that this idea was proposed by a structural engineer without geotechnical confirmatory studies possibly due to its generally accepted cost effectiveness as compared to other methods. The origin and technical superiority of this slope stabilization method should be explained.

Soil nail wall design is complex and requires many important considerations in order to determine if it is the proper method for a given project and for specific geologic conditions. The Federal Highway Administration published the "Manual for Design & Construction Monitoring of Soil Nail Walls" (FHWA, 1998) and is referenced by GPI (2010). They list geologic and construction conditions under which this method is less acceptable. They preface the list with the following introduction:

"It is unfortunately sometimes the case that innovative techniques such as soil nailing are applied only when very difficult conditions that cannot be addressed by more standard techniques, arise. Such an approach is dangerous, both to the project and to future routine applications of the technique itself. As with most construction methods, soil nailing is not universally applicable and its limitations must be clearly understood. Very often, these limitations can be technically solved by appropriate design or construction provisions, but this often results in the method no longer being cost-effective. The following ground types or conditions are not considered well suited to soil nailing or limit its application:"

D-199 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR, as well as approved by the City's Department of Building and Safety. Please refer to **Responses to Comments C-4, D-192 and D-197** regarding the updated analyses, slope stability, and the soil nail retaining wall. See also, RDEIR Appendices E.1, E.1a, and E.1b.

The Byer Report (Appendix E.1) contains analysis and recommendations for the design of the soil nail retaining wall system. The recommendations were peer-reviewed and concurred with (Appendix E.1a) and approved by the City (Appendix E.1b). See also, RDEIR Appendix E.1, Subappendix VII (DRS Engineering, Preliminary Permanent Soil Nail Wall Design) and Subappendix V (Grover Hollingsworth and Associates, Subsurface Exploration and Laboratory Test Results, Proposed Parking Structure Retaining Walls and Pedestrian Bridge).

D-200 Comment

In summary those conditions that apply (4 of the 8 listed) to this project are:

1. "Soils containing excessive moisture or wet pockets such that they tend to slough and create face stability problems when exposed i.e., the apparent cohesion is destroyed. For most ground types, soil nailing below the water table is not appropriate as such conditions usually create very difficult construction conditions. In addition, care must be applied to the control of surface water and perched water." [This would apply to the alluvium/colluvium and fracture zones where weak rock and water would be found.]
2. "Clay soils with a Liquidity Index greater than 0.2 or an undrained shear strength lower than 50 kN/m² may continue to creep significantly over the long term and may also exhibit a significant decrease in the soil-grout adhesion and nail pullout resistance if saturated following construction. Therefore, nails in such soils should exhibit satisfactory long-term creep behavior by a suitable testing program prior to their use in a soil nailing application." [Much, if not most of the alluvium/colluvium is low strength and clay-rich (clayey silts and silty clays) and would likely be saturated after construction.]
3. "Highly frost-susceptible and expansive (swelling) soils. These soils can result in significant increases in the nail loading near the face; wall damage has been reported under these conditions. With frost susceptible soils (e.g. silts), it is recommended that the design prevent frost from

penetrating the soil by provision of an appropriate protective structure (e.g., granular or synthetic insulating layer) at the face. Water must be prevented from reaching expansive soils that are soil nailed." [Clay-rich soils as noted above have a high expansion potential. Unfortunately samples tested by GPI for expansion index do not come from borings B-1, B-7, and B-9 in the alluvium/colluvium that are clay-rich (silty clays), but rather from B-2 comprised of sandy silt and silt. This is unlikely to represent conditions that would be encountered.]

4. "Highly fractured rocks with open joints or voids (including cavernous limestones) and open graded coarse granular materials (e.g., cobbles) require special care because of the difficulty of satisfactorily grouting the nails. Construction measures such as the use of geotextile nail socks or low slump grout can sometimes be used to advantage in such materials." [Fracturing within the bedrock varies from not significant to significant. Boring B-3 is nearest the highest cut slope area along the west side of the proposed structure and has the greatest number of recorded fractures of all borings indicating these very highest cut slope areas may require special treatment.]

D-200 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR, as well as approved by the City's Department of Building and Safety. Please refer to **Responses to Comments C-4, D-192 and D-197** regarding the updated analyses, geologic conditions, and the soil nail retaining wall. See also, RDEIR Appendices E.1, E.1a, and E.1b.

The conditions cited by the commenter have all been considered as part of the updated geotechnical analysis and incorporated into the design of the soil nail retaining wall system. Static and seismic stability modeling concluded that the results were in excess of safety standards (RDEIR Appendix E.1 Part 1, Subappendix VII page 9). Inputs to the static and seismic modeling were derived from the Byer Report (including the 2015 Development Site exploration conducted by Byer and Grover-Hollingsworth) and account for, among other considerations, groundwater, bedding planes, bedrock weathering, clayey materials, liquid and plastic limits, and expansive soils.

D-201 Comment

Perhaps of greatest significance to the soil nail wall issue is the geotechnical characterization of the corrosion potential for the geologic units presented by GPI, which is noted as severe. Unfortunately GPI does not relate this to the suitability of the soil nail wall method and it is not discussed in this context in the DEIR. The test results suggest that long term effects of the geologic materials and interstitial waters on the proposed soil nails (normally steel and concrete structures) would be very detrimental to soil nail performance and slope stability. FHWA summarizes the corrosion test results in terms of relative aggressiveness as follows:

"Soil tests may be performed to measure the aggressiveness of the soil environment, especially if field observations indicate corrosion of existing structures. The most common and simplest tests are for electrical resistivity, pH, chloride, and sulfate. In general if the electrical resistivity of the soil is greater than 5000 ohm-cm and pH between 5 and 10 the soil may be considered to be non-aggressive and additional corrosion testing is unnecessary. If the electrical resistivity is between 2000 and 5000 ohm-cm, sulfate and chloride tests are required. The designations for these tests and the critical values defining whether an aggressive soil environment exists are as shown below. The ground is considered aggressive if anyone of these indicators shows critical values."

The comparison of GPI test results to the FHWA standards is shown in Table 1 below.

TABLE 1 - GROUND AGGRESSIVENESS INDICATORS (based on FHWA, 1998 and GPI, 2010)

CORROSION TESTS	FHWA "AGGRESSIVE"	GPI VALUES B2 = Alluvium/colluvium B3 = Bedrock	SITE CONDITION
Electrical Resistivity	Below 2000 ohm-cm	B2 = 600 B3 = 760	Very Aggressive
pH	Below 5	B2 = 7.0 B3 = 7.3	Not Aggressive
Chloride	Above 200 ppm	B2 = 55 B3 = 264	Not Aggressive and Aggressive
Sulfate	Above 100 ppm	B2 = 5,220 B3 = 1,080	Very Aggressive

Regarding the affects of an aggressive corrosion environment, the FHWA goes on to indicate:

"In aggressive ground or for critical structures (e.g., walls adjacent to lifeline high volume roadways or walls in front of bridge abutments) or where field observations have indicated corrosion of existing structures, encapsulated nails should be used. Encapsulation is generally accomplished by grouting the nail tendon inside a corrugated plastic sheath. A neat cement grout containing admixtures to control water bleed from the grout is usually employed to fill the annular space (typically 5 mm minimum) between the plastic sheath and the tendon. For this type of protection, the minimum grout cover between the sheath and the borehole wall should not be less than 12 mm."

Similarly, Barley and Mothersille (2005) conclude in various sections of their report the following for permanent installations in generally aggressive corrosion environments:

- 1. "In very aggressive conditions or where there is a risk of local damage or corrosion by pitting, unprotected reinforcing elements may last only a few weeks."*
- 2. "Where circumstances exist that require the use of soil nails as a permanent feature of the structure then the usage of the sacrificial loss of section concept should be limited to Category I structures and where soil conditions are not aggressive."*
- 3. "However, loss of protection can occur as a result of lowering the alkalinity, through cracks [in concrete or grout] or carbonation, or the presence of aggressive ions, especially chloride."*
- 4. "The performance requirements of nail heads range from zero (generally in shallow slopes) towards attainment of full nail tendon capacity (in vertical nail retained faces). As a consequence the required attention to detail in the degradation/durability of the nail varies enormously. Full capacity nail heads should be provided with the same lifespan (i.e. durability) as that provided for the nail itself."*

These conclusions are generally supported by Shiu and Cheung (2002). It is also known that sulfates (present at the site) can attack concrete and chemically change the binding compounds causing expansion, cracking, and loss of strength which can decrease concrete's lifespan from 150 years to 15 years or less.

The very high cut slopes, the presence of water, the condition of alluvium/colluvium, the bedrock fracturing, and the severe corrosion characteristics of both bedrock and alluvium/colluvium suggest that soil nail walls run a significant risk of design and long-term performance difficulties at this site for this proposed project. While soil nail walls are known to be a generally more cost-effective method than other

methods, the feasibility of soil nail walls at this site should be proven before the project is approved. This is even more important since it appears soil nail walls were not the recommendation of the project geotechnical engineer, but the suggestion of someone else. We believe the conclusion in the DEIR is unacceptable where it is stated that:

"The existing slopes will be modified as part of the construction of the retaining walls with soil nails. Details regarding the length of the soil nails will be completed by the wall designer. In addition to internal stability, the wall designer will evaluate the global stability of the slopes as the length of the nails determines the stability of the slopes. The existing slopes will be modified as part of the construction of the retaining walls with soil nails. Details regarding the length of the soil nails will be completed by the wall designer. In addition to internal stability, the wall designer will evaluate the global stability of the slopes as the length of the nails determines the stability of the slopes. "

D-201 Response

The Geology and Hydrology analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR. Please refer to **Responses to Comments C-4, D-192 and D-197** regarding the updated analyses, slope stability, redundant corrosion protections, and the soil nail retaining wall. See also, RDEIR Appendices E.1, E.1a, and E.1b.

To protect against corrosion, the soil nails would be double-corrosion protected, to be achieved through the use of steel tendons being encapsulated by grout within a high density polyethylene corrugated sleeve (Appendix E.1, Byer Report, page 37). At the request of Harvard-Westlake, the soil nails system has been designed with, and the soil nails will be installed with, redundant corrosion protection; a provision that exceeds City requirements for soil nail walls and is a conservative engineering element (RDEIR page 3.5-22).

D-202 Comment

The City of Los Angeles does not routinely approve the use of soil nail retaining systems. Soil nail walls are approved on a case-by-case basis and only after thorough scrutiny and review. The main issue for using soil nail walls in the City of Los Angeles is that they must conform to the all zoning ordinances for regular walls. Specifically, the City limits the use of retaining walls outside of structures to: one 12-foot high wall, or two 10-foot high walls that are separated by 3 feet. A soil nail wall cannot be considered part of the parking structure because of the required physical separation. The normal and expected deflection of a soil nail wall relative to a fixed structure, and the physical requirements of monitoring equipment, mandate separation. At a minimum, permitting of a soil nail wall higher than 20 feet will require a zoning variance.

The use of soil nailing technology is not compatible with heterogeneous earth materials such as this site. Bedding and jointing within the sedimentary bedrock render the bedrock strength locally weak and unpredictable. Nails parallel to bedding would have effective bond stress values many times lower than the ultimate value stated in the GPI report. These nails may also be susceptible to excessive creep, thus failing through time. We understand that such problems related to soil nails, relic bedding and jointing in the Sepulveda Pass are affecting stability of some recently constructed slopes along the 405 freeway.) Nails crossing bedding and joint planes would be susceptible to excessive shear and bending forces. The GPI report has not demonstrated that soil nails are technically feasible or prudent.

In the City of Los Angeles, all permanent soil nail projects require ongoing and perpetual monitoring. This will include the use of strain gauges, load cells, inclinometers and detailed survey data. Yearly monitoring

reports will need to be filed with the Grading Division and this is not mentioned in the DEIR or the geotechnical report.

D-202 Response

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the RDEIR. Please refer to **Responses to Comments C-4, D-192, D-197 and D-201** regarding the appropriate use of soil nail retaining walls for the Project and the modeling results that indicate construction at or in excess of the required factors of safety. See also RDEIR Appendices E.1, E.1a, and E.1b. The commenter notes the heterogeneous nature of the earth materials on the Development Site, and such condition is acknowledged by the updated geotechnical analysis and incorporated into the stability modeling via the use of varying soil shear strengths (RDEIR Appendix E.1, pages 11-12 and 20-21).

D-203 Comment

Summary and Limitations

The purpose of this report is to provide a professional opinion regarding the adequacy of the subject DEIR and the applicant's geotechnical data report to support the CEQA process for the subject project. This report does not provide additional/new data and did not include a field visit to the project area. Conditions may exist and events may occur that are not foreseen at this time. The results, conclusions, and opinions contained herein were prepared in general compliance with normal industry practice in Los Angeles County. Our interpretations and conclusions presented in this report are based on experience conducting similar studies in similar geologic areas and on experience reviewing/preparing numerous environmental documents. Other consultants may arrive at different results and conclusions with the same information. Final decisions on matters presented herein are the responsibility of others. Wilson Geosciences Inc. makes no warranties either expressed or implied regarding the content of this report.

The commenter included a list of literary sources that were cited throughout the comment letter. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

D-203 Response

This comment does not allege a deficiency in the DEIR, therefore, no additional response is required.

E. Save Coldwater Canyon!, Jennifer Rothman, President, letter dated December 13, 2013

E-1 Comment

Save Coldwater Canyon! Inc. (SCC) submits the following documentation, collected by some of our members, of light spillage and noise disturbances from Harvard-Westlake's Ted Slavin field. SCC is a neighborhood group fighting to preserve and protect the scenic beauty, natural environment, health, safety and welfare of Coldwater Canyon and its neighboring communities. As such, we strongly oppose the Harvard-Westlake parking expansion plan. We currently represent over 500 households.

E-1 Response

The commenter's concern related to community noise and light levels and expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding opinions in opposition to the Project. The documentation attached to the comment is related to Ted Slavin Field and game activity, which includes crowd noise and amplified

sound. Please refer to **MR-3** for a discussion of how the use of the practice field will differ substantially from current use of Ted Slavin Field, including no amplified sound, no bleachers, no activity past 8:00 p.m. Monday through Friday and 5:00 p.m. on weekends and on holidays, limited footcandle outputs of lights, use of LED lighting, and restrictions on lighting times. FEIR Chapter 4, Corrections and Additions, also includes a new Project Design Feature PDF-N-3 that forbids the playing of any music on the practice field, whether through an amplified source or not. Please also refer to **MR-4** regarding the lighting impacts of the Project.

E-2 Comment

This documentation demonstrates the failure of current lighting technology to contain the light within the current field/campus.

E-2 Response

Please refer to **MR-3, MR-4** and **Responses to Comments E-1, D-5, D-17, D-20 and D-173** regarding the differences between the lighting and use of the Ted Slavin Field and the practice field, the limitations on lighting on the practice field, the new technology to be used at the practice field, and the findings of no spill-over or significant glare impacts from the practice field lighting. Nighttime illumination would be less than the illumination from the Ted Slavin Field since the practice field would be lighted for practice at 30 fc and not the 50 fc for practice play and 70 fc for game play used at the Ted Slavin Field. As analyzed in the RDEIR on page 3.1-35, spillover lighting would not exceed 0.0 fc on adjacent homes and open space which is substantially less than the City Code (LAMC Section 93.0117) that limits spillover lighting intensity to no more than 2.0 fc.

E-3 Comment

It further demonstrates the nuisance that both amplified noise (PA announcements) and non-amplified noise (crowds, whistles, drums, voices) routinely makes which negatively affect the nearby community. These noise and light disturbances exceed L.A. Noise Ordinances, constitute a nuisance and violate the terms of the current Conditional Use Permit for the use of lighting and amplified sound on the Ted Slavin Field. These violations must be considered as part of the City's environmental review process, as well as when considering whether to grant any further conditional use permits to the applicant.

E-3 Response

The comment does not dispute the adequacy of the Project's noise analysis, which includes an assessment of existing sound levels and significance thresholds established by the City and the conclusion that the Project will not create significant operational noise impacts. Please refer to **MR-3** and **Response to Comment E-2** regarding the differences between the Ted Slavin Field and the practice field regarding lighting, **Responses to Comments D-82 and E-4** regarding noise impacts, and **MR-1** regarding the allegation of violations at the Ted Slavin Field. Operation of the Ted Slavin Field occurs within the land uses permits and regulations of the City of Los Angeles. The Conditional Use Permit for the lights on the Ted Slavin Field allows for the continued use of portable sound system for athletic events, provided that sound levels are in compliance with the City's Noise Ordinance; however, the practice field will not be permitted to include amplified sound or musical instruments (see FEIR Chapter 4, Corrections and Additions, MM-N-11).

An assessment of the current Conditional Use Permit is outside the scope of this EIR. Also, note that Section 115.02(b) of the LAMC exempts regularly scheduled school functions from the amplified sound prohibitions (as further discussed in **MR-1**). The Code states that:

It shall be unlawful for any person, other than personnel of law enforcement or governmental agencies, or permittees duly authorized to use the same pursuant to Sec. 103.111 of this Code, to install, use, or operate within the City a loudspeaker or sound amplifying equipment in a fixed or movable position or mounted upon any sound truck for the purposes of giving instructions, directions, talks, addresses, lectures, or transmitting music to any persons or assemblages of persons in or upon any public street, alley, sidewalk, park or place, or other public property except when installed, used or operated in compliance with the following provisions:

- (b) The operation or use of sound amplifying equipment for noncommercial purposes in all residential zones and within 500 feet thereof, except when used for regularly scheduled operative functions by any school or for the usual and customary purposes of any church, is prohibited between the hours of 4:30 p.m. and 9:00 a.m. of the following day.*

E-4 Comment

Moreover, as pertains to the proposed athletic field atop the proposed parking structure on the West side of Coldwater Canyon, this documentation demonstrates the likely significant and negative impact the proposed field would have on the community- even without amplification or bleachers. In particular, our documentation demonstrates that the noise and lights from the proposed field would constitute a significant and negative impact on aesthetics, biological resources, land use, and noise and that the proposed mitigation measures are insufficient.

E-4 Response

Please refer to **MR-3** regarding the differences between the Ted Slavin Field and the practice field and **Responses to Comments D-82 through D-85 and D-156**, regarding the analysis of noise impacts of the practice field, and **D-17 and D-174** regarding the impact of noise and light to biological resources and humans. The DEIR and RDEIR include a detailed assessment of the Project, including the practice field. The detailed noise analysis assessed practice field and parking noise based on monitored noise levels and guidance established in the *L.A. CEQA Thresholds Guide*. Regarding practice field noise, existing noise levels were recorded at the Ted Slavin field and activity included football, cross-country, and soccer. The DEIR and RDEIR analysis of the practice field noise was conservative since it was based on the existing noise level at the Ted Slavin Field and, unlike the Ted Slavin Field, the practice field would have no bleachers, public address system, band or amplified music, or non-practice games. As discussed in Chapters 3.1, 3.3, 3.6, and 3.7 of the DEIR and RDEIR, the Project would not result in a significant operational noise impact as defined by the *L.A. CEQA Thresholds Guide*. The comment does not specify how the noise and light impacts from the practice field would be significant and negative on aesthetics, biological resources, land use and noise or why the mitigation measures are insufficient, therefore it does not provide substantial evidence that contradicts the analysis in the DEIR and RDEIR.

E-5 Comment

The recordings of noise from the Ted Slavin field were made several streets to the West of the field and up in the hills, from residences at 12927 and 12934 Galewood Ave. The noise level and clarity of that noise, so far up the hill, demonstrates that the underlying noise study conducted by the applicant does not accurately reflect the way sound travels in this hillside community. Instead, these actual, empirical observations are preferred evidence of actual conditions in the area and must be considered as part of the noise analysis by the City.

E-5 Response

Please refer to **MR-3** and **Responses to Comments E-2 through E-4** for the differences between the Ted Slavin Field and the practice field relating to use and noise. A Sound Propagation Analysis was completed

for the Project, and is included in Appendix F.2 of the DEIR and RDEIR. As stated on page 3.7-13 of the DEIR and pages 3.7-11 and 3.7-12 of the RDEIR, the sound propagation analysis was conducted to study potential echoing affects associated with topography in the area of the Development Site. Eight loudspeakers in a hemispherical configuration (the test noise source) were connected to an electronic noise generator capable of producing a maximum 104-dBA sound level, 10 feet from the face of the loudspeakers. The loudspeakers were set up in a hemispherical arrangement to characterize potential reflections from topography and structures. The hemispherical configuration of the sound source provided sound transmission in all directions that would allow reflected sound waves, if present, to be detected at the receiver locations. The study included 14 receiver locations around the Development Site, at representative locations east and west of Coldwater Canyon Avenue. This empirical study comprehensively assessed the potential for sound to reflect within the hills adjacent to the Development Site. The sound transmission tests and analysis show there are no significant sound reflections (defined as being within 10dB of the direct sound), from local topography or neighboring buildings at the surrounding receptor locations. The City is unable to verify the accuracy of the recordings submitted as a part of this comment letter nor their relevance to the noise that would be expected to be generated from a practice field, and, therefore, no further response is required.

E-6 Comment

Please find the following enclosures supporting these violations and disturbances:

Exhibit 1	DVD of Noise and Light from the Ted Slavin field 7 videos
Exhibit 2	Table of contents of DVD with screen grabs and Details
Exhibit 3	Photographs of Light Intrusion
Exhibit 4	Letter to Harvard-Westlake from Alex Izbicki
Exhibit 5	Letter to Harvard-Westlake from Cathy Tardio and Letter from John Amato to Cathy Tardio (showing receipt of said letter)
Exhibit 6	Letter to Harvard-Westlake from Sarah Boyd
Exhibit 7	Email to SCC addressed to Mr. Amato from Kathi Holland
Exhibit 8	Letter to Harvard-Westlake from Dominik Leconte and email to SCC
Exhibit 9	Letter to Save Coldwater Canyon! from Vedra Mehagian with log
Exhibit 10	Letter to Harvard-Westlake from Sally Wood

We hope this information is useful in the City's environmental review of this project.

Note: Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

E-6 Response

Exhibit 1 – The exhibit contains seven videos of light and/or noise from use of the Ted Slavin Field. Three are labeled as being filmed on August 30, 2013 and, of the three, one was taken during the daytime with audible crowd noise (applauding, cheering, and chanting) and referee whistles. The other two from August 30, 2013 were at night and show the lights from the Ted Slavin Field, one with an audible announcer and the other narrated by the commenter to describe light intrusion at his residence.

The fourth video is labeled as being filmed on September 29, 2013, was taken during the daytime, and includes whistles, cheering and clapping, and voices from an unknown source(s). Videos five through

seven are labeled as being filmed on October 18, 2013, were taken at night, and show the lights from the Ted Slavin Field. Drums, crowd noise (applauding and cheering), and referee whistles can be heard.

The videos are not probative of potentially significant light and noise impacts anticipated at the Project's practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-1** regarding non-CEQA issues and the differences between the practice field and the Ted Slavin Field.

Exhibit 2 – The exhibit lists the table of contents from the DVD submitted as Exhibit 1. Please refer to the description of the video content above.

Exhibit 3 - The exhibit contains photographs of light intrusion from the Ted Slavin Field and, therefore, are not probative of potentially significant light and glare impacts anticipated at the practice field since the uses, hours operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-1** regarding the differences between the two facilities..

Exhibit 4 [Izbicki] – The letter expresses the commenter's disturbance from noise (including amplified sound, music, whistles and crowd noise) and illumination from the Ted Slavin Field and, therefore, is not probative of potentially significant light and noise impacts anticipated at the practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Responses to Comments E-1 and E-3** regarding the differences between the practice field and the Ted Slavin Field.

Exhibit 5 [Tardio] – The letter expresses the commenter's disturbance from noise, (including amplified sound, the public address system, musical instruments and cheering), and illumination from the Ted Slavin Field and, therefore, is not probative of potentially significant light and noise impacts anticipated at the practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-1**. The exhibit also contains a response letter from Harvard-Westlake requesting a meeting to discuss the commenter's letter, as such, no further response is required.

Exhibit 6 [Boyd] - The letter expresses the commenter's disturbance from noise (including amplified sound, band music, whistles, cheers, and the public address system) from the Ted Slavin Field and, therefore, is not probative of potentially significant noise impacts anticipated at the practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-1**.

Exhibit 7 [Holland] - The letter and e-mail express the commenter's disturbance from noise (including drums and car honking) from the Ted Slavin Field and, therefore, is not probative of potentially significant noise impacts anticipated at the practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-1**. The letter also expresses opposition to the Project because of the potential to devalue the commenter's home; please refer to **MR-1** regarding non-CEQA issues.

Exhibit 8 [Leconte]- The letter expresses the commenter's disturbance from noise, (including amplified sound, the public address system, band music, whistles, yelling and cheering), and illumination from the Ted Slavin Field, and includes photographs of light intrusion from the Ted Slavin Field, and, therefore, is not probative of potentially significant light and noise impacts anticipated at the practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-1**.

Exhibit 9 [Mehagian] - The letter expresses the commenter's disturbance from noise from the Ted Slavin Field, as well as from other Campus and street locations, and, therefore, is not probative of potentially significant light and noise impacts anticipated at the practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-1**. Additionally, the comments regarding other noise sources such as leaf blowers, vehicular traffic, and bus do not allege any deficiency in the DEIR and, therefore, no additional response is required.

Exhibit 10 [Wood] - The letter expresses the commenter's disturbance from noise from the Ted Slavin Field and, therefore, is not probative of potentially significant noise impacts anticipated at the practice field since the uses, hours of operation, types and intensity of illumination produced by the field lights, and restrictions placed on the two facilities are considerably different. Please refer to **MR-1, MR-3, and Response to Comment E-3 and E-4** regarding the differences between the practice field and the Ted Slavin Field regarding noise impacts.

E-7 Comment

This comment includes photos depicting the lights used at the Ted Slavin Field, letters submitted by various neighbors directly to Harvard-Westlake or Save Coldwater Canyon! complaining about the lights and noise from use of the Ted Slavin Field and from buses beeping.

E-7 Response

Please refer to **MR-3, MR-4, and Responses to Comments E-1, E-2, E-3, E-4, and E-6**, which contain discussions of how the use of the practice field will differ substantially from the current use of Ted Slavin Field, including, without limitation, no amplified sound, no bleachers and no activity beyond 8 p.m. on weekdays and 5:00 p.m. on weekends and on holidays that occur on a weekday. As to complaints about buses beeping, the Project will create a bus drop-off / pick-up zone on the Southern Parking Lot owned by Harvard-Westlake (RDEIR page 2-14) which can be used for daily student transportation as well as activities related to athletics on the Ted Slavin field.

F. Save Coldwater Canyon!, Form Letter (e-mail), see list of people sending the form letter starting on page 2-1, various dates

Comment Letter F consists of a form letter created by Save Coldwater Canyon!, to which 244 individuals responded (including 15 who submitted two form letters, sometimes with additional comments). These individuals either indicated their concurrence with the form letter as drafted, the text of which is provided in Comments F-1 through F-12, or indicated their concurrence and included additional written comments of their own. The latter have been grouped based on subject matter and responded to in Comments F-13 through F-22.

NOTE: the additional written comments submitted with the Save Coldwater Canyon! form letters are included in Appendix K – DEIR Comment Letters on the CD inside the back cover of the FEIR, in reference to Comment F.

F-1 Comment

I oppose the Harvard-Westlake School's development on the West side of Coldwater Canyon. This massive project is totally incongruous with the hillside, and will ruin this area of Studio City.

F-1 Response

Please refer to response **MR-1** regarding opposition to the Project, **MR-4** regarding aesthetic impacts and **MR-6** regarding the location and land use designation of the Development Site. The commenter's expression of opposition to the Project and concern that the Project is not compatible with the neighborhood will be forwarded to the decisionmakers for their consideration in taking action on the Project.

F-2 Comment

I am opposed to this project for the following reasons: It goes against the current land use ("very low" and "minimum" residential) and would ruin the residential hillside neighborhood.

F-2 Response

Please refer to **MR-5** regarding the zoning of the Development Site and the permitted uses for that zoning as well as **MR-6** regarding the current biological condition of the Development Site.

F-3A Comment

I am opposed to this project for the following reasons: Designated "desirable open space" land should be protected, not developed.

F-3A Response

Please refer to **MR-6** regarding the Desirable Open Space designation and condition of the Development Site.

F-3B Comment

I am opposed to this project for the following reasons: Sensitive biological resources (animals as well as oak and walnut woodland) on the project site will be threatened, and mitigation measures are insufficient against such loss.

F-3B Response

Please refer to **MR-6** and **Response to Comment D-23** regarding the impacts to biological resources. The DEIR and RDEIR analyze impacts to biological resources in Chapter 3.3, including wildlife and the oak and walnut woodland, and identify feasible mitigation measures that would reduce most impacts below a level of significance. Due to the redesign of the soil nail retaining wall which resulted in expansion of the Development Site, the biological resources analysis in the DEIR was updated in the RDEIR. That updated analysis concluded that even with the implementation of Regulatory Compliance Measures, Project Design Features, and Mitigation Measures, given that the San Bernardino ringneck snake and coastal western whiptail lizard are likely present on-site and given the disturbance of 1.43 acres of oak-walnut woodland and 3.16 acres of area that is already disturbed, the impact to these two species is significant and unavoidable. Also, given the cumulative encroachment and loss of oak-walnut woodland in the vicinity of the Project, the Project would have a significant and unavoidable cumulative impact with respect to loss of

this resource and impacts on sensitive species (primarily birds) that forage in oak-walnut woodland (RDEIR page 3.3-29). See also FEIR Chapter 4, Corrections and Additions, which includes amendments to Regulatory Compliance RC-BIO-1 regarding the requirement that protected trees that are removed as part of the Project be replaced with the same species, 2h) accommodating replacement trees on the Project Site, 2(t) disposal of diseased walnuts, and the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8..

F-4 Comment

I am opposed to this project for the following reasons: The private bridge will be an eyesore and a blight on the aesthetics of this canyon road - a designated scenic highway.

F-4 Response

The visual character of the Project, including the pedestrian bridge, are analyzed in Chapter 3.1 of the DEIR and RDEIR. Please refer to **MR-4** and **Response to Comment D-15A** regarding the appearance of the pedestrian bridge. The commenter's opinion regarding the aesthetic impact of the pedestrian bridge will be forwarded to the decisionmakers for their consideration in taking action on the Project.

F-5 Comment

I am opposed to this project for the following reasons: Overflow school-related parking on residential streets is not a problem.

F-5 Response

Please refer to **MR-1** and **Response to Comment D-10** regarding the current insufficient supply of parking on the Campus and the use of neighboring streets for overflow student and visitor parking. The commenter's opinion that current overflow of parking in the area is not a problem will be forwarded to the decisionmakers for their consideration in taking action on the Project.

F-6 Comment

I am opposed to this project for the following reasons: This huge garage would disincentivize carpooling and busing -- 100s more cars would come and nothing would stop the school from increasing enrollment or eliminating their current campus parking.

F-6 Response

The commenter's opinion that carpooling would be dis-incentivized and that enrollment could increase will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding the need for the Parking Structure and **Response to Comment D-10** regarding the analysis that the Project will not generate additional traffic. As stated on page 3.8-16 of the DEIR and page 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project. Additionally, no new structures on the Campus are proposed that would potentially generate new vehicle trips. Thus, the DEIR, page 3.8-16 and the RDEIR, page 3.8-19, correctly conclude that the Project will not generate new vehicle trips.

F-7 Comment

I am opposed to this project for the following reasons: The School has not provided sufficient proof of need for either of its project goals (750-car garage and additional football-sized field).

F-7 Response

Please refer to **MR-1** and **Response to Comment D-12** regarding the need for the Project.

F-8 Comment

I am opposed to this project for the following reasons: The School has argued to the City for over 10 years that it already has more than enough parking (30% more than required needs).

F-8 Response

The City analyzes each request for an entitlement based on the facts existing at the time of the application submittal, and the environmental baseline is the date the Notice of Preparation is issued. Previous and outdated parking analyses are not relevant to this environmental analysis. The comment will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding the need for the Project and **Response to Comment D-11** regarding the evolution of parking needs on the Campus.

F-9 Comment

I am opposed to this project for the following reasons: The School does not need an additional giant field and certainly not one with field lights - The current field lights already light up the nearby hillside despite the supposedly "no spill" technology.

F-9 Response

Please refer to **MR-1** and **Response to Comment D-12** regarding the need for the practice field and lights and **MR-3** and **Response to Comment E-2** regarding the differences between the Ted Slavin Field and the permitted uses and lighting of the Project's practice field. The commenter's statement that the current field lights already light up the nearby hillside will be forwarded to the decisionmakers for their consideration in taking action on the Project.

F-10 Comment

I am opposed to this project for the following reasons: Buses do not need to move off Coldwater -- they are safe where they are and do not bother motorists or residents.

F-10 Response

The commenter's opinion will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **Response to Comment 9.6R-14** regarding the safety improvements that will result from the Project, including from the relocation of bus staging to the Southern Parking Lot (owned by Harvard-Westlake).

F-11 Comment

I am opposed to this project for the following reasons: 25 months of such a large-scale excavation (135,000 cubic yards) and construction will ruin Coldwater traffic - the impact of this has been grossly underestimated by the DEIR.

F-11 Response

The commenter's opinion will be forwarded to the decisionmakers for their consideration in taking action on the Project. The analysis of potential traffic impacts due to construction of the Project was updated in the RDEIR commencing on page 3.8-13, including limits on haul trucks that were designed to avoid or minimize impacts during peak commuter periods. The RDEIR Chapter describes the forecast number of vehicle trips generated by construction of the Project, including during the excavation phase including an updated analysis to evaluate impacts during the peak truck traffic hours. The updated construction trip generation forecasts for both the construction grading/material export and final grading/structure construction phases of the Project are presented in Appendix G.2 of the RDEIR. Please also refer to **Response to Comment C-3**.

F-12 Comment

I am opposed to this project for the following reasons: Numerous totally viable alternatives that should have been considered were dismissed and/or rejected, such as shuttles for special events, and smaller parking lots on the existing campus.

F-12 Response

Please refer to **MR-7** regarding the sufficiency of Alternatives analysis. The DEIR and the RDEIR discuss off-site parking and parking on the east side of Coldwater Canyon Avenue as well as smaller structures throughout campus. See DEIR and RDEIR pages 5-3 to 5-4 regarding the number of alternatives evaluated and the criteria for evaluation. The analysis of smaller parking lots on the Campus, east of Coldwater Canyon Avenue, has been expanded as part of Chapter 4, Corrections and Additions, of this FEIR.

F-12A Comment

I stand with Save Coldwater Canyon! Inc. in opposing this project and urge the City to recognize the significant and negative environmental impact of this project.

F-12A Response

The concluding statement of the 244 form letters submitted to Save Coldwater Canyon! Inc. stating that the commenters stand with SCC's opposition to the Project and urging the City to recognize significant and negative environmental impacts of the Project will be forwarded to the decision makers for their consideration in taking action on the Project.

F-13 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: aesthetics (incongruous and out of character with the surrounding areas, size of the structure, and comparisons to shopping mall and airport parking lots).

Robert dated 11/25/13, Doron Kauper dated 11/25/13, Brooks Taylor dated 11/25/13, Jeffrey Pollakoff dated 11/26/13, Freida Maiman dated 11/26/13, Mike Donohew dated 12/5/13, Emily Laskin dated 12/13/13, Leni Boorstin dated 12/16/13, and Crisann Morgan dated 12/17/13.

F-13 Response

Aesthetic impacts are discussed in Chapter 3.1 of the DEIR and the RDEIR. Please also refer to **MR-4** regarding responses to aesthetic impact concerns.

F-14A Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: traffic (left turn movement across traffic and increased congestion, including during the peak hour, and closing of Coldwater Canyon Avenue).

Ryan Johnson dated 11/25/13, Emily Laskin dated 11/25/13, Doron Kauper dated 11/25/13, Karen Abrams dated 11/25/13, Dany Carol dated 11/25/13, Susan Clark dated 11/25/13, Brooks Taylor dated 11/25/13, Joanna di Paolo dated 11/25/13, Donna Mann dated 11/25/13, Elizabeth Kenney dated 11/26/13, Stephanie Kleinman dated 11/26/13, Guido Zwicker dated 11/26/13, Michael Maiman dated 11/26/13, Sharon Krischer dated 12/2/13, Emily Laskin dated 12/13/13, Brooks Taylor dated 12/15/13, Doug and Kristin Gayer dated 12/16/13, Roz Wolfe dated 12/16/13, Walter Afanasieff dated 12/16/13, Nicole Haeusser dated 12/16/13, Steffi Gaines dated 12/16/13, Zachary Rynew dated 12/16/13, and Cathy Tardio dated 12/16/13

F-14A Response

The analysis of potential traffic impacts due to the Project are summarized in Chapter 3.8 Transportation, Circulation and Parking of the DEIR and the RDEIR. Traffic impacts were updated in the RDEIR which includes additional detailed information contained in the Traffic Study (Appendix G), the Traffic Study Appendices (Appendix G.1), the Supplemental Traffic Report (Appendix G.2) and the Crain & Associates Peer Traffic Review (Appendix G.3). The DEIR also includes LADOT review of the original traffic study and the supplemental traffic study (Appendices G.4.1 and G.4.2). The traffic studies provide a detailed discussion of the changes in local circulation due to the Project, including the northbound left-turns on Coldwater Canyon Avenue to the Development Site as referenced in the comment. Contrary to the statement in the comment, the Project is forecast to result in reduced, not increased congestion on Coldwater Canyon Avenue. After review of the initial traffic study and the supplemental traffic study, the Crain Peer Traffic Review confirmed that the studies were a complete and appropriate analysis of the traffic impacts of the Project and concurred with the conclusions of the studies, and the LADOT reviewers, that the Project would not have a significant adverse impact on the streets or area parking (RDEIR Appendix G). Please also refer to **Responses to Comments C-3, D-106, and D-108**.

F-14B Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: cumulative traffic impacts (increase in general congestion, already long commutes, and impact on other canyon roads).

Claudette Sutherland dated 11/25/13, Stephanie Kleinman dated 11/26/13, Guido Zwicker dated 11/26/13, Kelly Ekizian dated 11/26/13, Lois Lee dated 11/27/13, Kate Carlson dated 11/27/13, Jody Church dated 11/27/13, Sharon Krischer dated 12/2/13, Janet Albaugh dated 12/6/13, Stacey Freeman dated 12/9/13, Margie Randolph dated 12/13/13, Ilyanne Kichaven dated 12/13/13, Mike Kichaven dated 12/14/13, and Debra Miller dated 12/16/13

F-14B Response

Please refer to **Response to Comment F-14A** regarding the traffic analysis as updated in the RDEIR. The traffic studies included a cumulative traffic impact analysis which included an additional related project, the Sportsman Lodge development. As shown on Table 3.8-5 and 3.8-6 of the RDEIR, the Project would not result in a cumulatively considerable contribution to cumulative traffic conditions. This conclusion was reached using both the known related projects and the use of an ambient growth traffic factor based on CMP traffic model data resulting in a conservative estimate of future traffic volumes.

F-14C Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: community already impacted by 3 years of construction on Coldwater Canyon Avenue as a result of DWP construction.

Donna Mann dated 11/25/13, Kate Carlson dated 11/27/13, Margie Randolph dated 12/13/13, Doug and Kristin Gayer dated 12/16/13, Roz Wolfe dated 12/16/13, Walter Afanasieff dated 12/16/13, and Michael Wolfe dated 12/16/13

F-14C Response

As noted in the RDEIR, page 3.8-30, the DWP construction of the Trunk Line pipe adjacent to the Development Site has been completed. The commenter's statement that the community has already been

impacted by DWP construction activities will be forwarded to the decisionmakers for consideration in taking action on the Project.

F-14D Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: request for a Metro bus on Coldwater Canyon.

Sheila Goldner dated 12/14/13, and Frank Hill dated 12/14/13

F-14D Response

A discussion of local public transit service is provided in Chapter 5.4 of the Traffic Study. As shown on Figure 5-2 of the Traffic Study, there are no public transit services provided on Coldwater Canyon Avenue south of Ventura Boulevard. As there are no significant traffic impacts due to the Project, there is no need for the Project to be individually responsible for extending public transit services on Coldwater Canyon Avenue south of Ventura Boulevard.

F-14E Comment

The following individual added to the form letter expressions of opposition to the project as well as concerns regarding: suggested use of bus on game nights to shuttle people.

Margie Randolph dated 12/13/13

F-14E Response

Please refer to **MR-7** regarding the sufficiency of the Alternative analysis. As stated in **MR-7**, the DEIR and the RDEIR considered other potential alternatives including the use of off-site parking and a shuttle as suggested in the comment, which are unlikely to alleviate parking in the neighborhood by vehicles related to Harvard-Westlake – whether on a regular basis given ongoing student, employee, vendor, and visitor needs or during larger special events such as athletic competitions. However, the suggestion will be forwarded to the decisionmakers for their consideration in taking action on the Project.

F-14F Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: safety (speeding drivers and unspecified environmental safety).

Debra Engilman dated 11/26/13, and Stephanie Kleinman dated 11/26/13

F-14F Response

The comment states that safety is an issue, yet does not provide specifics as to what aspect of safety (pedestrians, motorists, etc.) is of concern. As noted on page 2-7 of the DEIR and on page 2-8 of RDEIR, the Project is expected to improve, not degenerate, safety for pedestrians and motorists, primarily by substantially reducing pedestrian traffic on Coldwater Canyon Avenue. Please refer to **Response to Comment 9.6R-14** regarding the improvement to pedestrian and vehicular safety that will result from the Project.

F-15 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: development west of Coldwater Canyon in open space area, impact to the habitat and wildlife, and overload to stressed environment.

Robert dated 11/25/13, Emily Laskin dated 11/25/13, Laurie Provost dated 11/25/13, Keith Steinbaum dated 11/25/13, Debra Miller dated 11/25/13, Doron Kauper dated 11/25/13, Dany Carol dated 11/25/13, Susan Clark dated 11/25/13, Joanna di Paolo dated 11/25/13, Debra Engilman dated 11/26/13, Elizabeth

Kenney dated 11/26/13, Jeffrey Pollakoff dated 11/26/13, Freida Maiman dated 11/26/13, Rita Silverman dated 11/26/13, Linda Cole dated 11/26/13, Hugh Lipton dated 11/27/13, Lois Lee dated 11/27/13, Kris Kelly dated 11/27/13, Roy Belson dated 11/28/13, Laurie Cohn dated 12/6/13, Emily Laskin dated 12/13/13, Susan Clark dated 12/13/13, Pam Feinstein dated 12/15/13, Kalli Staehling dated 12/16/13, Roz Wolfe dated 12/16/13, Skip Haynes dated 12/16/13, Michael Wolfe dated 12/16/13, Maureen Flannigan dated 12/16/13, Brooke Schwartz dated 12/16/13, Julie Taron dated 12/16/13, Crisann Morgan dated 12/17/13, Megan Cavallari dated 12/17/13, Sivahn Gottlieb dated 12/18/13, Kent Ecklund dated 12/18/13, and Malcolm Jackson dated 12/19/13

F-15 Response

Land use impacts and the Project's consistency with applicable plans and policies are discussed in Chapter 3.6 Land Use of the DEIR and RDEIR. Please refer to **MR-5** regarding zoning on the Development Site and **MR-6** regarding impacts to habitat and wildlife and Chapter 3.3 of the DEIR and RDEIR for a complete analysis of impact to biological resources. See also **Response to Comment D-23** regarding significant and unavoidable impacts to biological resources.

F-16 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: potential for more development at Harvard-Westlake and increased enrollment.

Debra Miller dated 11/25/13, Jeffrey Jacobs dated 11/26/13, Jeff Stuart dated 12/13/13, Vi Leja dated 12/13/13, Ilyanne Kichaven dated 12/13/13, Mike Kichaven dated 12/14/13, Jonathan Green dated 12/16/13, Tom Tardio dated 12/16/13, and Cathy Tardio dated 12/16/13

F-16 Response

Please refer to **Response to Comment D-11** regarding the fact that Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project. Additionally, no new structures on the Campus are proposed.

F-17 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: commercial development in an R1 zone, project being out of scale and character with the neighborhood, and lack of community benefit.

Dany Carol dated 11/25/13, Sheri Kessel dated 11/26/13, Patricia Bates dated 11/26/13, Freida Maiman dated 11/26/13, Kelly Ekizian dated 11/26/13, Hugh Lipton dated 11/27/13, Rosemary Ringwald dated 11/27/13, Betsy Soo dated 11/29/13, Sharon Krischer dated 12/2/13, Mike Donohew dated 12/5/13, Jeff Stuart dated 12/13/13, Harold Kassarian dated 12/14/13, Jonathan Green dated 12/16/13, Vedra Mehagian dated 12/16/13, Leni Boorstin dated 12/16/13, Zachary Rynew dated 12/16/13, Michael Mann dated 11/22/13, Laurie Provost dated 11/25/13, Doron Kauper dated 11/25/13, Susan Clark dated 11/25/13, Joanna di Paolo dated 11/25/13, Jeffrey Pollakoff dated 11/26/13, Joyce Rosenblum dated 11/26/13, Linda Cole dated 11/26/13, Mike Donohew dated 12/5/13, Andrea Nunez dated 12/13/13, Marino Gianmarco dated 12/14/13, Nicole Haeusser dated 12/16/13, Vedra Mehagian dated 12/16/13, and Crisann Morgan dated 12/17/13

F-17 Response

Please refer to **MR-5** regarding the zoning designation for the Development Site, **MR-4** regarding aesthetic impacts, and **Response to Comment D-13** regarding community benefits. The commenter's concerns with respect to the structure being out of scale with the neighborhood and out of character and

that the Project would not benefit the community will be forwarded to the decisionmakers for their consideration in taking action on the Project.

F-18 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: economic factors including impact to property values.

Laurie Provost dated 11/25/13, Susan Clark dated 11/25/13, Elizabeth Kenney dated 11/26/13, Rosemary Ringwald dated 11/27/13, and Paul Steinbaum dated 12/3/13

F-18 Response

Economic factors including property values are not addressed in CEQA documents unless it would lead to physical environmental impacts such as blight. Please refer to **MR-1** regarding non-CEQA issues.

F-19 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: impact to noise, quality of life and quiet enjoyment of the neighborhood.

Laurie Provost dated 11/25/13, Dany Carol dated 11/25/13, Susan Clark dated 11/25/13, Sharon Krischer dated 12/2/13, Nicole Haeusser dated 12/16/13, Zachary Rynew dated 12/16/13, and Cathy Tardio dated 12/16/13

F-19 Response

Please refer to **MR-3** regarding noise impacts from the practice field. Chapter 3.7 of the DEIR and RDEIR analyze noise impacts in detail. The comment does not present any evidence of the inadequacy of the analysis and, therefore, no further response is required. The Project will result in temporary, significant and unavoidable construction noise impacts at approximately 16 residences adjacent to the Development Site west of Coldwater Canyon Avenue and 34 residences on the east side of Coldwater Canyon Avenue as well as the St. Michael's Church and Sunnyside. (RDEIR page 37-24.). The Project will not result in significant noise impacts from operations (including combined noise generated from simultaneous parking activities and practice field use (refer to **Responses to Comments D-82, D-83, and D-85**).

F-20 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: impact to the St. Michael's church that operates seven days a week.

Susan Clark dated 11/25/13, Julianne Bellevue dated 12/13/13, and Susan Clark dated 12/13/13

F-20 Response

Please refer to **MR-2** and **Response to Comment U-3** regarding impacts to St. Michael's Church.

F-21 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: air quality (unspecified concerns during construction).

Susan Clark dated 11/25/13, and Susan Clark dated 12/13/13

F-21 Response

Impacts to air quality are analyzed in Chapter 3.2 of the DEIR and RDEIR. See also **Responses to Comments B-1 and B-2, C-17, D-67, and D-68** regarding air quality impacts. The comment presents no evidence challenging the adequacy of the air quality analysis and, therefore, no further response is needed.

F-22 Comment

The following individuals added to the form letter expressions of opposition to the project as well as concerns regarding: need for more parking and need for a practice field, past CUP violations.

Robert dated 11/25/13, Nathan Mendel dated 11/25/13, Dany Carol dated 11/25/13, Debra Engilman dated 11/26/13, Jeffrey Jacobs dated 11/26/13, Deborah Amelon dated 12/13/13, Bonnie Lane dated 12/13/13, Margie Randolph dated 12/13/13, Mike Kichaven dated 12/14/13, Doug and Kristin Gayer dated 12/16/13, and Tom Tardio dated 12/16/13

F-22 Response

Please refer to **MR-1 and Response to Comment D-12** regarding the need for the Project and Harvard-Westlake's prior history of permit compliance.

G. The Federation of Hillside and Canyon Associations, Marian Dodge, President, letter dated December 10, 2013**G-1 Comment**

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 42 homeowner and residents associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

The Federation considered the Draft Environmental Impact Report (DEIR) prepared by the Department of City Planning at its November 2013 meeting. The Board was concerned by many aspects of the DEIR and the wholesale failure to consider any of the issues raised in the Federation's August 16, 2013 letter ("HF Comment Letter") that was submitted to the city during the process of preparing the DEIR. The Board once again voted unanimously to strongly oppose the parking expansion plan on and sky bridge over the west side of Coldwater Canyon.

G-1 Response

Please refer to **MR-1** regarding opposition to the Project. The commenter's opposition to the Project and advocacy for hillside protection will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer **Response to Comment G-11**.

G-2 Comment

The Federation and its partners in advocating for hillside protections over the past several decades have worked to prevent precisely the type of degradation that is now being proposed. In our August 16th letter, we described the "proposed three-story, 750-car parking structure with an illuminated fenced-in athletic field" (the "parking/field structure") as "grossly out of character with the natural hillside environment" and the proposed skybridge as "destroy[ing] the character of the hillside environment." The Federation, representing the interests of its broad membership, believes that the proposed skybridge and parking/field structure would be aesthetically damaging to the natural hillside environment.

G-2 Response

Please refer to **MR-4** regarding aesthetic impacts of the Project, **MR-5** regarding Project location, and **MR-6** regarding the biological condition of the Development Site, its relationship to the surrounding area, and the commenter's opinion that the Project is grossly out of character with the surrounding hillside area. The subject of the Project's impact on the visual character of the Development Site and hillside community is covered in the DEIR and RDEIR in Chapter 3.1 (Aesthetics) as well as **MR-4**, **MR-5**, and **MR-6**. Additionally, the Project's Regulatory Compliance Measures, Project Design Features and Mitigation Measures will minimize the aesthetic impacts by, among other things, ensuring that the structures are of neutral colors that blend with the surrounding hillside, screening the Parking Structure from surrounding views through attractive landscaping utilizing native vegetation, and orientating the Parking Structure close to Coldwater Canyon Avenue to ensure that a majority of the Development Site west of the Parking Structure remains in an undeveloped state (except for the addition of new mitigation trees). The pedestrian bridge will similarly be designed using transparent elements and colors and materials that are compatible with the surrounding natural environment. (See RDEIR commencing on page 3.1-23.)

G-3 Comment

Indeed, there can be no serious question that a private bridge traversing a designated scenic highway within the Santa Monica Mountains will have a substantial adverse urbanizing impact on the natural hillside environment and the scenic vista at all times of the day and night, and will also create a new source of substantial light that would adversely affect nighttime views and wildlife movement in the hillside. Moreover, although the DEIR acknowledges that the project would be built on "desirable open space" that is currently a protected Walnut Woodland and a Riparian Oak Forest adjacent to Mountains Recreation and Conservation Authority land, over a designated Scenic Highway, the DEIR does not consider the impact of destroying these scenic canyon views and open space woodland.

G-3 Response

The Project's aesthetic impacts, including views, are analyzed in Chapter 3.1 Aesthetics of the DEIR and the RDEIR while the Project's impact on the oak-walnut woodland and wildlife is discussed in Chapter 3.3 of the DEIR, Biological Resources, as updated in Chapter 3.3 of the RDEIR. See also **MR-4** regarding aesthetic impacts (including visual character, views and lighting) of the Project and **MR-6** regarding portions of the Development Site being within the desirable open space designation. See also, RDEIR Figure 3.3-2, the Vegetation Impact Map, which shows the large area of the Development Site (approximately half) which has been previously developed and disturbed due to home sites, driveways, pavement and construction staging. Moreover, the Project minimizes its footprint by constructing the majority of the Parking Structure within the already-disturbed area and locates the Parking Structure adjacent to Coldwater Canyon Avenue resulting in the rear 33 percent of the Development Site, adjoining the open space belonging to the Santa Monica Recreation and Conservation Authority, undeveloped.

Additionally, the RDEIR, Chapter 3.3, contains an updated analysis of the impacts to Biological Resources including revision of mitigations for wildlife including the significant and unavoidable impact to the San Bernardino ringneck snake and the coastal western whiptail and, with the cumulative loss of oak-woodland resources, a cumulatively significant and unavoidable impact with respect to the loss of this resource and the impacts to sensitive species that forage in oak-walnut woodlands. Thus, the RDEIR thoroughly analyzes the potentially significant impacts to Biological Resources and provides for all feasible mitigation measures. (See RDEIR Chapter 3.3 and FEIR Chapter 4, Corrections and Additions.) The commenter's opinion concerning the aesthetic and biological impacts of the Project Site will be forwarded to the decisionmakers for their consideration when taking action on the Project.

Please also refer to **Responses to Comments D-168 and D-174** regarding the biological impact of light and noise resulting from the Project, and **Response to Comment G-12**.

G-4 Comment

Nor does the DEIR adequately consider the effects of the illuminated skybridge and parking/field structure on the nighttime views. These harms cannot be mitigated and should have been recognized as a significant environmental impact on aesthetics.

G-4 Response

The Project's impacts on nighttime views, including pedestrian bridge and Parking Structure lighting, was thoroughly analyzed in Chapter 3.1 of the DEIR and updated in Chapter 3.1 of the RDEIR. See **Responses to Comments D-5, D-17, D-168, D-169 and D-173** regarding the use of LED lights and the impacts of lighting on nighttime views. See also, Regulatory Compliance Measure RC-AES-3, Project Design Features PDF-AES-4 and PDF-AES-5 and Mitigation Measures MM-AES-1 through MM-AES-9 which mitigate lighting impacts from all Project components to a less than significant level.

G-5 Comment

The DEIR response to these significant aesthetic concerns could not be more misguided or inappropriate. The DEIR not only fails to acknowledge the significance of the Federation's aesthetic concerns, it dismisses those concerns as "subjective," as if the subjective nature of aesthetic concerns was an improper basis for objection. Contrary to the DEIR's offhand dismissal of aesthetic concerns, CEQA requires the lead agency to identify the overall aesthetic impact that a project might have on the surrounding environment and propose feasible mitigation measures. *Ocean View Estates Homeowners Ass'n, Inc. v. Montecito Water Dist.* (2004) 116 Cal.App.4th 396, 402. To characterize a project's aesthetic impacts as "merely subjective" is to miss the entire point of the aesthetic inquiry mandated under CEQA. Consideration of the overall aesthetic impact of a project "by its very nature is subjective." *Id.*; *Pocket Protectors v. City Of Sacramento* (2004) 124 Cal. App. 4th 903, 938. "Any substantial negative effect of a project on view and other features of beauty could constitute a significant environmental impact under CEQA." *Ocean View*, 116 Cal. App. 4th at 401. This inherently subjective inquiry, and opinions about its significance, is "not the special purview of experts. As a result, [p]ersonal observations on these nontechnical issues can constitute substantial evidence." *Pocket Protectors*, 124 Cal. App.4th at 938. And the opinions of citizen groups like the Hillside Federation and its members represent substantial evidence that the proposed "skybridge" and parking/field structure would significantly impair the character of the Santa Monica Mountains environment, thereby mandating the consideration of feasible alternatives, mitigation measures, and ultimately, if there are only insufficient mitigation measures, a clear and accurate description of the aesthetic damage that would likely result from the governmental decision to approve this environmentally damaging project. That is the type of governmental accountability that CEQA mandates.

The significance of the skybridge's adverse impact on the scenic Santa Monica Mountains environment is reflected by the community response to a similar architectural project—occurring in an area that lacks the unique and natural beauty of the Santa Monica Mountains. The Studio City Neighborhood Council recently filed a motion opposing the proposed public pedestrian bridge at the Redline Metro Station in Studio City, which would connect to Universal Studios. If, as the Studio City Neighborhood Council unanimously determined, this proposed bridge would be an eyesore, negatively impacting the community, then there can be no question that the proposed private skybridge traversing a scenic highway within the Santa Monica Mountains, with ancillary structures within designated open space land, would represent "nothing less than the urbanization of one of the Santa Monica Mountains' great and historically significant canyon roads." (HF Comment letter, Aug 16, 2013)

The DEIR further minimizes the Federation's and community's aesthetic concerns by characterizing them as involving nothing more than a mere "annoyance" to a few neighbors. (DEIR, pp. 3.1-14, 3.7-16.) That is an absurd and factually baseless dismissal of both aesthetic impacts and the Federation, with its broad-based membership of more than 40 organizations dedicated to protecting the integrity of the Santa Monica Mountains.

G-5 Response

The comment mischaracterizes the DEIR and the RDEIR's analysis of aesthetic impacts. The DEIR and RDEIR recognized that aesthetics is an EIR topic that is subjective in nature. However, the DEIR and the RDEIR state the City's established thresholds for significant aesthetic impacts, and accurately describe the current conditions on the Development Site, and properly apply the City's thresholds guidance to the analysis of impacts. The DEIR, commencing at page 3.1-19, and the RDEIR, commencing at page 3.1-23, discuss the potential of the Project to alter the character of off-site areas surrounding the Development Site. As stated in RDEIR, page 3.1-24, the Development Site is a transitional site both in terms of topography and development which has been disturbed already by grading for homes and for use for construction staging. Rather than diminishing the appearance of the Development Site, the Project would remove diseased walnut trees, while leaving a majority of oak-walnut woodland on-site undisturbed and adding new landscaping utilizing natural plantings. Therefore, the RDEIR concluded that the Project would not substantially alter the relative proportion of existing woodland features that contribute to the visual character of the Development Site. Moreover, both the Parking Structure and pedestrian bridge include extensive design features intended to help the structures blend into the natural environment. (See **MR-4** and **Responses to Comments D-139** and **G-2**.) For example, the finish of the retaining walls is intended to blend into the natural hillside through the use of texture and screening by landscaping. The debris basin would be earthen material surrounded by trees that would be of a mix of native oak vegetation and other native plantings. Landscaping on the Development Site would incorporate native, drought tolerant species while assisting in blending the structures with the surrounding hillside. The hillsides to the northwest and south would remain undeveloped with native vegetation and trees. (See figures 2-3 through 2-16 in Chapter 2 of the RDEIR.) Further, the Project would include addition of trees to the existing woodland as well as removing diseased trees that could infect currently healthy walnuts in the area. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Please also refer to **Response to Comment 5R-3** regarding the reduced value of unhealthy trees for nesting, food sources, and shelter.

The RDEIR also discusses the commenter's concern with the visual impact of the pedestrian bridge (RDEIR commencing on page 3.1-30). The RDEIR specifically states that the pedestrian bridge could have significant impact without the imposition of the mitigation measures because it would interrupt views on the mountains to the south for a limited portion of Coldwater Canyon Avenue. However, it concludes that the design and building materials, including minimal lighting, would reduce the massing and visibility and would, therefore, reduce the impacts to a less than significant level.

Moreover, the Project would not significantly block any scenic views for motorists. While the Project is 34 feet south of a designated Scenic Corridor, this corridor is substantially screened from motorist view by topography and vegetation. The Project would be partially visible from the grassy areas of the immediately adjacent open space, but much of the open space includes dense vegetation that screens the Development Site from view. Like impacts to character, impacts to views would be limited because of the disturbed nature of the Development Site and the limited visibility of the Project and the development of the area to the north, east and south of the Development Site.

Finally, the community's reaction to another pedestrian bridge is not relevant to the analyses of whether this Project, including the pedestrian bridge, creates significant aesthetic impacts. As recognized in the *L.A. CEQA Thresholds Guide*, the subjectivity brought to an aesthetic analysis dictates that the analysis is to be made on a case-by-case basis. Nonetheless, the commenter's concern regarding the aesthetics of the Project will be forwarded to the decision makers for their consideration in taking action on the Project.

G-6 Comment

The Federation is also concerned about the precedent setting nature of a private pedestrian bridge over Coldwater Canyon, a designated scenic highway. Such a bridge will set a dangerous precedent that other schools and institutions may use to build similar structures across scenic roads within the Santa Monica Mountains, including on Mulholland Drive where numerous schools and religious institutions may use an approval of this skybridge as precedent to build their own. The city must consider in its EIR for this project, the cumulative impact of the foreseeable possibility that other institutions will build similar bridges within the Santa Monica Mountains. These types of skybridges, if allowed, will forever mar our treasured mountains and vistas.

G-6 Response

Please refer to **MR-4** and **MR-5** regarding the private pedestrian use and subsequent requests for pedestrian bridges. The approval of the pedestrian bridge does not mean that it is more or less likely that other institutions will also request the approval for a bridge; each request will be decided on its own merits subject to the particular needs and environmental impacts of its location. Nor is there a requirement in CEQA that an EIR analyze the potential impacts of speculative future projects. An EIR's discussion of cumulative impacts must provide a summary of the cumulative environmental effects that are expected and a reasonable analysis of the cumulative impacts of the relevant projects. (14 Cal Code Regs Section 15130(b)(4)-(5)) The analysis should focus on significant cumulative impacts to which the project will contribute; impacts that do not result at least in part from the project should not be evaluated in the EIR. (14 Cal Code Regs Section 15130(a)(1)) When specific information on the impacts of potential future cumulative development is not available, an EIR is not required to speculate about the cumulative impacts that might occur. (*Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App. 4th 260, 277). It would be beyond the scope of the environmental analysis of this Project to determine how approval of a pedestrian bridge at this site would influence the City's ability to approve or disapprove other pedestrian bridges in other locations that have not even been proposed yet. Thus, the DEIR and RDEIR sufficiently analyzed the cumulative impacts of the relevant related projects. Nonetheless, the commenter's concerns expressed in the comment will be forwarded to the decisionmakers for their consideration in taking action on the Project.

G-7 Comment

The DEIR also fails to adequately consider our concern that the proposed structures and associated nighttime illumination on the west side of Coldwater "would also have an adverse impact on wildlife habitat and corridors." (HF Comment letter, Aug 16, 2013) The Santa Monica Mountains Conservancy, an independent state agency, has concluded that the mitigation measures provided in the DEIR are woefully inadequate and that the excavation of 135,000 cubic yards of soil, massive retaining walls, and subsequent nighttime illumination and noise pollution will create a "multi-acre disturbance zone" with an "unavoidable significant adverse biological impact." (Santa Monica Mountains Conservancy ("SMMC") Comment Letter, Sept 23, 2013). We also share the Conservancy's concerns that the DEIR has not adequately addressed the disturbance to the hillside and woodland habitat, which will have significant ecological and biological impacts. (SMMC Comment Letter, Nov. 4, 2013). The DEIR conclusion that there will be no significant impact to biological resources is similarly insupportable.

G-7 Response

Please refer to **MR-6** and **Responses to Comments D-41, D-158 and D-168** regarding Project impacts on wildlife and wildlife habitat. Please also refer to **Responses to Comments D-126 to D-147** for responses to the specific concerns raised by the Santa Monica Mountains Conservancy both in the September 2013, letter which was written prior to the release of the DEIR, and the November 2013 letter. The data presented in the DEIR and RDEIR is the result of a field survey and analysis of the Project conducted by a biologist who has over 30 years experience in the region. The biologist who prepared the analysis has determined that when the mitigation measures are implemented, each impact, other than those discussed in the RDEIR as significant and unavoidable, will be reduced to a level that does not exceed the applicable, identified thresholds of significance. Please also refer to **MR-4** regarding light impacts. The DEIR does not conclude that the lights will have no effect on the biological resources in the vicinity. The DEIR and the RDEIR conclude that if the described mitigation measures are implemented, the effect of lighting would not be very different from the existing conditions in the surrounding community and, therefore, there would be no significant lighting impact. As stated in Appendix D.4 of the RDEIR, the lighting analysis acknowledges that indirect lighting, that is the glow from the Project lighting, would be visible from much of the surrounding area. Given the suburban nature of the Development Site, it is nonetheless expected that wildlife in the area are accustomed to the glow of city lights and would not be significantly impacted by the additional lighting. Currently there is ambient exterior lighting from the Campus as well as vehicular traffic and streetlights. Even if some of the nocturnal wildlife remaining on or near the Development Site is adversely affected by the lights on the practice field, the impact would not be significant based on the limited spill of lighting, the restricted hours of lighting (up to 8:00 p.m. on weekdays only), and the small area that would be affected. Using the lighting technology analyzed in the RDEIR, there would be no spillover lighting or direct glare on adjacent open space. (See Figure 3.1-30 of the RDEIR.) Nonetheless, the commenter's opinion to the contrary will be forwarded to the decisionmakers for their consideration prior to taking action on the Project. Please also refer to **Response to Comment G-12**.

G-8 Comment

Also, of particular concern to the Hillside Federation as expressed in our August 16th letter, is the intention of Harvard-Westlake School to "bypass the Charter-mandated procedures for seeking variances. The project calls for variances (and exceptions) from, among other requirements, zoning laws, setback limits, grading restrictions, excavation limits, and airspace and height restrictions." (HF Comment letter, Aug 16, 2013) The DEIR does not address this concern nor the precedential impact of allowing this end-run around the Baseline Hillside Ordinance (BHO). The DEIR even makes the baseless claim that the BHO does not apply to school uses. This assertion is inconsistent with the BHO's plain language and likewise contravenes the BHO's animating policy of preventing hillside degradation without regard to the identity of those who would engage in such conduct. In sum, this particular land, designated "desirable open space" in an exclusively residential hillside community, is not appropriate for the proposed use.

G-8 Response

Please refer to **MR-6** regarding comments related to the Desirable Open Space designation, **MR-5** regarding the Development Site zoning which permits school uses and **Responses to Comments D-3 and D-52** regarding the Baseline Hillside Ordinance. The discretionary actions/permits required for the Project are identified on pages 2-17 through 2-19 of the DEIR. The Project is allowed to be developed on the Development Site subject to the City approving a conditional use permit and other entitlements that Harvard-Westlake has requested. Any deviation from City code standards are requested under the conditional use permit and do not require a separate variance request. The Project is subject to the Baseline Hillside Ordinance. The DEIR does not state that the Baseline Hillside Ordinance does not apply

to school uses, as incorrectly stated in the comment letter. The City’s retaining wall ordinance, which, as correctly stated in the DEIR and RDEIR, does not apply to school uses (see LAMC Section 12.21.C.8). LAMC Section 12.21-C.8 states:

***Retaining Walls in Hillside Areas.** (Added by Ord. No. 176,445, Eff. 3/9/05.) This subdivision applies to retaining walls that meet all of the following criteria: located in the A or R Zones (including the RA Zone), located on land designated as a Hillside Area on the Bureau of Engineering Basic Grid Map No. A-13372, and located on a lot developed or to be developed with dwelling units.*

The Development Site would not contain, nor is it proposed to be developed with, residential units and, therefore, this provision is not applicable. The commenter’s opinion that the Project, located within the Desirable Open Space Boundary and in an “exclusively residential hillside community,” and is not an appropriate use will be forwarded to the decisionmakers for their consideration in taking action on the Project.

G-9 Comment

The DEIR also fails to consider reasonable alternatives to the proposed project. It improperly dismisses the possibility of reducing demand for parking and the use of satellite parking for major events, even though numerous other schools have successfully instituted such programs. Indeed, the neighboring Buckley School recently abandoned its parking expansion plans and instead has successfully reduced demand and used satellite parking for major events. The DEIR also fails to document any actual need for the project, making its cavalier dismissal of parking alternatives on the current campus footprint unsupportable.

G-9 Response

Please refer to **MR-7** regarding the adequacy of the Alternative analysis and the TDM program. See also **Responses to Comment D-89** regarding increasing TDM and use of satellite parking and **MR-1** regarding need for the Project. As stated in **MR-7**, Buckley School is not an appropriate comparison to the needs or conditions at Westlake-Harvard because the Buckley School is a K-12 school, with 474 students in grades K-8 and 346 students in grades 9-12. In general, students in grades K-8 are better candidates for “scheduled” transportation options (such as carpools and bus transportation) as there are typically fewer before-school and after-school activities offered for children of this age. By comparison, students in upper grades (e.g. 9-12 or 10-12 as is the case for Harvard-Westlake) are more likely to be involved in before-school and after-school programs related to academic, music, athletic, and cultural programs. As the Harvard-Westlake Campus is for upper school students only, there are substantially different challenges and circumstances related to implementing carpools and bus service as compared to other schools. Nonetheless, the commenter’s opinion as to the need for additional parking will be forwarded to the decisionmakers for their consideration in taking action on the Project.

G-10 Comment

For these reasons, the Federation renews its strong opposition to this project, which would set a dangerous and unwelcome precedent that would place at risk the natural integrity of hillside areas throughout the Santa Monica Mountains. We strongly urge the City to only consider alternatives on the east side of Coldwater Canyon, which would be far less impactful, destructive and disruptive to the character of the hillsides.

G-10 Response

Please refer to **MR-7** regarding Project alternatives including alternatives on the east side of Coldwater Canyon. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

G-11 Comment

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 41 homeowner and residents associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

The Federation considered the Harvard-Westlake School's development project at its July 2013 meeting. The Board was concerned about many aspects of the project, especially the plan to develop property to the west of Coldwater Canyon Avenue. The Board passed a motion to request that the Department of City Planning, in preparing the project's Draft EIR, consider only alternatives that would confine any development to the east side of Coldwater Canyon, leaving intact the designated "Open Space" and low-density residentially-zoned property to the west of Coldwater.

G-11 Response

Please refer to **MR-5** regarding the zoning of the Development Site and **MR-6** regarding the Desirable Open Space designation of the Development Site and the current disturbed condition of a large portion of the Development Site. To further clarify the statements in this comment: approximately 1/2 of the Development Site is designated for Minimum Residential and is within the Desirable Open Space boundary identified in the Community Plan; the remaining 1/2 of the Development Site is designated either Very Low or Low Residential. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration when taking action on the Project. Please also refer to **MR-7** regarding Project alternatives, including the use of the Campus to the east of Coldwater Canyon Avenue.

G-12 Comment

The most problematic aspects of the project are (1) the construction of a three-story parking structure on the west side of Coldwater Canyon; (2) the athletic field on top of the proposed parking structure, which will be illuminated with field lights, surrounded by a fence; and (3) a bridge over Coldwater Canyon Avenue connecting the parking structure on the west side with the main campus on the east side of Coldwater Canyon (the "Sky Bridge").

The proposed three-story, 750-car parking structure with an illuminated and fenced-in athletic field on what is currently designated "Desirable Open Space" is grossly out of character with the natural hillside environment. And the proposed Sky Bridge would not only destroy the character of the hillside environment, it would set a terrible precedent for all canyon roads within the Santa Monica Mountains. With the three-story parking structure and a Sky Bridge over Coldwater Canyon, which the City has identified as a "Scenic Highway," Harvard-Westlake proposes nothing less than the urbanization of one of the Santa Monica Mountains' great and historically significant canyon roads.

The proposed structures and nighttime illumination on the west side of Coldwater would also have an adverse impact on wildlife habitats and corridors. At the very least, the Draft EIR must include an alternative that would confine development to the east side of Coldwater-maintaining the integrity of the Open Space and single-family residentially zoned land on the west side of Coldwater.

G-12 Response

The comment summarizes the reasons for the commenter’s opposition to the Project as expressed earlier in the comment letter. Please refer to **Responses to Comments G-1 through G-7 and G-9 through G-11** for responses to these concerns.

G-13 Comment

The Federation is also concerned that Harvard-Westlake has expressed its intention to bypass the Charter-mandated procedures for seeking variances. The project calls for variances (and exceptions) from, among other requirements, zoning laws, setback limits, grading restrictions, excavation limits, and airspace and height restrictions. Variances can *only* be authorized through the formal variance process and require detailed findings establishing that the statutory requirements have been satisfied. The variance process and mandated findings cannot be avoided by utilizing a CUP process to impose less stringent requirements. The purpose of a CUP is merely to impose conditions on a proposed use of land that is not otherwise permitted within the zone and those conditions must render the otherwise nonconforming use consistent with the applicable zoning restrictions. Contrary to the suggestion of Harvard-Westlake's representatives, a CUP cannot be used to grant the equivalent of a variance outside the mandated variance procedures.

G-13 Response

The comment restates the previous comment that the Project requires a variance and cannot be approved based on the CUP and other approvals requested by the Applicant. Please refer to Response to Comment **G-8** for a response to the issue of the approvals being requested for the Project. The statutory scheme requires approval of the use through a Conditional Use Permit (“CUP”), not because it would be a non-conforming use, but because a CUP is the mechanism for determining the appropriate development standards such as building height and setbacks.

G-14 Comment

In sum, the proposed development project, with the large and intrusive parking structure/athletic field construction on the west side of Coldwater Canyon and a Sky Bridge traversing Coldwater Canyon Avenue would have a devastating impact on this historic section of the Santa Monica Mountains and set a dangerous and unwelcome precedent for future hillside development. The Federation strongly urges the Department of City Planning to consider only alternatives that would confine the proposed development to the east side of Coldwater Canyon, which would be far less impactful, destructive and disruptive to the character of the hillsides.

G-14 Response

The comment summarizes the commenter’s opposition to the Project. The commenter’s opposition and opinion forming the basis of that opposition will be forwarded to the decisionmakers for consideration when taking action on the Project. Please also refer to **Response to Comment G-6**.

H. Residents of Beverly Glen, Tensie Palmer, President, letter dated, December 10, 2013**H-1 Comment**

Residents of Beverly Glen (ROBG) represents approximately 650 hillside residents nestled in a rustic canyon on the eastern edge of Bel Air. On December 9, 2013, our Board approved the following motion:

Whereas, Beverly Glen is continuously used as a main artery to link the valley to western Los Angeles,

Whereas, various projects continue to ignore the impacts of traffic on Beverly Glen in their environmental review projects,

Residents of Beverly Glen moves to ask the applicant of the above referenced project take the following environmental impacts into considerations of their project.

H-1 Response

The representation and location of the commenter with respect to the Project are noted and require no response.

H-2 Comment

The project DEIR does not address traffic impacts from the significant excavation and course of construction and how that either directly impacts Beverly Glen or indirectly with any closures or bottlenecks on other canyon roads that spillover traffic to Beverly Glen.

H-2 Response

The analysis of potential traffic impacts due to construction of the Project is provided in the DEIR and RDEIR in Chapter 3.8, Transportation, Circulation and Parking. This chapter identifies the forecast number of vehicle trips generated by construction of the Project, including during the excavation phase. Additionally, as stated on page 3.8-12 of the DEIR and page 3.8-13 of the RDEIR, trucks related to the removal of material from the Project are expected to use the segment of Coldwater Canyon Avenue between the Project site and the Ventura Freeway (U.S. 101). Construction-related vehicle trips would not need to use, or are expected to use, Beverly Glen Boulevard. Additionally, as summarized on Table 3.8-5 of the RDEIR, the traffic related impacts due to construction of the Project at intersections along Coldwater Canyon Avenue are expected to be less than significant. Therefore, there is no expectation that vehicular traffic would divert to Beverly Glen Boulevard as asserted in the comment. Please refer to **Responses to Comment C-3 and 9.7R-13**.

H-3 Comment

The land use implications for providing additional parking capacity for private schools without requiring a long term management plan that considers the impacts of said additional parking, will have on allowing additional impacts.

H-3 Response

It is not clear from the comment what a long-term management plan would address. Harvard-Westlake has advised the City that it does not have a master plan for the Campus, and the Project does not include the construction of any classrooms or similar spaces. Any future approvals would require issuance of City entitlements and compliance with CEQA.

H-4A Comment

More specifically, ROBG would like the City to have the DEIR address the impacts in the following ways:

Traffic.

Residents of Beverly Glen (ROBG) is very concerned about effects of this project on Beverly Glen traffic. We experienced first-hand the negative effect on traffic on Beverly Glen as a result of the recent DWP trunk-line construction, which caused road closures and slowing of traffic on Coldwater Canyon. In our experience, any negative effect on Coldwater traffic flow impacts other commuting arteries such as Laurel Canyon and Beverly Glen.

H-4A Response

Please refer to **Response to Comment H-2** for a discussion of the analysis of potential traffic impacts due to construction of the Project as provided in the DEIR and the RDEIR. The comparisons in the comment regarding the construction of the Project and the DWP Trunk Line project are inappropriate. For example, the Trunk Line project resulted in a multi-day closure of Coldwater Canyon Avenue from Ventura Boulevard to Mulholland Highway. By comparison, the construction of the Project will only require approximately eight hours of closure to Coldwater Canyon Avenue on a date and at a time that is specified by the Department of Building and Safety (refer to **Response to Comment 9.7R-13**). Since this closure is of a short duration and is expected, as is customary, to be scheduled outside of peak traffic hours, no significant traffic impacts to Coldwater Canyon Avenue or any other commuting arteries are expected.

H-4B Comment

We believe the traffic analysis in the DEIR and supporting traffic report are flawed, and do not adequately consider the likely impact on traffic both on Coldwater and other commuting arteries from the valley.

1. The traffic report has no specific analysis of how construction delays and flagging will be handled during the estimated 9 months of excavation and 16 months of construction.

H-4B Response

The DEIR and the RDEIR provide detailed descriptions of the activities related to construction of the Project, including the proposed locations of on-site staging for construction-related vehicles. Please refer to **Response to Comment D-62** regarding construction traffic control methods (including the use of flagger) as well as **Response to Comment H-2**. No construction delays on Coldwater Canyon Avenue or other streets are expected.

H-4C Comment

We believe the traffic analysis in the DEIR and supporting traffic report are flawed, and do not adequately consider the likely impact on traffic both on Coldwater and other commuting arteries from the valley.

2. It significantly undercounts the number of vehicle trips during excavation of 135,000 cubic yards of soil.

H-4C Response

The DEIR and RDEIR analyze the construction traffic impacts including the impacts during the grading and material export phase of construction. (See, DEIR page 3.8-11 and RDEIR page 3.8-13.) The RDEIR updated the analysis in the DEIR, and conservatively estimated the number of combined construction worker and haul truck trips during this phase of construction (see Appendix G.2 of the RDEIR). The RDEIR thoroughly examined construction traffic distribution and construction traffic intersection impacts and appropriately concluded that construction traffic, including from grading and exportation activities would result in less than significant impacts (RDEIR page 3.8-31) with implementation of Project Design Feature PDF-TR-1 which restricts hours of operation for truck trips. The comment states that the analysis “undercounts” the number of vehicle trips associated with construction of the Project, but does not provide any support for the assertion. Please refer to **Responses to Comments 9.1R-3 and 9.1R-8 through 9.1R-11** regarding the accounting of truck trips.

H-5 Comment

We believe the traffic analysis in the DEIR and supporting traffic report are flawed, and do not adequately consider the likely impact on traffic both on Coldwater and other commuting arteries from the valley.

3. It erroneously concludes that there will be no increase in traffic, despite the net increase of approximately 500 parking spots. (See DEIR 3.8-1) One of two things must be the case – either the school does not need the parking at all, or they do need it, and therefore it will bring significantly more vehicles to campus, both on a regular basis, and on special events. Any increase in traffic on Coldwater will worsen traffic on Beverly Glen – as commuters seek alternate routes.

H-5 Response

Please refer to **MR-1** regarding the need for the Parking Structure and **Response to Comment D-51** regarding no student enrollment increase. As stated on page 3.8-16 of the DEIR and page 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project. Additionally, no new structures on the Campus are proposed that would potentially generate new vehicle trips. The existing supply of parking on the Campus is insufficient to accommodate existing parking demand. As a result, parking occurs off-site on public streets. Thus, the Parking Structure is needed to accommodate the current vehicular traffic to the Campus. The Parking Structure is also needed to remove existing parking spaces from the Campus (at the Southern Parking Lot), thereby allowing the use of that space for buses that currently pick-up and drop-off students on Coldwater Canyon Avenue. Thus, the DEIR and RDEIR correctly conclude that the Project will not generate new vehicle trips. However, the DEIR and RDEIR do analyze the Project-related localized distribution shift and assignment to account for ingress and egress from the new Parking Structure. The breakdown of the shifts of Project traffic volumes by specific location and/or population is contained in RDEIR Appendix G. The Project occupancy traffic analysis was prepared using the Congestion Management Program (CMP) methodology and application of the City significance criteria. The results are summarized in Table 3.8-6 of the RDEIR and the calculations are contained in Appendix G.2 of the RDEIR. The CMP is the required methodology to use when determining impacts to regional transportation. Based on that methodology which includes the criteria for determining which roadways might be adversely impacted by a project, Beverly Glen Boulevard was not identified as a roadway which required analysis. (See RDEIR, page 3.8-8, for an explanation of the CMP). Accordingly, since the Project will not generate additional traffic on Coldwater Canyon Avenue, there is no reasonable expectation that the Project will cause an increase in traffic utilizing Beverly Glen Boulevard, as asserted in the comment.

H-6 Comment

We have concerns about the safety of the bridge in a seismic event (considering that the Geological Report failed to examine the difference in soils on each side of Coldwater, making the bridge unstable in a seismic event). (See generally, DEIR 3.5) Such a bridge failure would jeopardize Coldwater's ability to function as an artery into and out of the canyon in case of an emergency, thereby taxing the alternative routes such as Beverly Glen.

H-6 Response

Please refer to **Responses to Comments C-4** and **C-5** regarding the safety of the pedestrian bridge, the soils conditions and the possibility of seismic events.

H-7A Comment

Precedent.

ROBG is very concerned about the precedent of the approval of such a project. This would affect many other canyon roads and hillside communities such as ours.

H-7A Response

Please refer to **MR-5** and **Response to Comment G-6** regarding permitted school uses in residential zones and the precedent of permitting a pedestrian bridge. This comment does not challenge the adequacy of the DEIR. The commenter's opinion that approval of the Project would affect other canyon roads and hillside communities will be forwarded to the decisionmakers for their consideration in taking action on the Project.

H-7B Comment

Land use – this kind of parking garage and bridge are incongruous with the surrounding land uses, and in no way consistent with the “very low” and “minimum” residential use of this land. The project exceeds the “thresholds of significance” and therefore has a significant land use impact. (DEIR 3.6-7)

H-7B Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and **MR-6** regarding the appropriateness of the Project for the area. The DEIR and RDEIR analyze the Project's consistency with applicable land use regulations and policies in Chapter 3.6. The comment presents no support for the commenter's opinion that the Project exceeds the thresholds of significance for land use impacts, therefore, no additional response is require.

H-8 Comment

Changing the use of this residential land to a school use is incompatible with the land's designation as “desirable open space” and inconsistent with its zoning. (DEIR 3.6-5)

H-8 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and **MR-6** regarding the Project's location, the Development Site's condition, and the desirable open space designation.

H-9 Comment

This kind of exception for one particular school puts other neighborhoods at risk for similar exceptions. We remain concerned about piecemeal requests from school applicants in an attempt to avoid considering a long term plan for communities to address.

H-9 Response

Please refer to **MR-5** regarding schools in residentially zoned neighborhoods. The school has no plan to build additional facilities on the campus. The construction of additional facilities will require compliance with the City's rules and regulations and with CEQA. Please also refer to **Response to Comment D-11** regarding the commenter's concern of piecemeal requests. There are no exceptions being requested for this Project; school uses are permitted uses with a Conditional Use Permit as is being requested for this Project.

H-10 Comment

We are concerned about the project's circumvention of numerous safety ordinances of the Baseline Hillside Ordinance (e.g., retaining wall(s) height, setback limits). The BHO is critical for the protection of the all L.A. hillsides, including those in our community.

H-10 Response

Contrary to the commenter's assertion, the Project is not circumventing the Baseline Hillside Ordinance or any safety related ordinances. The Baseline Hillside Ordinance does not regulate retaining walls, as incorrectly stated in the comment letter. The commenter may be referring to the City's retaining wall ordinance, which, as correctly stated in the DEIR and RDEIR, does not apply to school uses (see LAMC Section 12.21.C.8). LAMC Section 12.21-C.8 states:

Retaining Walls in Hillside Areas. (Added by Ord. No. 176,445, Eff. 3/9/05.) This subdivision applies to retaining walls that meet all of the following criteria: located in the A or R Zones (including the RA Zone), located on land designated as a Hillside Area on the Bureau of Engineering Basic Grid Map No. A-13372, and located on a lot developed or to be developed with dwelling units.

The Project would not contain, and does not propose to develop, dwelling units and, therefore, this provision is not applicable. Refer also **Response to Comment D-3** regarding the Baseline Hillside Ordinance provisions that are applicable to the Development Site.

H-11 Comment

We believe the DEIR underestimates the impact to aesthetics. (DEIR 3.1-36) Saying such large man-made structures in a residential hillside do not have a visual impact is alarming, and sets a dangerous precedent. We believe it will have a substantial impact on a scenic vista, and it will create a new source of substantial light which would adversely affect nighttime views in the area. It therefore meets the criteria for a "significant aesthetic impact" under Appendix G of the CEQA Guidelines.

H-11 Response

Please refer to **MR-4** regarding aesthetic impacts, including lighting, and the factors on which the conclusion of less than significance are based. See also **Responses to Comments D-5, D-15F, D-15I, D-15J, D-17, D-20, and D-173** regarding aesthetic impacts, including impacts to scenic vistas and views and light and glare impacts. The commenter's opinion that the Project nevertheless has significant aesthetic impacts will be forwarded to the decisionmakers for their consideration when taking action on the Project.

H-12 Comment

Allowing a private bridge to be built on a canyon road sets an unwelcome precedent for Beverly Glen. As the DEIR admits, "the addition of a pedestrian bridge over a designated Secondary Scenic Highway is potentially significant without mitigation" (DEIR 3.1-25) and sets precedence for other applicants who may have that need.

H-12 Response

Please refer to **MR-4** regarding aesthetic impacts and **MR 5** as well as **Response to Comment G-6** regarding the potential for the pedestrian bridge to set a precedent for future bridges. The approval of the pedestrian bridge does not mean that it is more or less likely that other institutions will also request the approval for a bridge, and the City is certainly not required to approve other bridge projects if the City were to approve the Project's pedestrian bridge.

H-13 Comment

We hope the City of Los Angeles will take the above concerns into consideration when making a determination on the DEIR for this application.

H-13 Response

The commenters concerns will be forwarded to the decisionmakers for their consideration in taking action on the Project.

I. Tree People, Craig Prizant, Sr., Director Development and Marketing, letter dated October 3, 2013**I-1 Comment**

I wanted to take a moment and lend my support to Harvard-Westlake's Parking Improvement Plan. Driving by your school every day gives me a birds-eye view of how desperately additional parking is needed. With all of the construction on Coldwater, it has become clear that your students, faculty and guests need additional parking. What may not be as clear to some is the communal need we all have for additional parking.

As you know, TreePeople is very limited with parking. Without the ability to expand your parking capabilities, we will be left without the necessary parking we envision to accommodate the growth of our organization. As the Sr. Director of Development and Marketing, I strongly support your parking expansion.

None of us desire to add another parking lot when not necessary. But that is clearly not the case here. I firmly believe this is a critical project that will benefit the entire community and I strongly support your project. You have been an amazing partner for TreePeople and I look forward to our collaborating for years to come.

I-1 Response

The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding opinions in support of the Project.

J. Valley Industry and Commerce Association, David Adelman, Chair; Stuart Waldman, President, letter dated October 21, 2013**J-1 Comment**

The Valley Industry and Commerce Association (VICA) supports the Harvard-Westlake Studio City Campus Parking Improvement Plan, which includes construction of a parking structure and other campus improvements that will promote student and visitor safety.

As a result of increasing parking demand, the Harvard-Westlake School is seeking to build a three-story parking garage on vacant property owned by the school on the west side of Coldwater Canyon Blvd. This state-of-the art garage will reduce the need for off-campus parking along Coldwater Canyon Blvd. by providing parking spaces for Harvard-Westlake students, parents, faculty, staff and visitors. It will also allow for reconfiguration of existing parking lots on the campus, in order to enable school buses to safely drop-off and pick-up students on campus rather than along Coldwater Canyon Blvd.

In addition to the 750-space parking structure, the plan includes:

1. An athletic practice field on the roof of the parking structure;
2. A pedestrian bridge connecting the parking structure with the campus;
3. New landscaping along the west side of Coldwater Canyon Boulevard; and
4. A new southbound through lane and two dedicated turning lanes into the parking structure.

The parking improvement plan continues Harvard-Westlake's longstanding tradition of being a good neighbor in Studio City. This project will directly benefit the surrounding community by eliminating off-campus parking, improving traffic flow, and beautifying the neighborhood with new landscaping.

VICA urges you to support the Harvard-Westlake Campus Parking Improvement Plan.

J-1 Response

The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding opinions in support of the Project.

K. Karen Abrams, resident, e-mails dated December 14 and December 16, 2013

K-1 Comment

My name is Karen Abrams and I am a resident of Studio City. I oppose Harvard-Westlake's proposal for the building of a 750 Car Garage on the west side of Coldwater Canyon. I live near Harvard-Westlake school and would be directly and negatively affected by the construction of this parking lot. As of the last meeting, those Studio City residents who were in favor of the building of this lot, cited Harvard-Westlake's promise to create a new lane for traffic on both the south and north bound lanes on Coldwater Canyon. As daily commuters, they said, they needed traffic relief and these lanes would provide the solution.

Unfortunately, the lanes that the school would create do not go straight up and down Coldwater Canyon, giving more access to commuters, these lanes would directly lead into and out of the parking lot. What does this mean for commuters moving south on Coldwater? That the 750 or so additional cars on that road, would be aiming for the same parking structure. Those in the left lane and the right lane would be merging to the far right to get into the parking lot lane, thus slowing down and blocking other drivers from continuing south on Coldwater toward Beverly Hills. As it is, morning traffic on Coldwater creeps along slowly at best, and with those additional cars blocking the lanes, this could bring traffic to a halt.

Next, those cars leaving the parking lot at the end of the day, will be making a right turn to go south over Coldwater (as this is the only option provided to them). This extra lane will end and move these cars into the main road which bottlenecks into one lane that goes over the Canyon. So there will be three lanes of traffic that have to file into one lane of traffic to get over the hill. This will undoubtedly slow traffic down even further.

Additionally, the parking lot plans do not allow their cars to make a left turn out of the parking lot so that those people needing to go northbound on Coldwater will be unable to do so. What does that mean for those drivers? Legally, they will be obligated to drive up the one lane of Coldwater Canyon to Mulholland in order to make a u-turn and come back down the hill. If they do not decide to do this, they will try and make a u-turn on Coldwater right by the school which will not only impede traffic on both sides of the road, but will also pose great danger to those drivers involved.

These extra lanes do not promote a viable solution to the traffic issues on Coldwater Canyon, they will make a bad situation worse. And these are among the many reasons that the construction of this parking lot is detrimental to this area.

K-1 Response

The commenter's opposition to the Project is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The analysis of potential traffic impacts due to the Project are summarized in Chapter 3.8 Transportation, Circulation and Parking of the DEIR and the RDEIR. Additional detailed information is contained in the Traffic Study provided in Appendix G, the Traffic and Parking Study, Appendix G.1, the Traffic Study Appendices, Appendix G.2, the Supplemental Traffic Report, Appendix G.3 the Crain and Associates Peer Traffic Review, Appendix G.4.1 the LADOT Review of Original Traffic Report, and Appendix G.4.2 the LADOT Review Supplemental Traffic Report of the RDEIR. As shown in those appendices, the original 2012 traffic report for the Project was updated October of 2015 to account for the revised build-out year, new manual traffic counts, updated related projects, updated grading information and limited truck hauling hours. While the 2012 traffic report included the construction of voluntary roadway improvements in the Project vicinity including the removal of on-street parking along the west side of Coldwater Canyon Avenue between Ventura Boulevard and Van Noord Avenue to accommodate the installation of second through lane, LADOT rejected that improvement and, therefore, it is no longer part of the Project. The Supplemental Traffic Report concluded that neither construction nor occupancy of the Project would result in significant traffic impacts. (See RDEIR, page 3.8-31 and Appendix G.2, page 2.) The Peer Review (Appendix G.3) concurred that the Project will not have an adverse significant impact on the arterial streets, freeway system, transit system or area parking.

The RDEIR analyzed all aspects of potential traffic impact including ingress and egress from the Parking Structure. The analysis supports the conclusion that there would be no operational impacts from the Project. The Project would improve through traffic flow adjacent to the Parking Structure during the morning commute period with a second southbound through lane adjacent to the Parking Structure; this would improve travel delay along Coldwater Canyon Avenue at the entrance to the school as compared to existing conditions. Additionally, traffic turning into the Parking Structure would not disrupt through traffic on southbound or northbound Coldwater Canyon Avenue because of the new separate left-turn and right-turn lanes at the Parking Structure entrance, as well as the traffic signal phasing for northbound and southbound traffic which would operate at maximum efficiency based on installation of LADOT's ATSAC/ATCS traffic signal equipment. Finally, creating space on the Campus for the buses will remove them from Coldwater Canyon Avenue for student drop-off and pick-up and turn-around, thereby further reducing stress on Coldwater Canyon Avenue where the buses currently provide their service. (See RDEIR commencing on page 3.8-19.)

Moreover, as stated in the DEIR and RDEIR, commencing on page 3.8-9, the northerly Development Site driveway would accommodate both left-turn and right-turn vehicular ingress and egress on Coldwater Canyon Avenue via the relocated traffic signal at the Harvard-Westlake Main Driveway. The southerly driveway would accommodate right-turn ingress and egress traffic movements. Left-turn egress movements would be permitted from the southerly driveway outside of the weekday 7:00 a.m. – 7:00 p.m. period. The comment is incorrect in stating that all traffic leaving the Development Site would be right-turns only towards southbound Coldwater Canyon Avenue – left turns from the structure onto Coldwater Canyon Avenue would be permitted to occur from the structure's northern access point. Thus, the concern expressed in the comment regarding the potential for increased U-turn traffic on Coldwater Canyon Avenue due to the Project is not warranted. Left-turn egress would always be available at the northerly

driveway via the signalized intersection at the Harvard-Westlake Driveway. As shown on Table 3.8-6 of the DEIR and the RDEIR, the Project – including the additional travel lanes on Coldwater Canyon Avenue proposed in conjunction with the Project – will improve, and not degrade traffic operations at the Coldwater Canyon Avenue/Main Driveway intersection.

Additionally, the Project will not be bringing new traffic to Coldwater Canyon Avenue. See **Response to Comment H-5** regarding the conclusion that the Project will not bring additional traffic and the methodology used to make the determination that traffic impacts will be less than significant.

L. Janet Albaugh, resident, e-mail dated December 15, 2013

L-1 Comment

Please don't let this project ruin our quality of life, neighborhood, safety and subject us to (more) years of traffic nightmare just to get to and from our homes. Please stand with Save Coldwater Canyon. Please.

L-1 Response

The commenter indicates no specific comments on the DEIR. The commenter's concerns with respect to quality of life, safety and traffic will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding opinions in opposition to the Project and **Response to Comment C-3** regarding the finding that construction of the Project would not result in significant traffic impacts.

M. Karen Andrews, resident, e-mail dated November 9, 2013

M-1 Comment

We Oppose Harvard-Westlake's parking proposal on the west side of the canyon road. We want the City to preserve the designated open space on Coldwater Canyon! (environment — destruction of wildlife habitat and corridor, noise and light pollution from lighting towers, protected trees; traffic — construction delays, increased traffic from hundreds more cars coming to the garage; safety — hillside stability, athletic balls leaving the field, bridge collapse in event of earthquake blocking main artery to Coldwater Canyon; aesthetics — private bridge across Scenic Highway, massive parking structure out of character for residential hillside, neighborhood — destroying character and nature of the community, property values, precedent of development, no community benefit). I stand with Save Coldwater Canyon in opposing this unnecessary and destructive project.

M-1 Response

Please refer to **MR-1** regarding non-CEQA issues such as property values and opinions in opposition to the Project, **MR-3** regarding practice field lighting, **MR-4** regarding aesthetic impacts, including light impacts, **MR-5** regarding the pedestrian bridge, **MR-6** regarding Project location, Desirable Open Space designation and biological impacts, and **Responses to Comments D-1 through D-203, E-1 through E-7, F-1 through F-23, and DDD-1** regarding the issues raised by Save Coldwater Canyon!.

The DEIR and the RDEIR address potential impacts wildlife, noise, aesthetics (including lighting), traffic, geology, and land use impacts. The DEIR and RDEIR identify significant impacts to construction noise and air quality and cumulative impacts to biological resources. Other impact areas are identified as less than significant using the City of Los Angeles Thresholds of Significance. The commenter's opposition to the Project and her concerns with respect to the environment, traffic, safety and the neighborhood will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The commenter indicates no specific challenges to the adequacy of the DEIR. However, in response to the specific items in the comment letter, please refer to the Master Responses listed above and to the Responses to Comments indicated below:

1. Environment – Destruction of wildlife and corridor: Please refer to **Response to Comment D-23 and D-39.**
2. Environment - Noise and light pollution from light towers: Please refer to **MR-3 and Responses to Comments D-82, D-83, D-173, and D-174.**
3. Environment – Protected trees: Please refer to **Responses to Comments D-14B and D-35**
4. Traffic – Construction delays: Please refer to **Response to Comment C-3 and F-11.**
5. Traffic – Increased traffic from increased cars: Please refer to **Response to Comment D-57.**
6. Safety – Hillside stability: Please refer to **Response to Comment C-4 and D-126.**
7. Safety – Athletic balls leaving the field: The practice field includes safety measures to ensure that athletic balls will not leave the Parking Structure; a catchment fence around the perimeter and on top of the practice field which would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue. (See DEIR page 2-8 and RDEIR page 2-10.)
8. Safety – Pedestrian bridge collapse due to earthquake blocking Coldwater Canyon Avenue: Please refer to **Responses to Comments C-4 and C-5.**
9. Aesthetics – Private pedestrian bridge across a Scenic Highway: Please refer to **Response to Comment D-15F.**
10. Aesthetics – Parking Structure out of character for residential hillside: Please refer to **MR-6 and Response to Comment D-42.**
11. Neighborhood – Destruction of character and nature of community: Please refer to **Response to Comment D-42.**
12. Neighborhood – Property values: Please refer to **Response to Comment F-18.**
13. Neighborhood – Precedent of development: Please refer to **Response to Comment G-6.**
14. Neighborhood - No community benefit: Please refer to **Response to Comment F-17.**

N. Parker and Carol Andrews, residents, letter dated December 11, 2013 (including letter dated May 13, 2013, prior to circulation of the DEIR)

N-1 Comment

We, Carol and Parker Andrews, are stakeholders and have lived in Studio City for 35 years, the last 28 on Galewood St. in Coldwater Canyon. Thank you for your time and consideration of this submission, we appreciate your effort on behalf of our community.

We are in opposition to Harvard-Westlake's proposed 4 level parking garage. The structures would have a significant negative impact on Studio City's environment, health, safety, and aesthetics for decades to come.

We object to the chart in the DEIR Executive Summary. It mischaracterizes our response to the NOP, and in fact several opposition statements are not accurately represented in the Summary Chart. There are too many errors made in this simple chart to assume there is no intent to misrepresent underlying data. For accuracy, please read our NOP response letter dated May 13, 2013. It is included with the DEIR and should be considered an integral part of this submission. Omission of facts is a constant theme throughout the DEIR, including the omission of precise building plans. Those plans are necessary for reasonable conclusions to be drawn.

N-1 Response

Please refer to **MR-1** regarding opposition to the Project. Table ES-2 in the DEIR provides a simple summary of commenters concerns regarding the Project Description; Visual Quality, Views; Lighting; Biological Resources; Geology, Soils, Hydrology, Water Quality; Land Use Compatibility, Open Space and Planning; Construction Noise; Operational Noise; Traffic Parking, Access and Safety; Growth Inducing Impacts to School, Future Plans; and Miscellaneous/Other. The table is intended to show the range of commenter concerns, all of which were addressed in the DEIR. The NOP comments are included as part of the DEIR and the RDEIR in Appendix A. Project plans at a level of detail suitable for environmental review and consistent with the City of Los Angeles' requirements are included in Figures 2-2 through 2-10 and 2-16 of the DEIR and the RDEIR.

The commenter's attached letter of May 13, 2013, which was prepared before the DEIR was circulated for public comment, is responded to in **Responses to Comments N-5 through N-15**. Even though the comments were prepared prior to the circulation of the DEIR, the responses generally refer to the relevant pages from the DEIR and/or the RDEIR.

N-2 Comment

While Harvard-Westlake presents the project as a necessity for our community, they show no interest in cutting back activities to relieve pressure on the neighborhood. Over the years they have only increased their demands on the neighborhood to endure more noise pollution, light pollution, and traffic congestion. In multiple presentations Harvard-Westlake's Mr. John Amato stated the school has added numerous programs and activities in recent years. Harvard-Westlake has added them - relentlessly. Each time they expanded, Harvard-Westlake noted sufficient parking to support the expansion. Even if we accept the premise there is greater need for parking, this self-inflicted "problem" can be mitigated by Harvard-Westlake reducing its activities, or by less intrusive means than the proposed garage. Alternatives are not thoroughly explored in the DEIR.

N-2 Response

Please refer to **MR-7** regarding the adequacy of the Alternatives analysis. As provided by Section 15126.6 of the CEQA Guidelines "An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation." The DEIR and RDEIR describe a reasonable range of alternatives that would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project. The DEIR and RDEIR include a detailed analysis of five alternatives to the Project. In addition, five other potential alternatives to the Project were considered but rejected from further consideration in the DEIR (the RDEIR added a sixth potential alternative – two stories above grade and one below grade on the Development Site) for the reasons discussed on pages 5-3 through 5-4 of the DEIR and the RDEIR. Reducing the activities provided for the students of Harvard-Westlake is not a feasible alternative as it achieves none of the Project objectives, would diminish the quality of the recreational opportunities offered to the students, and would fail to address the current parking needs.

The commenter's concerns with respect to the level of activities that occurs on the Campus will be forwarded to the decisionmakers for their consideration in taking action on the Project

N-3 Comment

Harvard-Westlake has owned the proposed construction site since 1982. When purchased, it was known the land use was zoned residential and it should remain for that use. Now, as if by some event out of their control, Harvard-Westlake states the site is filled with diseased trees and is in general neglect. Harvard-

Westlake is the sole steward of the property and has willfully allowed this deterioration. Harvard-Westlake cites this self-inflicted dilapidated condition as reasoning for permanently scarring the hillside with a 4th level parking garage.

N-3 Response

In accordance with CEQA, the DEIR and RDEIR address the Project's impacts on the environment, as it exists when environmental review begins or the NOP is circulated. An EIR does not examine the reasons that a site is in the condition that it is in. Thousand Canker disease, a fatal fungal disease, afflicts walnut trees in Southern California and is unrelated to activities of Harvard-Westlake. Please refer to **MR-5** in response to zoning related comments. Contrary to the assertion in the comment, schools are allowed in residential zones.

N-4 Comment

While Harvard-Westlake denies plans for any future activity expansion they still claim there is an imminent need for hundreds more parking spaces. However, on November 7, 2013, Mr. John Amato stood before the Studio City Neighborhood Council and stated Harvard-Westlake has no legal limits on student body or staff size. This is a strong statement indicating an arrogant belief that only Harvard-Westlake has the authority to determine their footprint in the community. This is a clear indication of Harvard-Westlake's desire for expansion of its student body and staff. If approved, the proposed parking garage is a precursor to inevitable student and staff increases. Coldwater Canyon cannot support of Harvard-Westlake's self-inflicted need for expansion.

N-4 Response

Harvard-Westlake currently operates under a Conditional Use Permit, in which the City did not impose any student enrollment caps. The DEIR and the RDEIR analyzed the Project's potential environmental impacts, and any future discretionary approvals would be subject to City review and approval and compliance with CEQA. If approved, the City has the authority under the conditional use request to impose enrollment caps. Please refer to **MR-1** regarding the need for the Project, the lack of enrollment caps and the comments in opposition to the Project. Please also refer to **Response to Comment D-51** regarding student enrollment.

N-5 Comment

An overwhelming majority of supporters are from outlying areas that would NOT be affected by the proposed garage, either its construction or its permanent scarring of the canyon. This indicates there is no significant benefit to the community that is asked to endure, for decades to come, the blight of the parking garage.

Another red flag is the proposed bridge over a designated secondary scenic highway for Harvard-Westlake's private use only with no public access. This is a clear indication of how Harvard-Westlake lacks a keen sense of community.

N-5 Response

The Project includes public roadway improvements: (i) addition of on southbound through lane along the Development Site's frontage; (ii) addition of left-turn and right-turn lanes; and (iii) new traffic signal including left-turn phasing and LADOT's ATSAC/ATCS equipment. All of the improvements are intended to improve traffic flow and provide for vehicular safety, to both Harvard-Westlake related vehicles and other vehicles driving on Coldwater Canyon Avenue. (See RDEIR page 2-9 and 2-10.) Please refer to **MR-5** regarding the pedestrian bridge. The commenter's concerns about the Project's impacts to the canyon and the lack of community benefits will be forwarded to the decisionmakers for

their consideration in taking action on the Project. Please also refer to **Response to Comment D-13** regarding an enumeration of Project benefits.

N-6 Comment

As you consider granting more leeway and privileges to Harvard-Westlake, please understand they repeatedly violate other grants like the 2006 CUP. Our enjoyment of our home is regularly degraded by the light and noise from Harvard-Westlake's existing athletic activities that will only increase. Harvard-Westlake apparently has an insatiable appetite for expansion in the neighborhood without critical consideration of its negative impact. For these and numerous other reasons, we strongly urge you to oppose the Harvard-Westlake 4 level parking garage disaster.

N-6 Response

Please refer to **MR-3** regarding the differences between the uses, noise and lighting impacts at the Ted Slavin Field and the practice field and **MR-1** regarding prior permitting violations. The City has not determined that Harvard-Westlake is in violation of the 2006 CUP. The commenter's concerns will be forwarded to the decisionmakers for their consideration in taking action on the Project.

N-7 Comment

We have lived in Studio City for 35 years, nearly 29 years on Galewood St. in Coldwater Canyon. We raised our two children here and they were privately educated in the area, albeit not at Harvard-Westlake.

We are writing in opposition to Harvard-Westlake's proposed 4-level, 750 car garage with athletic field on top and bridge structure. The structures are not required, unnecessarily vast, and are likely illegal. We are asking for more careful scrutiny of Harvard-Westlake's premise that off campus additional parking is needed. Please note that, with few exceptions, we largely agree with Mr. Bruce Lurie's e-mail sent to you 11:40 AM on May 8, 2013. Some exceptions we take are the e-mail's tone characterizing Harvard-Westlake's students, financial aide students and other clientele, as well some assertions he makes regarding their motivation.

We do not agree with Harvard-Westlake's premise that the only solution to insure the safety of students and remove parking from the neighborhood (including Coldwater Canyon Ave.) is more expansion and capacity. Throughout the 1990's, while continually offering assurances of ample safe parking, Harvard-Westlake requested and received numerous conditional use and variance concessions to construct several buildings and other campus improvements. Each project Harvard-Westlake undertook was in lieu of providing additional safe, on campus parking. Each time, including the last construction project, the community was assured of sufficient and safe on campus parking. After the last campus expansion, the number of on campus parking spaces considerably exceeded the number required by code. Even considering Harvard-Westlake's stated concern for student safety, the proposed massive excavation of natural hillside and replacement with vast 750 car garage with athletic field and bridge over a public street structures are not necessary.

As parents, we understand and share Harvard-Westlake's concern for student safety. But in our experience, Harvard-Westlake has never worked with all of its neighbors in a unifying manner, nor are they presenting a fair, common sense solution to their self-inflicted "parking problem". Instead, Harvard-Westlake is attempting to force a huge over-reaching construction project upon its neighbors.

Some other troubling aspects of the presentation of the proposed project are statements made by Harvard-Westlake's Vice-President John Amato. Mr. Amato has stated there are no plans for future enrollment and campus expansion (Scoping Meeting, Sportsman Lodge, April 25, 2013). Mr. Amato has also stated that

Harvard- Westlake does not do things piecemeal (SCNC land use meeting, CBS Radford, May 8, 2013). These statements are at odds with each other. Throughout the 1990's the campus expanded one piece at time on several occasion. Either this was accomplished piecemeal or was executed in accordance with some kind of master expansion plan. We cannot imagine any business as large and well organized as Harvard-Westlake, not having a well-defined plan for the future. In the interest of working with its neighbors, Harvard-Westlake should reveal to the community what its future enrollment and master development plans are, even if they are not fully fleshed out.

N-7 Response

Please refer to **MR-1** regarding the need for the Project, including the current insufficient supply of parking on the Campus and **Responses to Comments D-11** and **D-51** regarding the evolution of parking needs on the Campus. Harvard-Westlake has no plans for expansion and has no Master Plan for future expansion. The comment is incorrect in the assertion that Harvard-Westlake is piecemealing its development. To piecemeal a project is a CEQA term signifying taking a known project and dividing it into several smaller projects to avoid disclosing the impact of the total project. In the instant case, the Project is a stand-alone project and not part of a larger project being considered by Harvard-Westlake. As explained in **MR-1**, the Parking Structure is needed to accommodate the existing parking needs and the practice field is needed to provide enhanced recreational opportunities to Harvard-Westlake students. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration when taking action on the Project. Lastly, prefer refer to **Response to Comment LL-1** regarding the comments received by Bruce Lurie, dated December 3, 2013 and December 13, 2013 (the Bruce Lurie email referenced by the commenter, dated May 8, 2013, was not received in connection with the DEIR).

N-8 Comment

Making the assumption, which we are not, that greater capacity for vehicular traffic is required, there needs to be an exploration of alternative methods. For example, smaller on campus parking structure(s) located where existing parking is provided, perhaps with the first level below grade, and/or widening of Coldwater Canyon on the east side only, which would allow more room for safer driver exits, possibly with a small median barrier for further protection from Coldwater Canyon Ave. traffic, or any number of other equitable, common sense, alternative solutions.

N-8 Response

Please refer to **MR-7** regarding the alternatives analyzed in the DEIR and RDEIR and the adequacy of the Alternatives analysis and **MR-1** regarding the need for the Project. The DEIR and RDEIR provide a reasonable range of alternatives in Chapter 5. The DEIR and RDEIR also address the potential for smaller structures throughout the Campus as well as subsurface parking (see DEIR and RDEIR pages 5-3 to 5-4). The analysis of smaller structures throughout the Campus was also expanded as part of Chapter 4, Corrections and Additions, of this FEIR. Widening of Coldwater Canyon Avenue on the east side is not feasible because of the existing school facilities that are located in proximity to the roadway, nor is such widening necessary to meet the Project Objectives. See **Response to Comment N-2** regarding CEQA's requirements for alternatives analysis.

N-9 Comment

If we are to follow the false premise that Harvard-Westlake's parking must be increased and placed off campus, we submit some of our concerns. The initial study, Case number ENV-2013-1950-EAF dated April 12, 2013, addresses some but not all of these concerns.

N-9 Response

The Initial Study is included in Appendix B of the DEIR and RDEIR. The commenter's concerns regarding the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

N-10 Comment

Zoning.

Proposed to be built on land zoned for the use of only four homes, the 4-level, 750 car garage with athletic field on top and bridge structure over a public street is not at all compatible with Coldwater Canyon, Studio City and/or zoning in many of the surrounding communities. We understand unique variances and use conditions are frequently granted, however Harvard-Westlake is requesting a great number of large-scale revisions to both current zoning and building codes.

N-10 Response

Please refer to **MR-5** regarding zoning of the Development Site which permits school uses, **MR-6** regarding the location of the Development Site including compatibility with the surrounding community, and **MR-4** regarding aesthetic impacts of the Project. The commenter's opinion on the approvals requested by the Applicant will be forwarded to the decisionmakers for their consideration in taking action on the Project.

N-10A Comment

Variances, Encroachments, Conditional Uses.

The sheer number and scope of the proposed project's encroachments, requested variances and conditional use alterations demonstrate the structure's incompatibility with locale. Some of the requests are...

1. Environmental encroachments including destruction of and encroachment on more than 125 old growth protected trees.
2. Setback variances and conditional uses are requested on all sides including both adjoining public and private property.
3. Grading exceptions for excessive soil removal of at least 135,000 cubic yards of natural hillside, this is an estimate that, no doubt, will be exceeded.
4. Height encroachments include a private structure over Coldwater Canyon Ave. Even though this kind of condition exists elsewhere in Los Angeles, it should not be allowed over Coldwater Canyon Ave. Unlike the other bridge sites, Coldwater Canyon has very limited access. In case of emergency, this could be disastrous. Also it will obstruct any future widening of Coldwater Canyon Ave.
5. In 2006 Harvard-Westlake received approval to construct 80 foot tall field lights without notifying many neighbors who are directly affected by their use. Harvard-Westlake continues to operate the lights in repeated violation of the 17 imposed "Conditions of Approval" (CPC-2006-2375-PAD). Harvard-Westlake's disregard of the "Conditions of Approval" creates suspicion of their ability to honor any conditions imposed on the currently proposed project.

N-10A Response

Please refer to **MR-5** regarding zoning; schools and other non-residential uses typically request relief from site zoning through the conditional use approval process. Please also refer to **Response to Comment G-5** regarding removal of trees and replacement habitat. The Project's impact on the oak-walnut woodland and wildlife is discussed in Chapter 3.3 of the DEIR, Biological Resources, as updated in Chapter 3.3 of the RDEIR.

Please see **Responses to Comments C-7 and D-3** regarding comments related to grading impacts.

Please see **Response to Comment C-4 and C-5** regarding the safety of the pedestrian bridge. A discussion of the potential impact to the City should it desire to expand Coldwater Canyon Avenue in the future is speculative and beyond the scope of an EIR. However, the commenter's concern regarding the potential future need for the City to acquire additional rights of way to expand Coldwater Canyon Avenue will be forwarded to the decisionmakers for consideration in taking action on the Project.

Finally, there is no record of any outstanding violations of Harvard-Westlake's existing conditional use permit related to the field lights or the conditions of approval associated with Case No. CPC-2006-2375-PAD. Refer to **MR-1** regarding need for the Project and one prior violation relating to the use of lights. The Project is permitted within existing regulations with a conditional use permit and other entitlements requested by Harvard-Westlake.

N-11 Comment

Environment.

There are numerous concerns of the proposed project's impact on the natural environment, i.e. destruction of natural habitat, removal of protected trees, etc. We understand these issues will be fully addressed in the forthcoming Environmental Impact Report. Not only is the proposed project adjacent to the "Desirable Open Space Special Boundary" but also is alongside and over a public "Designated Scenic Highway". We do not accept Harvard-Westlake's assertion that the proposed structures would (be) "Beautifying the neighborhood"; the project is a nearly 90 vertical foot, 4-level, 750 car garage with lighted athletic field on top and a bridge structure with lighting. No reasonable measure can be used to conclude this kind of structure beautifies Coldwater Canyon Ave, a "Designated Scenic Highway".

N-11 Response

Please refer to **MR-4** regarding the Project's impact on aesthetics and **MR-6** regarding the Project's location and impact on biological resources. Neither the DEIR nor the RDEIR conclude that the Project would "beautify" Coldwater Canyon or the area. However, it should be noted that the Project will remove diseased trees, replant 528 mitigation trees and other native landscaping and maintain the western one-third of the Development Site in an undeveloped condition. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Please also refer to **Response to Comment 5R-3** regarding the reduced value of unhealthy trees for nesting, food sources, and shelter. The commenter's opinions that the Project would result in significant impacts to habitats and concerns regarding the pedestrian bridge over a designated scenic highway will be forwarded to the decisionmakers for their consideration in taking action on the Project.

N-12 Comment

Traffic congestion and pollution.

There is no doubt the proposed structures will increase vehicular traffic. The added capacity and increased activity at Harvard-Westlake will absolutely create increased vehicle activity. Harvard-Westlake offers no irrevocable guarantees that their varied school activities like practices with outside schools will not increase in number or size. Nor do they address issues like leasing and/or loaning of the new facilities, or existing facilities as they expand into the new facility. We do not accept Harvard-Westlake's public assertion that the project would be "Improving traffic flow: Capacity on Coldwater Canyon will be increased, and other design features will enable a more fluid flow of vehicles". Due to more facilities, more activities, and more parking for students, staff and the public, there will be a significant increase in traffic to and from the school. Not only will there be an increase in quantity, the traffic will largely be coming and going concurrently. The burden of the increase will be carried by Coldwater Canyon Ave. The proposal calls for the widening of Coldwater Canyon Ave. in a very limited section, but the number of Coldwater Canyon Ave. lanes that lie to the north and south of the proposed site will not be increased. Therefore the design for increased school traffic will cause bottlenecks on an already heavily traveled and frequently gridlocked route.

N-12 Response

The analysis of potential traffic impacts due to the Project are summarized in Chapter 3.8 Transportation, Circulation and Parking of the DEIR and RDEIR. Additional detailed information is contained in the Traffic Study provided in Appendix G and the Supplemental Traffic Report, Appendix G.2, as well as the Crain & Associates Peer Traffic Review, Appendix G.4 of the RDEIR. As stated on page 3.8-16 of the DEIR and page 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project. Additionally, no new structures on the Campus are proposed that would potentially generate new vehicle trips. Thus, the RDEIR correctly concludes on page 3.8-31 that the Project will not generate new vehicle trips. The Project Roadway Improvements referenced in the comment are described in the RDEIR beginning on page 3.8-10. As shown on Table 3.8-6 of the RDEIR, the Project – including the additional lanes on Coldwater Canyon Avenue proposed in conjunction with the Project – will improve, and not degrade traffic operations at the Coldwater Canyon Avenue/Main Driveway intersection. As the Project will not generate additional traffic to the area, and that the Project-related roadway improvements will benefit, not degrade traffic operations on Coldwater Canyon Avenue, the Project is not required to increase traffic capacity on Coldwater Canyon Avenue north and south of the Development site. Please also refer to **Responses to Comments D-65 and D-106** regarding the sufficient length of the Project's turn lanes.

N-13 Comment

Storm run-off and ground instability.

Currently storm runoff causes frequent recurring flooding of Coldwater Canyon Ave. The project would replace acres of permeable land with impermeable hardscape. ANY quantity of additional storm runoff will certainly increase flooding, both in size and frequency. The proposed nearly 90 vertical foot retaining wall creates the possibility of unforeseen current and future slope instability. In the hillside areas of Studio City there have been slope failures after even smaller engineered walls and foundations were constructed. We understand there is a geological study of an adjacent property showing slope incompatibility with proposed building. The citywide effort to craft an ordinance regarding giant retaining walls should inform the decision to not allow this huge wall. As an example, the current problems with huge engineered retaining walls along Interstate 405 in the Sepulveda pass. They show the uncertainty of outcome when undertaking extreme retaining wall heights.

N-13 Response

The DEIR and RDEIR contain an extensive analysis of the hydrology impacts of the Project. (See RDEIR commencing on page 3.5-27.) The RDEIR concluded that the Parking Structure, with its supporting storm water management infrastructure, would not only help secure previously exposed soil and natural landscaped areas from potential mudslides, but could also help slow high storm water runoff flows from the adjacent hillside to Coldwater Canyon Avenue, especially during large storm events (RDEIR page 3.5-27). (See also, RDEIR Appendix E.2, the Final Hydrology Report, and Appendix E.3, the Final LID Report, which further discuss drainage and the drainage infrastructure of the Project.) See also, Regulatory Compliance Measures RC-HYDRO 1 through RC-HYDRO-12 which address drainage and stormwater runoff issues.

The RDEIR also contains extensive analysis of slope stability and retaining wall safety. (See RDEIR commencing on page 3.5-19.) Please refer to **Responses to Comment D-79 and D-126** regarding slope stability and **C-4 and D-77** regarding the design and safety of the retaining walls.

N-14 Comment

Noise pollution – permanent (not just during construction).

The proposed project will create significant noise pollution. All noise is greatly increased by the virtue of the canyon setting. Not just the sounds of cheering, yelling and whistles etc. from the raised athletic field, but the amplified and echoing sound of human activity, loud engine noise and sub sonic rumbling of vehicles in the parking structure. This pollution is even greater when amplified by an empty or partially empty garage. All these problems are of more concern in the early morning and late at night. Note Harvard-Westlake's "current hours of operation" are stated to be from 6:30 AM until 11:30 PM every day of the week.

N-14 Response

Construction and operational noise impacts are addressed in detail in DEIR and RDEIR Chapter 3.7. The DEIR and RDEIR correctly concluded that the Project would result in a significant and unavoidable noise impact during the construction period and would not result in a significant noise impact during operation. The noise analysis included noise generated from all existing and proposed uses, including traffic, vehicles, and activity within the Parking Structure and on the practice field as well as the combined noise impacts from operation of the practice field and the Parking Structure. The RDEIR also includes a study of the potential echo effects (Appendix F.2) which concludes that there would be no significant echo reflections from the Project (please also refer to **Response to Comment D-85**). Please refer to **MR-3** regarding the differences in uses and times of operation between the existing Ted Slavin Field and the practice field. Due to the restrictions on use of the practice field, including, without limitation, the use for practice only, no bleachers, no amplified noise, and no musical instrument, the noise from the Project will not be equivalent to the noise from the Ted Slavin Field mentioned in the comment. (See FEIR Chapter 4, Corrections and Additions, MM-N-11 which states that no public address system, music, including band practice, or other use of musical instruments or playing of radio or other music or sound broadcasting equipment is allowed)

N-15 Comment

Light pollution.

The proposed project will create significant and constant light pollution. The field lights will be a major light polluter as well as the always-on garage and bridge lighting. The light pollution will be flooding into and across the canyon and night sky. The light pollution is reflected, refracted and greatly amplified when there is fog. Fog is a frequent condition in Coldwater Canyon.

N-15 Response

Lighting impacts are addressed in Chapter 3.1 Aesthetics in the DEIR and the RDEIR. Concerns regarding light pollution (as well as aesthetic impacts in general) are also addressed in **MR-4**. Please also refer to **Response to Comment D-17** regarding light impacts. The Project's direct glare would not exceed 0.0 fc on adjacent residential properties and the adjacent open space owned by the Mountains Recreation and Conservancy Authority and 0.4 fc on Coldwater Canyon Avenue (RDEIR page 3.1-38 and Figure 3.1-30). Therefore, the Project would not create a substantial source of light or glare which could adversely affect day or nighttime views in the area and would result in only minor changes in ambient lighting levels. Fog conditions would not affect direct glare or spillover emanating from the source light fixtures, and ambient light (i.e., "glow") would not be significantly worsened given the limited lumen output of the LED fixtures (30 fc, on average), the steep angle in which they will be positioned relative to the practice field, and the requirement that lights can only be used up until 8:00 p.m. on weekdays, excluding holidays that occur on a weekday (refer to Chapter 4, Corrections and Additions, of this FEIR in reference to PDF-AES-4). Please also refer to **Response to Comment D-170**.

N-16 Comment

Increased safety concerns.

The proposed project will significantly decrease the safety of students and staff. Currently students and staff do not need to cross Coldwater Canyon Ave. and should not be required to do so. The proposed off campus parking structures, elevators and bridge will inherently present a different and unique set of safety concerns. Some of these safety issues are predictable and might, to some degree, be mitigated. Not to be ignored is the shortsighted placement of children exercising on the athletic field located directly above the exhaust of 750 cars. As always, unintended consequences will create unforeseen safety issues.

N-16 Response

An analysis of pollutant concentrations for adjacent residences and the practice field atop the Parking Structure was prepared (see Table 3.2-8 of the DEIR and RDEIR). The analysis identified no potential for Project emissions to exceed California Ambient Air Quality Standards, even with the conservative assumption that the entire Parking Structure would be fully occupied and vehicles would travel from the Parking Structure's entrance to the farthest parking space on each floor.

A pedestrian bridge over Coldwater Canyon Avenue is included as part of the Project to ensure students, faculty, and visitors do not cross Coldwater Canyon at grade, which would pose a safety concern. See **Response to Comment D-66** regarding at grade pedestrian crossing. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. The commenter's expression regarding safety concerns will be forwarded to the decisionmakers for their consideration in taking action on the Project.

N-17 Comment

We feel strongly that a private entity has the right to develop private property. However we do not feel that any entity has the right to build in any manner or form they choose. Established codes define reasonable

limits to land use. It is a profound stretch of those laws to conclude that removal of a hillside and construction of a vast 4-level, 750 car garage topped with an athletic field accessed by a structure with a bridge over a scenic public street is the solution most in keeping with either the spirit or letter of city zoning and building codes. Simply stated, Harvard-Westlake must be required to alter its plan to conform more closely to laws in the area in which they intend to build. The current proposal is not harmonious with the community.

For these, among other reasons, Harvard-Westlake's proposed project should not be allowed to proceed.

N-17 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Refer to **MR-5** for zoning related comments, **MR-4** relating to aesthetic impacts and **MR-6** relating to the location of the Project.

O. The Beckuers, members of St. Michael's and All Angels Episcopal Church, letter dated November 12, 2013

O-1 Comment

Don't be misled!

We are terribly anxious to inform you of the concerns we parishioners have about this massive project right at our doorstep. You may have heard comforting words from vested interests but you need to hear from us! We oppose this plan because our access to our church will be severely impacted – and we come at different times during each week, not just on Sundays.

Please help us get heard.

O-1 Response

The commenter indicates no specific comments on the DEIR. Construction and operation of the Project will not impact access to St. Michael's. The commenter's concern about use of the Church throughout the week and their expressed opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-2** regarding St. Michael's Church as a sensitive receptor and **MR-1** regarding general statements of support or opposition to the Project.

P. Leni Isaacs Boorstin, resident, letter dated December 16, 2013

P-1 Comment

Harvard-Westlake has proposed building a parking garage on Coldwater Canyon Boulevard, a playing field on top, and an overpass over Coldwater.

As a neighbor on Avenida del Sol, and a Harvard-Westlake family with two graduates and perhaps a next generation of prospective attendees, this is a challenging letter for me to write.

We moved into the neighborhood knowing that Harvard-Westlake was there, tastefully hidden from the street and set back into its property, and knowing that cars and buses for students parked along Coldwater Canyon. We were thrilled when our children were accepted to attend. Upon graduation, they were well prepared for college, and then, the professional, family and community-spirited lives ahead of them.

Across from our home on Avenida del Sol, sits a parking lot used by Harvard-Westlake. When our children were young, half of the lot on Avenida del Sol was fenced off with a backboard for tennis and other ball games, and with basketball hoops. Our children learned to ride bikes there. Whatever the inconveniences of the school and student presence, the assets by far outweighed them. We appreciate that Harvard-Westlake has been a terrific neighbor.

P-1 Response

The commenter provides introductory personal background information and opinions about Harvard-Westlake. No response is required.

P-2 Comment

The over-scale parking lot for 750(!) cars proposed on the West side of Coldwater Canyon creates a safety issue that doesn't currently exist. Traffic, turning into the proposed lot coming north and south on Coldwater one assumes, will slow down to allow left and right turns into the lot.

P-2 Response

The commenter's opinion that the Parking Structure would be out of scale with the community and concern with turn movements and potential safety concerns on Coldwater Canyon will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **MR-6**. Chapter 3.8 of DEIR and RDEIR thoroughly analyze the traffic impacts of the Project including access to the Parking Structure. The Project includes roadway improvements described in the RDEIR commencing on page 3.8-10. These improvements include the provision of right and left turn lanes for access to the Parking Structure as well as a new traffic signal with LADOT's ATSAC/ATCS equipment in order to allow cars to stack to make the turn in to the structure's multiple point of ingress (see page 3.8-11 of the RDEIR). As shown on Table 3.8-6 of the RDEIR, the Project will improve, and not degrade traffic operations at the Coldwater Canyon Avenue/Main Driveway intersection. The Project will include two dedicated right turn lanes into the Parking Structure for vehicles traveling south on Coldwater Canyon and a dedicated left turn into the Parking Structure for vehicles traveling north on Coldwater Canyon with sufficient queuing to ensure that vehicles entering the Parking Structure do not adversely affect traffic on Coldwater Canyon Avenue (also refer to **Responses to Comments D-65 and D-106**). In addition, the Parking Structure will not have a restricted entry gate (e.g., key card) to ensure that vehicles do not back-up onto Coldwater Canyon Avenue.

The comment does not provide specifics as to what aspect of safety (pedestrians, motorists, etc.) is of concern. As noted on page 2-7 of the DEIR and page 2-8 of the RDEIR, the Project is expected to improve, not denigrate safety for pedestrians and motorists, primarily by substantially reducing pedestrian traffic on Coldwater Canyon Avenue. Please refer to **Response to Comment 9.6R-14** regarding the improvement to pedestrian and vehicular safety that will result from the Project.

P-3 Comment

But it is the aesthetics change, the seeming disrespect for the residential neighborhood that is so deeply concerning. We as neighbors to Coldwater Canyon Boulevard understand that it is a mountain pass road with significant traffic. But the development planned on the West side of Coldwater will produce an entirely different scale of activity. Harvard-Westlake's plan will change the character of the immediate environment, which the current school footprint does not.

P-3 Response

As noted in **Response to Comment P-2**, the commenter's opinion that the Parking Structure would be out of scale with the community will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-4** regarding aesthetics impacts and **MR-6** regarding Project location and scale.

P-4 Comment

Yes, I mention and value aesthetics of canyon living. Harvard-Westlake has let its property on the West side of Coldwater look terrible as was mentioned at a public meeting. The solution is not to solve that by building a parking lot!

P-4 Response

The comment does not address the adequacy of the DEIR. Harvard-Westlake has previously permitted the Los Angeles Department of Water and Power to use its property on the west side of Coldwater Canyon Avenue for staging purposes for LADWP's Trunk Line project to help alleviate traffic congestion on Coldwater Canyon Avenue. Please refer to **MR-4** regarding aesthetic impacts, **MR-6** regarding the previously disturbed nature of the Development Site, and **Response to Comment D-139** regarding the design of the Parking Structure and the pedestrian bridge.

P-5 Comment

By proposing a 750-car garage/playing field on the West side of Coldwater, a safety issue is created that 'needs' to be solved with an overpass that HW has called the 'Gateway to Studio City'. I do not want it. I don't want to be in a canyon community – with a freeway-style overpass blocking my views to hillsides and mountains.

P-5 Response

The DEIR and RDEIR, Chapter 3.1, thoroughly analyze the aesthetic impacts of the Project including its impacts on the visual character and scenic views (see RDEIR commencing on page 3.1-23). Please refer to **Response to Comment 9.6R-14** regarding pedestrian and vehicular safety, **MR-4** regarding aesthetic impacts, **MR-6** regarding the scale of the Project's development in relationship to adjacent uses, and **Responses to Comments 15A, D-15F and D-139** regarding the aesthetics of the pedestrian bridge and obstruction of views.

P-6 Comment

I am upset by an out-of-scale parking lot, all above ground in a canyon. The buses currently that currently park on Coldwater, with a curbside exit, as well as cars parking during school hours are not a problem that needs solving.

P-6 Response

Please refer to **MR-1** regarding Project need and **MR-6** regarding Project location and scale. Please also refer to **Response to Comment 9.6R-14** regarding safety improvements that will result from the relocation of bus staging.

P-7 Comment

The Harvard-Westlake plan paves the way for an environment that is all school-focused along this portion of Coldwater Canyon. Harvard-Westlake is substantial presence in Studio City and LA, and a welcome part of the neighborhood: its current footprint fits in the neighborhood, with great respect. This proposal turns neighbors into bystanders. That is what is unacceptable. If I sound emotional: it is an emotional

response to an out of scale building project for a school I love, where my children graduated, where, in fact, I hope my grandchildren might have an opportunity to attend.

I will not dwell on the two-three year construction phase required, other than to say that it is the measure of the out-of-scale scope of this proposal. While Coldwater has been the site of considerable road work over the past years because of water pipe replacement, one understands that work to be critical and essential to many, and worth the inconvenience and disruption. This project goes so far beyond public cost/benefit analysis: the benefits are far more private than public.

P-7 Response

Please refer to **MR-6** regarding Project location and scale and **Response to Comment D-13** regarding Project benefits. As noted above, the commenter's concerns with respect to scale and lack of public benefit will be forwarded to the decisionmakers for their consideration in taking action on the Project.

P-8 Comment

If a field is built, that draws more traffic. Given that there is little complaint about cars parked along Coldwater, why not develop a more green solution:

1. Carpool incentives.
2. Promote public transit use.
3. Have remote parking lot, if needed.
4. Develop a shuttle service or Dash bus up Coldwater.
5. Encourage bike riding.

If building a parking lot – why not build on the East side of the street, above or underground? (The swimming pool is into the ground; why not one or two levels of parking lot?)

P-8 Response

Please refer to **MR-7** regarding sufficiency of Alternatives analysis and a detailed description of the existing measures voluntarily undertaken by Harvard-Westlake to reduce demand for parking. The DEIR and RDEIR, page 5-3 to 5-4, explain why the off-site leased parking (and use of a shuttle), increased transportation demand management, subsurface parking and smaller structures throughout campus were rejected from consideration. Harvard-Westlake has no ability to implement a DASH bus on Coldwater Canyon Avenue, and such a bus would not meet Project Objectives. Please also refer to **Response to Comment D-57** regarding the DEIR and RDEIR conclusion that the Project will not increase trips to and from the Development Site.

P-9 Comment

If building a playing field and taking down trees and replacing them, why not offer to enhance a trail program and connect the property to the Santa Monica Mountain open spaces?

P-9 Response

The commenter's recommendation about enhancing a trail program and connecting the property to the Santa Monica open spaces will be forwarded to the decisionmakers for their consideration in taking action on the Project.

P-10 Comment

Public benefit within the neighborhood:

1. Community enhancements would be noted if as part of plan, in addition to planting more trees, a trail program into the Santa Monica Mountain open spaces would be constructed.
2. Build sidewalks from Ventura Boulevard up to the school. (As a neighbor, I would be so appreciative.)
3. End use of parking lot on Avenida del Sol, and change ½ of it back to a play yard for the school and neighborhood.
4. Build the parking lot underground to enhance the sense of open space or, at least, diminish the sense of its opposite!
5. Don't build an overpass that creates the sense of FREEWAY overpass, rather than an open space canyon view for people commuting over the hill and neighbors.

P-10 Response

As mitigation for the removal of protected trees, Harvard-Westlake would be required to plant four times as many new trees as are removed (as cited in the RDEIR on page S-5, 528 mitigation trees would be required). Regarding the proposal for sidewalk improvements from Ventura Boulevard to the Campus, such sidewalks would not address Project impacts and Harvard-Westlake does not have the authority to construct new sidewalks on private properties not under their control. Ending use of the parking lot at the end of Avenida del Sol (the Southern Parking Lot) would not address Project impacts. The reasons that underground parking is not feasible are addressed on page 5-4 of the RDEIR. Please refer to **Response to Comment D-91** regarding the physical constraints with placing the Parking Structure underground. The pedestrian bridge would not be designed to resemble a freeway overpass. Please refer to **Response to Comment D-139** regarding the pedestrian bridge design. The commenter's opposition to the pedestrian bridge and suggestions for public benefits will be forwarded to the decisionmakers for their consideration in taking action on the Project.

P-11 Comment

As the Santa Monica Mountain Conservancy has stated: "the proposed parking structure and bridge is totally incongruous with the subject land and with the Santa Monica Mountains terrain." The agency, as I, urges Harvard Westlake to seek other alternatives. I urge the Planning Department, as well as the City of Los Angeles and CD 2, not to accept this plan.

Thank you for your consideration. I am opposed to Harvard-Westlake's plan as it is proposed.

P-11 Response

Please refer to **MR-7** regarding the location and scale of the Project and **Response to Comment D-126** that was submitted by the Santa Monica Mountains Conservancy. The commenter's concurrence with the Santa Monica Mountains Conservancy in opposing the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Q. Sarah Boyd, resident, letter dated December 15, 2013**Q-1 Comment**

I am writing to oppose the so-called "Harvard-Westlake Parking Improvement Plan".

I am resident of Studio City within 500 feet of the school campus. I hope the following comments are helpful as the City addresses the Draft EIR and prepares the Final EIR:

Land Use - Open space land

According to both the Initial Study and DEIR, two-thirds of the project site land is on designated "desirable open space" -- this land is part of a known wildlife corridor and is largely old-growth oak and walnut woodland. As such, the City should be protecting this land, not excavating the protected woodland on the hillside. The small fraction of the site that has previously been developed was simply two single-family residences. (At least one of these houses dated from the early 1900s and was, before it was demolished in 2011, one of the oldest homes in Studio City.) Land does not need to be pristine and untouched to be protected. The vast majority of the 5.5 acre site is undeveloped, undisturbed, native hillside. And that's the way it should stay.

Q-1 Response

Please refer to **MR-1** regarding the commenter's opposition to the Project, **MR-6** regarding the desirable open space designation and the condition of the Development Site and **Response to Comment D-47** regarding the condition of the Development Site and impacts to biological resources including the oak-walnut woodland and the previous demolition of four homes, not two, on the Development Site. (Two homes were red-tagged and demolished following the 1994 Northridge earthquake and two were demolished in 2011 with permit numbers 11019-20000-00599 and 11019-20000-00600.) See **Response to Comment MM-1** regarding historic evaluation of the houses demolished in 2011. The DEIR and the RDEIR, including Appendix D.1 (the Biological Resources Technical Report) analyzes the Project's potential operational impacts on adjacent lands and on wildlife movement in the Santa Monica Mountains (see DEIR page 3.3-19 and RDEIR pages.3.3-9 to 3.3-10 and 3.3-20 to 3.3-21). As explained in the DEIR and RDEIR, the Development Site does support wildlife habitat but is not part of a regional wildlife movement corridor or habitat linkage, the loss of which would reduce genetic exchange between populations of any species. See also **Responses to Comments D-39 and 6R-9** regarding the wildlife corridor issue. Contrary to the contention in the comment, approximately half of the Development Site has been previously developed and disturbed by structures, paved driveways, dirt roads and equipment staging. (See Figure 3.3-2 of the RDEIR.) Moreover, the west 33% of the Development Site will be planted with replacement trees and native landscaping.

Q-2 Comment

The entire area West of Coldwater is zoned for either "very low" or "minimum" residential use. There is currently no school use on the West side of Coldwater Canyon where this project is proposed. The school may have somehow convinced the City to make no distinction between other property owned by Harvard-Westlake and its actual school campus, but the zoning (and any CUP) is clearly different on the West and East sides of Coldwater.

This zoning is something I very carefully checked before buying my house in 2007 -- I did not want to live right next to any apartment complexes or schools. I was aware that Van Noord dead-ends at Coldwater, and this cul-de-sac (rather than a through street) made the location more appealing. My neighborhood is a lovely, tree-lined community in the foothills, in walking distance to shops on Ventura, and in walking distance to various trails into the Santa Monica mountains.

The project site consists of 4 separate parcels, at least two of which have never had any development. (They are listed on Zimas as "vacant lot"). Any change allowing school use on the West side of Coldwater threatens the entire neighborhood and goes against the Community Plan. Members of Save Coldwater Canyon have gone door to door on Van Noord, and I can attest that over 90% -- if not more -- of our street is opposed to this project. (The only reason it's not 100% is that we have not been able to talk to every household yet).

If the City grants the School land use exceptions for this project – exceptions just for them – the City would be allowing the school to establish a new, incompatible "beachhead" across the canyon road. Further school development would be much harder to stop. As acknowledged in the DEIR, the school owns many single-family residences -- both on the East and West side of Coldwater. The lots on the East have remained single-family residences, as should those on the West side. Even more so on the West side, since the zoning is different, and the school has not actually established any school use across from its campus on the West side of Coldwater.

The DEIR erroneously concludes that the Project is consistent with applicable plans and policies and is in keeping with the suburban nature of the area as set forth in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (the "Community Plan"). The Community Plan (1-1.2) has the stated policy objective: to "Protect existing single family residential neighborhoods from new, out-of-scale development" and (1-1.3) to "Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses." This project embodies a "new, out of scale development". It is a 64,350 square foot athletic field with a 2,600 square foot facility and a 3-story, 750-space parking garage. And that's not even counting the 163-ft private bridge the School is proposing. As such it is totally inconsistent with a single-family residential neighborhood.

This project therefore clearly would have a significant and negative impact on land use.

The DEIR mentions the "institutional uses" of Tree People and St. Michael's church (DEIR p.2-6) – both of which are on the East side of Coldwater and not within the same neighborhood zoning as the Project Site. Tree People is significantly farther away and should certainly not be considered relevant. If the City believes Tree People is close enough to merit consideration, then the City must also conclude that the Project Site is sufficiently close to the Mulholland Scenic Corridor as to create a significant impact to the Scenic Corridor.

Q-2 Response

Please refer to **MR-1** regarding opinion in opposition to the Project, **MR-5** regarding the zoning of the Development Site, compatibility with adjacent land uses and policies, and request for discretionary approvals and **MR-6** regarding Project location and scale.

The commenter describes that there are no school uses west of Coldwater Canyon Avenue at present and that community members are opposed to the Project. The commenter's opinion that the Project would set a precedent for school uses will be forwarded to the decisionmakers for their consideration in taking action on the Project.

As to the issue of compatibility with the Community Plan and the suburban nature of the area, Chapter 3.6 of the DEIR and RDEIR thoroughly analyze the Project's compatibility with land use policies including a detailed analysis of the Project's relationship to the land use plans and policies that are applicable to the Project. No significant impacts were identified. See also **Responses to Comments D-3, D-42, and D-45**. Regarding land use compatibility. Moreover, an EIR is not required to analyze the potential effects of a project on plan goals, objectives and policies that have no relationship to or bearing on a project or to general City goals, objectives or policies that can only be dealt with by the City, not an individual project. Please also refer to **MR-5** regarding the Development Site's zoning and the permissible use of residential zones for private schools with a conditional use permit.

The commenter also states that the Tree People site and St. Michael's Church, which are identified in the DEIR, are not applicable because they are both located on the east side of Coldwater Canyon and not

within the same neighborhood zoning as the Property. The DEIR and RDEIR identified the Tree People site and St. Michael's Church, as well as other uses north of the Project Site on Coldwater Canyon Avenue, to illustrate the range of uses present in the general area. Additionally, the DEIR and RDEIR do discuss the Project's setting including nearby scenic areas. For example, the RDEIR at page 3.1-16 and 3.1-17, discuss the Project's distance from Mulholland Drive, which is designated as a Scenic Parkway by the City of Los Angeles. The RDEIR concludes that the Development Site is not subject to the Mulholland Drive Parkway Specific Plan because it is neither within the Specific Plan's core, nor within the one-mile buffer on both sides of Mulholland Drive identified in the Specific Plan, although the Southern Parking Lot currently on the Campus abuts the Specific Plan's Outer Corridor Overlay Zone. The City has determined that the Project is not visible from Mulholland Drive (RDEIR page 3.1-17). Therefore, the DEIR and RDEIR appropriately conclude that the Project would have no impact on the Mulholland Scenic Corridor.

Q-3 Comment

Biological Resources.

Per the DEIR, there are hundreds of mammals, birds and reptiles that are known to be and have been observed on this land, including a number of "sensitive biological resources" that are "threatened" or "declining". Yet the City has not made its case that there is sufficient mitigation of this threat.

I have a hummingbird feeder on my front porch, which is actively frequented by neighborhood hummingbirds. Every morning they come to drink and perch. I am particularly concerned about the threat to the Rufous Hummingbird - one of at least 7 identified "sensitive" bird species that make this project site their home.

Q-3 Response

Please refer to **Responses to Comment D-23 and D-160** regarding biological resources. The rufous hummingbird is a migrant bird that only occurs in the region during migration. The rufous hummingbird spends the winters in central Mexico, breeds between southern Oregon and Alaska, and does not live on the Development Site.

Q-4 Comment

Let's take another example of a significant impact on biological resources that the DEIR inadequately addresses: protected trees. There are over 315 protected oak and walnut trees on this land, some trees that have been there since the time of Columbus. The DEIR's suggestion that replacement trees can be only 1-gal or 5-gal is outrageous. Even 15-gal trees (1" in diameter and only 7 feet tall) are inappropriate. Furthermore, the Biological Resources report submitted by Longcore and Rich determined that only 55 trees would fit on the land, therefore the actual replacement ratio on this rare Black walnut woodland is paltry. And the suggested replacement trees are not even walnuts. If that many walnut trees are removed and no new walnut trees are re-planted, this will destroy the walnut habitat. The Santa Monica Mountains Conservancy letter of Nov 4, 2013 addresses this further, as does the Longcore/Rich report. The DEIR does not consider the fact that the school will have to plant the trees off-site.

The Project therefore has a significant and negative impact on Biological Resources in the project site.

Q-4 Response

Please refer to **MR-6 and Responses to Comments D-14B and D-34** regarding impact on biological resources and the updated tree report. The Project will comply with the City's Protected Tree Ordinance. Please also refer to **Response to Comments D-36** regarding mitigation for the removal of protected trees and updates to Regulatory Compliance Measure RC-BIO-1 that require protected tree species be replaced,

on-site, by the same species.. The RDEIR, Chapter 3.3 contains an updated analysis of the impacts to Biological Resources including revision of mitigations for wildlife and trees. The RDEIR thoroughly discusses the potentially significant impacts to Biological Resources and provides for all feasible mitigation measures. (See RDEIR Chapter 3.3 and FEIR, Chapter 4, Corrections and Additions for updates to this measure and regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.) The final determination on the size of the trees to be planted will be determined by the City's forester as set forth in Regulatory Compliance Measure RC-BIO-1. Please refer to **Response to Comment D-129 and D146** regarding the oak-walnut woodland concerns raised by the Santa Monica Conservancy and **Responses to Comments D-154, D-156, D-157, D-160, D-161, D-166, D-175 and D-176** regarding the oak-walnut woodland concerns expressed by the Longcore/Rich report.

Q-5 Comment

Noise and Light Pollution.

The noise and light pollution from the proposed athletic field have been vastly under-examined in the DEIR. The DEIR study examined the field lights only from 6pm-8pm in September (with a full moon), a time of year when it is barely dark by 8pm. This is hardly the proper test for the effects of nighttime lights - and doesn't account for the many winter months when the sun sets as early as 5pm.

The current Ted Slavin field (with only 4 lighting poles as opposed to the 10 proposed poles on the new field) already shines glaring lights way up into the hillside to the West of Coldwater. I have seen this firsthand when visiting friends on Galewood Ave. The difference between the hillside with field lights off and the hillside with lights on is dramatic.

The new proposed field would have even more light poles, and from even higher -- almost 80 feet above ground level. The height increase alone means that the DEIR drastically underestimates the light pollution from the proposed field lights, as well as the great distances at which these lights will be disturbing both residents, motorists, and animal wildlife. Those residents, motorist, and wildlife currently look out at a dark, natural hillside. The small lights from single-family homes that speckle the hillside (in other parts of these mountains) are extremely minor compared to the bright field lights.

The light impact is apparent even at ground level. Even though football season has long been over, this past week (Thursday Dec 12, 2013 at 6:45pm), I was driving South on Coldwater past the field and I looked up at the field lights, which were on. The level of light coming from those lighting poles was so different from the road (with only scattered, dim street lights on Coldwater), that I was briefly blinded when I looked back down onto the dark road. I was surprised that the lights were still on, since whatever game had been playing was over -- no one was using the field any longer. There were also bright lights (thought not as bright as the field) on over the pool.

Q-5 Response

Please refer to **MR-3** regarding use of Ted Slavin Field and how its use would differ from that of the practice field and for a discussion of the existing impacts on noise and light from the Ted Slavin Field. Determination of noise impacts are not affected by time of day and therefore the noise measurements used in the analysis are appropriate. See Chapter 3.7 of the DEIR, commencing on page 3.7-1, which explains how noise impacts are determined over a 24-hour period including adjusting for the difference in perception of noise when the ambient noise levels are lower in the nighttime hours (the dBA level) and concluding with the thresholds for determining whether a noise impact is significant.

The lighting proposed for the practice field would be less than for Ted Slavin Field (30 fc as opposed to 70 fc for game play and 50 fc for practice play used at the Ted Slavin Field), even though it would have more

light poles. The greater number of light poles would allow for fewer light fixtures per pole. While the lights will be visible from a distance, the spillover light will be negligible and well within the City's limit on spillover light on adjacent uses. Moreover, the lighting analysis was updated in the RDEIR utilizing newer LED technology, please see RDEIR Chapter 3.1 and Appendix I, the Lighting Evaluation. As stated in Appendix I, during the September 2013 site visit, the ambient light was measured during a two hour period where the site conditions were as follows: clear sky, full moon, clear visibility of up to 20 miles. A similar evaluation was conducted in 2015 in the offices of Lighting Design Alliance in a dark room (Appendix I, page LD-10), and thus replicated theoretical conditions that could lead to the greatest impact from lights. Even with that conservative scenario, the lighting analysis concluded that the LED fixtures conform to all of the City requirements, even without the side shields that are required by Project Design Feature PDF-AES-4.

See also **Responses to Comments C-32 through C-36 and D-81, D-82, D-83, D-85, D-87, D-156, D-157 and D-174** regarding noise impacts and **Responses to Comments D-5, D-15A, D-15E, D-17, D-20, D-169, D-171, D-173 and D-184** regarding lighting impacts from the Project.

Q-6 Comment

The current field also creates a noise nuisance that disturbs neighbors both nearby on Halkirk, Coldwater and Van Noord, as well as up into the hills. This is not just true of a handful of football games in the Fall – there are year-round events where noise starts early in the morning and/or goes late into the night, and lights are glaring at night well into the night.

I have to say that I was quite surprised after moving in to my house in the late summer of 2007 when nighttime football games produced extraordinarily loud noise, from cheers, drums and amplified noise. I couldn't believe how loud the field was, even though I thought I was relatively far away from it. Thankfully, the field is not in my eyeline due to a Coldwater house, my next-door neighbor's house and a few tall trees that are between my property and the field lights. However, the noise certainly travels. At that time, I complained to the school about the noise (via my neighborhood watch captain), and found out from him that the school had only recently been given permission for those lights and speakers (via a 2006 CUP).

The noise is a frequent disturbance, certainly on game nights with crowds, marching band, and PA system -- but also during practices, without PA and simply with voices, team cheers, and whistles. I can hear them quite well from my home on Van Noord, and often need to close my windows to prevent the intrusion of loud noise into my home. On *Thursday* Sept 12th 2013 (outside the parameters of the CUP), I had my parents visiting from out of town and we were unable to stay outdoors in my backyard due to the disruptive noise from the field.

I observed firsthand that however loud and disturbing I found the noise in my backyard, it was exponentially worse on Galewood (way up the hillside), when I visited my friend there. The Noise Impact in the DEIR grossly under-examines the effects of noise and the distances which it travels; the City must examine the noise and light impact to the hillside on both the East and West sides of Coldwater. Since there are currently no field lights on the project site, the City should examine the current field and use that information to extrapolate that there will be a significant impact to noise and light on the proposed field.

Lastly, I have absolutely no confidence that the school will honor its pledge to stop the lights at 8pm -- since they violate many of their current CUP restrictions already (noise exceeding L.A. Noise Ordinances, and use on dates and times other than those allowed to name just a few). Even if they did, the new field

promises more of the same noise and light pollution during many hours of darkness (in the winter months) before 8pm. This is true even without bleachers or a PA system.

Q-6 Response

Please refer to **MR-1** regarding Harvard-Westlake's compliance with the CUP restrictions related to lights on the Ted Slavin Field and prior permitting violations and **MR-3** regarding use of Ted Slavin Field and how its use would differ from that of the Project's practice field and **Response to Comment Q-5** regarding both noise and light impacts from the Project. The DEIR and RDEIR, Chapter 3.7 thoroughly analyze the potential noise impacts on both sides of Coldwater Canyon Avenue. The practice field's restricted use will ensure that there is limited light and noise impacts since the lights will be limited to 30 fc and the use restrictions include, in part, no bleachers, no amplified noise and no band practice or other music (please refer to Chapter 4, Corrections and Additions, of this FEIR for the new Project Design Features PDF-N-1 and PDF-N-3). Therefore, the commenter's complaints about the light and noise impacts from the existing Ted Slavin Field which permits both practice and game play is not reflective of the impacts to be expected from the practice field. As stated in the DEIR at page 3.7-16 and the RDEIR at page 3.7-18, practice field activity would increase the existing CNEL by approximately 3 dBA at the very closest homes not owned by Harvard-Westlake on Galewood Street and Blairwood Drive which is below the threshold of significance of a 5 dBA increase. Whistle and shouting noise was expressly discussed and the DEIR and RDEIR concluded that the practice field activity would not significantly impact the CNEL since the increase would be below the threshold of significance (Id). In addition, the RDEIR includes an analysis of the potential echo effects and concluded that there would be no significant reflections occurring due to the local topography, ambient noise levels and screening between the noise source and receptor location (refer to **Response to Comment D-85**). The comment presents no evidence that the DEIR analysis of the impacts from the Project is inadequate; however, the commenter's opinions on potential noise and light impact will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to Project Design Feature PDF-AES-4 which, as amended in FEIR Chapter 4, Corrections and Additions, states that sports lighting fixtures shall be on a remotely controllable timer to ensure that fixtures are turned off at or before 8 p.m. on weeknights, and that no lighting shall be permitted on weekends or holidays that occur on a weekend.

Q-6A Comment

Aesthetics

Although the DEIR claims that aesthetic concerns are 'subjective' and therefore not relevant, I totally disagree. This is not the same thing as what color a neighbor paints her house. This private bridge proposed over a designated scenic highway is nothing but an eyesore. And all for only the private use of one school? What is the community benefit of this bridge? It is not a "gateway" to Studio City, as the school wishes to convince me of – it is simply a man-made intrusion slapped over a public road.

The Hillside Federation has correctly said this bridge and garage would "urbanize" one of the Santa Monica Mountains' "great and historically significant canyon roads" -- and is "grossly out of character with the natural hillside environment." I couldn't agree more. The bridge in and of itself has a significant and un-mitigatable aesthetic impact on Coldwater Canyon. The bridge and the garage will also be lit up in the evening (I assume all night, for safety reasons) -- I recently drove by the Fashion Square mall at night and saw just how bright an empty garage lit up at night can be. This light needs to be measured and quantified properly before the City can dismiss its impact as negligible to aesthetics.

Q-6A Response

The subject of the Project's impact on the visual character of the Development Site and hillside community is extensively covered in the DEIR and RDEIR in Chapter 3.1 (aesthetics) as well as **MR-4 and MR-6**. Additionally, the Project's Regulatory Compliance Measures, Project Design Features and Mitigation Measures will minimize the aesthetic impacts by, among other things, ensuring that the structures are of neutral colors that blend with the surrounding hillside, screening the Parking Structure from surrounding views through landscaping utilizing native vegetation, and orientating the Parking Structure close to Coldwater Canyon Avenue to maximize the amount of open space west of the Parking Structure remaining in its natural vegetated state. Please refer to **Response to Comment D-139** regarding the design and finishes on the pedestrian bridge (as well as the Parking Structure and retaining walls). While it would disrupt views on a City-designated scenic highway, the length and duration of the obstruction would be short because of the curves in the roadway and because the design features would minimize size and bulk.

Lighting impacts are addressed in Chapter 3.1 Aesthetics in the DEIR and the RDEIR. Concerns regarding light pollution (as well as aesthetic impacts in general) are also addressed in **MR-4**. The lighting analysis concluded that the Project would not have a significant impact on aesthetics as a result of Parking Structure and pedestrian bridge lighting (RDEIR pages 3.1-38 through 3.1-40), primarily as a result of:

1. All interior and exterior lighting point sources will be shielded from view using highly focused LED lights.
2. Pedestrian bridge lighting will be incorporated into the handrails and directed downward.
3. Stairwells and stair landings will likely include a single LED source above each landing.
4. The service road will include small, ground level lighting fixtures that would only be activated for security or emergency purposes.
5. There will be no decorative or landscape lighting.

Further, as amended in Chapter 4, Corrections and Additions, of this FEIR, Mitigation Measure MM-AES-7 requires that a lighting design expert follow a specific protocol (including six representative testing sites) to ensure and document compliance with all City lighting regulations, assumptions used in the EIR analysis and all mitigation measures before a certificate of occupancy is granted.

Q-7 Comment

Short term and long term traffic congestion.

Harvard-Westlake (and the DEIR) claims that the proposed restriping of lanes and slight widening of Coldwater Canyon Avenue will improve traffic flow. These claims are doubtful at best. But more importantly, they are irrelevant. If the City actually could prove that this would help traffic flow, the City could restripe and expand the vast majority of this part of Coldwater without the garage and without any help from the School. It defies logic that a new 750-car garage, with an increase of approximately 500 more parking spaces, would not bring more cars to Coldwater. Having those spots will reduce incentives to carpool or use public transportation, and reduce the number of students who use school buses. Either the new garage will be built to lay empty, or... if you build it they will come.

Q-7 Response

Please refer **MR-1** regarding the need for the Project and **Responses to Comments C-3, D-10, D-60 and D-100** regarding the traffic impacts of the Project. Further elaborated in **Response to Comment D-57**, the Project is not expected to increase the volume of cars that travel to the Parking Structure or Campus. As stated on page 3.8-16 of the DEIR and 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project. Additionally, no new structures

on the Campus are proposed that would potentially generate new vehicle trips. The City of Los Angeles Department of Transportation (LADOT) has determined that the traffic generated by Harvard-Westlake will not change as a result of the Project (see LADOT memo dated April 30, 2013, contained in Appendix A.1 of the DEIR).

As stated in the RDEIR at page 3.8-10, the Project street improvement includes a fifteen foot dedication on the west side of Coldwater Canyon Avenue along Harvard-Westlake's property frontage to provide the City's previously adopted standard half right-of-way dimension for secondary highways, exceeding the requirements of the recently adopted Mobility Plan 2035 for the new Avenue II designation. The improvements would also include the widening of 11 feet on the southbound Coldwater Canyon Avenue approaches to the two driveways proposed to serve the Parking Structure, again exceeding current MP 2035 requirements. The widening of Coldwater Canyon Avenue will also accommodate a new southbound lane along the Project's frontage. These improvements could not occur without dedication of private land. The commenter's assertions that some or all of the traffic improvements could be done by the City in the absence of the Project fails to state any evidence which would indicate that these improvements are not adequate mitigations for the Project or create an unmitigated environmental impact; therefore, no additional response is required.

Q-8 Comment

Insufficient need on the part of the school.

The school needs neither a giant, 750-car parking garage nor a second football-sized field.

No parking need.

The school has not established a need for over 500 additional spots – in fact, since 1992, the School has specifically told the City that it has ample parking. It has parking spaces well in excess of the amount required by L.A. City codes. This parking "need" is a fiction, and the City should be very careful to investigate the truth behind the School's assertions. There is also a difference between a regular, day-to-day need, and the need during a handful of special events, or a week of parent-teacher conferences, in any given year. The school could clearly shuttle visitors during these high demand special events -- just as nearby Buckley and Notre Dame have done without problem.

Even if it were determined that the school would find it useful to have parking for its special events with a large number of visitors, that is not the same thing as a need. As I am fond of telling my three year old, you may want it, but you don't need it. Or as the Rolling Stones have said, "You can't always get what you want, but if you try sometimes, you'll find, you get what you need." The DEIR traffic report doesn't examine any impact from special event parking, and as the Brohard traffic report attests, even if the school has increased parking needs during a few special events, it is not standard practice to accommodate special event needs -- that is contrary to common traffic engineering practice.

It is only once the school provides the City with a defensible, provable number of parking spaces in need that the City could possibly examine alternatives to the proposed project.

One of the stated reasons for taking away the spots of one of their current lots (and therefore "needing" more spots across the street) is to remove bus parking from Coldwater. Currently, school buses only briefly park on the very wide part of Coldwater directly in front of the school campus. There is a turn-out where they go and do not hinder traffic (See Fig 4 below). The students safely walk right into school from the sidewalk there -- the current bus drop off does not need to be moved and does not bother passing motorists. The only residence across the street of this bus loading and unloading zone is the school's own proposed Project Site, which is an empty single-family residence. The buses are clearly not bothering motorists or

nearby residents. I have routinely driven Coldwater Canyon during commuter rush hour (eg when I was working in Culver City) and never experienced any delay or congestion due to school buses.

Another supposed benefit of this project is the removal of parking from nearby residential streets. As a homeowner just to the West of Coldwater, I can attest to absolutely no parking problem on Van Noord. There are only 2 days in the entire year when school-related parking creeps into my neighborhood. This is hardly a “problem”.

I have also driven to the East of Coldwater (N of campus) and examined the parking situation on Alcove, Halkirk and Goodland. I did this on a regular school day, during school hours. I was surprised to see an enormous number of free spots on these streets - even those streets with no posted parking restrictions. I thought surely they would be overrun with student-parking, based on what Harvard-Westlake’s administration has been telling us. Even the DEIR’s traffic report could not identify a single school-related car parked on those streets. The report merely made an assumption, based on the number of cars parked at 7am and then a few hours later, that there may have been a total of 28 school-related cars. 28?!! That hardly justifies the need for over 500 new spaces.

Even if this massive garage is built, ruining the hillside and burdening the neighborhood, the School still says that during its biggest events (such as graduation and homecoming) those parking spaces will not actually be sufficient to stop parking from happening in the nearby residential areas. And what’s to stop school visitors from choosing to park in the neighborhood (despite the garage) to avoid sitting in the increased traffic to the campus area on Coldwater that the new garage would engender?

Field.

If this field is granted, Harvard-Westlake would be the only school in Los Angeles in a residential hillside area to have two football sized fields. And yet, they still would need to bus their tennis athletes and baseball athletes, to name just a few. The busing of their boys baseball team didn't stop them from winning State Championship this past year. Clearly this is not a detriment to their student-athletes. A second, football-sized field is a farreaching, unprecedented project goal that does not merit the destruction of so much protected hillside, nor the disturbance of the residential neighborhood the land is nestled in.

If the school needs another full-size field so badly, why is it renting out its current field to other entities? And why did it tell the Studio City Neighborhood Council on November 9, 2013 that during 25 months of construction it would valet its students' cars onto the field while tearing up its current parking lot?

Q-8 Response

The comment refers to the commenter’s belief that there is an insufficient showing of need for (A) the Parking Structure and (B) the practice field. These concerns are addressed below in **Response Q-8A and Q-8B**.

Q-8A Response

Please refer to **MR-1 and Responses to Comments C-3, D-10 and Q-7** regarding the need for the Parking Structure.

Regarding the commenter’s opinion that additional parking is only needed for special occasions and that Harvard-Westlake could use a shuttle system for those events, the commenter is both mistaken that additional parking is only needed for special events (as explained in **MR-1**) and that a shuttle service would alleviate the current parking needs. See also **Responses to Comments D-97 and D-116** regarding the opinions expressed in the Brohard traffic report regarding parking needs and **MR-7** regarding the

adequacy of the Alternatives analysis.

The opinion in the comment that there is no need for the Project and that there is no problem from school buses on Coldwater Canyon Avenue will be forwarded to the decisionmakers for their consideration in taking action on the Project (please refer to **Response to Comment 9.6-14** regarding the safety improvements that will result from the Project, including through the relocation of bus staging to the Southern Parking Lot). While the photograph in the comment shows buses queued on Coldwater Canyon Avenue north of the Main Driveway intersection, it fails to acknowledge that Harvard-Westlake buses also queue on Coldwater Canyon Avenue south of the Main Driveway intersection, as the curb area north of the Main Driveway is not long enough to accommodate the number of school buses utilized by Harvard-Westlake. The area of curb south of the Main Driveway that is utilized by the school buses is also the designated northbound right-turn only lane, which becomes unavailable for use by motorists turning into Harvard-Westlake during morning drop-off and afternoon pick-up periods. Therefore, the relocation of the school buses off of Coldwater Canyon Avenue (and the associated removal of school children walking along Coldwater Canyon Avenue) as proposed by the Project is a substantial traffic flow and safety benefit.

Please see **Response to Comment D-10** regarding the DEIR and RDEIR analysis of on-street parking. Neither the DEIR nor the RDEIR contend that removing student parking from parking on residential streets is the only factor showing a need for the Parking Structure; this is just one of several objectives of the Project as stated in Chapter 2 of the DEIR and RDEIR. Moreover, not only would the Parking Structure reduce the number of days in which events result in on-street parking, it also provides a safer passage to those that must walk on Coldwater Canyon Avenue, where there are no sidewalks, in order to go from and back to their vehicles. Information provided by Harvard-Westlake to the Lead Agency indicates that student counts were undertaken by Harvard-Westlake security teams during the last week of May, 2016 and that, on average, over 110 students parked on the street or were dropped off in the neighborhood to the north of the Campus and east of Coldwater Canyon Avenue. Several residents in that area contacted Harvard-Westlake about the traffic conditions, leading Harvard-Westlake to place security/compliance monitors in the area during the morning peak hour. Nonetheless, the commenter's opinion that on-street parking is not a problem will be forwarded to the decisionmakers for their consideration in taking action on the Project.

It is acknowledged in the RDEIR on page 2-9 that following construction of the Project, Harvard-Westlake may not have sufficient on-site parking for the biggest special events, such as graduation and homecoming. However, the Project will substantially alleviate the use of off-site parking associated with these events. The comment provides no evidence to support the supposition that drivers will park on residential streets to avoid congestion caused by the Parking Structure. Both the DEIR and the RDEIR, Chapter 3.8, contain a detailed analysis of the traffic impact of the Parking Structure as well as the distribution of traffic expected to result from the Project and appropriately conclude that there will be no operational traffic impacts from the Project. (See DEIR, page 3.8-26 and RDEIR, page 3.8-31.) Additionally, as stated on page 3.8-16 of the DEIR and page 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project nor propose new structures on the Campus that would potentially generate new vehicle trips. Thus, the DEIR and RDEIR correctly conclude that the Project will not generate new vehicle trips.

Q-8B Response

Please refer to **MR-1 and Response to Comment D-12** regarding the need for the practice field. As for the question in the comment which implies that there is no need for an additional practice field since the current field is rented out, please see **Response to Comment D-12**. The very limited occasional rental use of the Ted Slavin Field (by one team which amounted to 10 days of use during 2015-16 school days) does not negate the need for a regularly available practice field for the many sports activities that Harvard-Westlake provides to its students or the enhanced opportunities the practice field would provide.

Q-9 Comment

Dismissal of Valid Alternatives

The DEIR dismisses without discussion a number of other viable options which other nearby private schools have managed to accomplish without problem. As mentioned, both Notre Dame High School and Buckley School use shuttle buses to the Fashion Square mall for their larger-capacity special events. In recent years, Buckley has increased carpooling and actually lowered the number of daily trips to its campus. There are numerous examples of parking lots within 2 miles of campus that the School could attempt to rent parking from – including Ralphs (both at Ventura and at Magnolia), the Fashion Square Mall, and LA Valley College, to name only a few.

Sidewalks on Coldwater Canyon would clearly address any safety concerns of those few students who walk to campus after being dropped off nearby, or of any parents who might briefly visit the school and choose to park in the neighborhood rather than on campus. Since the School does not need 750 spaces, the City cannot reject any alternative simply because it does not meet the 750-space project goal. Since the School does not need another field, the City cannot dismiss smaller parking alternatives on the East side that do not meet the practice field goal.

Q-9 Response

Please refer to **MR-7** for a response on the issue of the adequacy of the Alternatives analysis and **Responses to Comments D-89 through D-91** regarding alternatives that were rejected from consideration. Chapter 5 of the DEIR and RDEIR present a reasonable range of alternatives and discusses why increasing TDM at Harvard-Westlake and leasing off-site parking would not be valid alternatives to analyze more fully. (See discussion commencing on page 5-3 of the DEIR and the RDEIR). Moreover, as discussed in **Response to Comment D-89**, there are no sidewalks for most of Coldwater Canyon Avenue between the Campus and Ventura Boulevard, which creates a very dangerous condition for students and visitors to walk from Ventura to the Campus. Since most of the properties along Coldwater Canyon Avenue are owned by private individuals, it is speculative to conclude that Harvard-Westlake could build the improvements on other people's private property.

Please also refer to **MR-1** regarding the need the Project. The commenter's opinion that there is no need for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Q-10 Comment

Safety

The Wilson Geosciences geological report enumerates a number of very troubling inadequacies of the DEIR. First, the bridge was not specifically examined at all. Wilson Geosciences found the land on the two sides of Coldwater different enough that the bridge is likely to fail during a moderate to large earthquake. This magnitude earthquake is a very real possibility, given that the Northridge quake was a 6.7 magnitude quake. The City must – for the safety of all students, faculty and staff, as well as motorists, and other hillside residents – examine the specific plans of the Bridge and the geological impact of the proposed

bridge. Second, the massive retaining walls are far beyond the protections of the Baseline Hillside Ordinance. The school should not get to do an end-run around the basic safety codes for hillside residents. If the City allows this, they are clearly showing favoritism to an elite, well-connected school – and risking the property of those residents on Potosi, Galewood and Blairwood, as well as potentially the lives of the students using the field and garage.

Q-10 Response

Please refer to **Responses to Comments C-4, C-5, C-20, D-72, D-77 and D-78** regarding the safety of the pedestrian bridge and retaining walls and adequacy of the geological analysis and **Responses to Comments D-189 to D-203** regarding the responses to comments raised in the Wilson Geosciences letter.

Please refer to **Response to Comment D-3, D-42, and D-52** for a discussion of Project retaining walls and the Baseline Hillside Ordinance.

Q-11 Comment

Enrollment

I am offended and alarmed that Mr. Amato stood before the Neighborhood Council on November 9, 2013 and proudly declared his belief that the School has no enrollment cap. The school is operating under a Conditional Use Permit as a privilege – not a right – to exist in our residential community. Despite their wish to be treated with kid gloves and given special treatment, Harvard-Westlake is subject to an enrollment limit. Time and again, since the 1930's, there were specific conditions imposed on the School to limit their enrollment if they wanted to go ahead with certain projects. They went ahead with the projects and thereby accepted the conditions. Moreover, they expressly stated that they would not increase enrollment if they were allowed to go ahead with certain projects. Their promises were incorporated into rulings that were made, and the School should be held to those commitments.

Therefore: (1) if the School had only the number of people they are allowed to have, they would clearly not need any more parking because it has already been determined that they have way more than adequate parking at the allowed levels of enrollment and staff; and (2) the School should not be given the privileges and entitlements they're asking for after committing violations of legally binding conditions that have such a major impact on their intensity of use of their property and the surrounding neighborhood.

Q-11 Response

Please refer to **MR-1** regarding a current enrollment cap and alleged permit violations. Conditions of approval for Harvard-Westlake's Conditional Use Permit do not include any enrollment cap limitations. The City does have the authority to impose enrollment limitations under Harvard-Westlake's new Conditional Use Permit request. Please refer to **MR-1** and **Response to Comment Q-8A** regarding the need for the Parking Structure.

Q-12 Comment

I have been to many Neighborhood meetings since this project was proposed in Spring of 2013. I have spent countless hours talking and emailing with concerned neighbors in Studio City and nearby communities (including Sherman Oaks, Beverly Glen, and Beverly Hills). Our concerns have not been addressed in the DEIR. The report reads like a rubber-stamped document provided to the City by the School. This project is too massive, too outrageous and too dangerous a precedent for the City to turn a blind eye. We are counting on the City to do its job and property and diligently analyze the proposal and to treat Harvard-Westlake like any other hillside resident applying for permission to change the use of their land. This project should be denied.

Q-12 Response

Please refer to the RDEIR for revisions and additional analysis regarding potentially significant Project impacts. The commenter's concerns and objections to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

R. William Dean, resident, e-mail dated December 12, 2013**R-1 Comment**

Last night December 12th 2013 I with hundreds of local residents of the area together with many non-residents of the area gathered together to hear discussions on land use here in the eastern part of the San Fernando Valley. A local private school desires to construct a massive multi level parking structure along one of the main traffic arteries between the Valley and the west side of our city. The school is a private school and also proposes to construct a playing and sports field and center atop this massive parking structure.

In order to obtain the city's approval regarding land use here in the eastern part of the San Fernando Valley. A local private school desires to construct a massive multi level parking structure along one of the main traffic arteries between the Valley and the west side of our city.

The school is a private school and also proposes to construct a playing and sports field and center atop this massive parking structure in order to gain approval of this proposal, the school is required to provide what is known as a draft environmental impact report. Commonly known as an "MIRA". The school in its draft request as the developers, ask to be granted special variances from the city's well written codes, regulations and standards.

In support of these desires the school is soliciting our neighborhood council for it's support.

I attach a short history of why we as a community have rules and regulations written for the express reason for the safety and benefit for all citizens.

As a person who has spent a working lifetime in the field of engineering I cannot reconcile the changing of our well intentional and written ordinances, rules, regulations and codes, just for the few.

The average moderate income citizen who differs with the wants of a developer has little chance to stop the granting of such variance requests. The local people do not have the funds to match the developers retention of professionals who's main purpose in life is to work to gain such approvals. Thus the average persons only assist is the representative of his constituency serving on the city council.

We all await to hear if such variances are to be granted for this controversial project.

When the industrial revolution began, it is recorded that many accidents occurred to workers using these new fangled machines. We read that when the first railways were built in Britain, the railway company issued a set of safety rules that consisted of just one page. Accidents happened and railway engineers and administrators gathered together and after their review of each reported accident and then added adequate safety rules. These additional rules protected both the railway operators and the public. The world's railway safety recommendations and regulations are now contained within large tomes of books.

The American Society of Mechanical Engineers was formed in the 1870's by a group of engineers who lived during the time of frequent boiler explosions; wherein thousands of innocent workers lost their lives.

These concerned gentlemen who were mechanical engineers, came together, to work diligently to prevent poor boiler designs. They then recommend safety design features for the manufacture of our nation's steam generators. This was certainly a great contribution for the saving of limbs and lives.

Now throughout the world we look to, and rely on the engineering profession to serve our fellows, women and children, in the forming of safety rules, and accepted international, national and local codes and ordinances. These codes now provide for the safety of numerous systems and equipment used in industry, commerce and our every day lives.

We now have well accepted codes for the design and manufacture of boilers, elevators, escalators, automobiles, aircraft, heaters, kitchen equipment and many, many other items. We the people of this land now regularly use and take for granted that each unit sold is safe to use. We readily know that if an item is not made to the required codes and regulations, that the members of the legal profession are ready and panting at the starting line, to immediately request damages through their use of our courts.

We now find that local government agencies continually receive applications from developers and certain home owners to issue variances to the local building codes and traffic safety requirements. As a lifelong member of the engineering industry I cannot accept that our elected politicians are granting variances to our building and traffic safety installations; Just to please a few of their constituents.

Items such as elevators, escalators, steam boilers, amusement rides, conveying systems and many other mechanical items of equipment that have had their basic designs undergo a long scrutiny, by a most learned committee of specialists. These learned and respected committees have made the most correct requirements for the design and safety of their use by the public.

To the engineer's sorrow, we learn that the political leaders in a community can then urge the issuance of a variance or change to the rule and regulation. They together with their deputies urge our learned and qualified municipal staffs to alter the codes for the few. Such wild abandonment of our accepted safety rules, and ordinances may bring us back to the days before these concerned and most knowledgeable engineers, decided to commit themselves to writing the design criteria, in order to prevent the loss of limbs and life.

As any young and innocent child may ask, "Why do local politicians agree to issue variances to the codes?" Is the answer "to gain a few votes?" Or is it funding?

R-1 Response

The commenter provides background information with respect to variance from regulations. Harvard-Westlake has requested a Conditional Use Permit to allow for relief from the City's Codes, which is customary for schools and other non-residential uses. Construction of the Project must comply with all applicable safety regulations. See also, **Response to Comment Q-10** regarding the safety features beyond code requirements that have been incorporated into the design of the Project.

R1-1 Comment

I write to submit my comments after review of the subject Draft Environmental Impact Report (DEIR).

Thank you for this opportunity provided to the community to respond to the parking improvement plans of the Harvard-Westlake Schools.

I join with the many thousands of our citizens that both reside near to and traverse Coldwater Canyon Avenue. It is a major road artery from the San Fernando Valley to the west section of our city. This letter is submitted to request that this application by Harvard-Westlake be denied.

The draft ERI has been created for and on behalf of the applicant by others. It is therefore heavily inclined to support the applicant's application. As a long time registered mechanical engineer here in the State of California I found during my review that much of the data seems highly hypothetical or notional. This type of reporting can be described as wishful thinking. It seems the authors consciously or unconsciously interpret facts in terms that only they would like the community to believe.

The public has been informed that the Harvard School was provided with a Conditional Use Permit (CUP) during the 1930's for the formation of their school to be amongst this residential area of Coldwater Canyon Avenue. It is most apparent to this community that the original requirements made by our past city planning professionals for the Harvard–Westlake existing CUP permit has been completely ignored by the applicant all through the years of its existence.

R1-1 Response

The comment reflects the commenter's general opinion that the DEIR is based on hypothetical data; however, it provides no reference to what portions of the DEIR the commenter feels lack factual basis and what facts support that contention. Please refer to the RDEIR which reviewed and updated some of the analysis in the DEIR. For example, the geotechnical analysis was augmented and final designs for the soil nail retaining walls was provided (see RDEIR, Chapter 3.5, Appendix E.1, Parts 1 through 4, the final Geologic Soils and Engineering Report, Appendix E.1a, the Geology Report Peer Review, Appendix E.1b, the City of Los Angeles Geology and Soils Approval Letter, Appendix E.2, the final Hydrology Report, and Appendix E.3, the final LID Report).

Please refer to **MR-1** regarding the existing CUP for Harvard-Westlake and allegations of permit violations and **MR-5** regarding school uses in residential zones.

The comment also reflects the opinion that the DEIR is prepared by and for the developer and is therefore biased towards Project approval. The DEIR and RDEIR, as well as this FEIR, is prepared for the City and represents the City's independent judgment as required by CEQA.

R1-2 Comment

The applicant is requesting from our city a Waiver of the necessary Tentative Map Requirement as described under Los Angeles Municipal Code Section 91.7006.8.2, We request that our city planning department fully deny this request for such waiver of the city's code requirements. There is no reason whatsoever to grant waivers to our most carefully written codes and standards. We as a nation, recruit the most knowledgeable and qualified specialists in their respective fields to study and issue such codes and regulations to create the best of living standards for the safety of life and limb.

R1-2 Response

Please refer to **MR-5** and **Response to Comment D-3** regarding the discretionary approvals being requested by Harvard-Westlake. See also, **Response to Comment C-7** regarding grading impacts. The commenter is correct that the DEIR (page 2-19) and RDEIR (page 2-23) stated that Harvard-Westlake sought to obtain a waiver of a Tentative Tract Map requirement pursuant to rules established by the City under LAMC Section 91.7006.8.2. However, based upon a 2014 Appellate Court judgement (Second District, Division 1; Tower Lane Properties v. City of Los Angeles, Bruce Karsh et al.), a waiver of the Tentative Tract Map requirement is no longer applicable to projects that do not involve the subdivision of

land. Please refer to Chapter 4.0, Corrections and Additions, of this FEIR regarding the removal of this request for discretionary approval.

R1-3 Comment

We ask then "Why should the applicant, Harvard-Westlake be given permission to disregard these necessary codes and regulations?" Our safety in every day life depends on citizen's high regard for these standards and code requirements. If manufacturers and erectors were allowed to seek such waivers for their designs and construction, our citizenry would be in great peril. I am firm in asking our professional planning leaders, to refuse requests for waivers from our recognized codes and standards. We the public highly agree with such rules and regulations that we all live by.

Our city planners must know that the section of Coldwater Canyon Avenue between Ventura Boulevard and Avenida Del Sol South of St. Michael and All Angels parish church has been under constant construction for over a two year period. This most necessary and accepted work was for the replacement of a main piping section of our city's water supply distribution system.

This residential community has proven to have endured the impact of this heavy construction with fortitude. Harvard-Westlake school is now requesting a much larger construction project which will last at least three years.

R1-3 Response

Please refer to **Response to Comment Q-10** regarding the commenter's safety concerns. The construction schedule has been revised in the RDEIR to reflect an estimate of approximately 30 months (RDEIR, page 2-20) with construction anticipated to be completed in 2019. The Project will not require the same disruption as the DWP project mentioned in the comment since the Project will be constructed primarily on private property and not on or under the roadbed of Coldwater Canyon Avenue. Please refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue, resulting solely from eight hours that are required to install the pedestrian bridge. The commenter's concerns about additional construction work in an area previously effected by DWP work will be forwarded to the decisionmakers for their consideration in taking action on the Project.

R1-4 Comment

During my engineering career I was engaged in estimating large construction projects. This environmental impact reports states that 135,000 cubic yards of compacted earth is to be removed from the proposed site. One cubic yard of this material weights 1.28 ton. An average earth carrying truck will transport approximately 15 cu. yds. Or 19.24 tons per journey. It will require approximately 2,400 truck loads prior to the commencement of basic construction. This earth removal will be performed over a period of one and a quarter years. At the same time the DEIR document states that forty five construction workers will travel to and from the site each and every day.

When we consider the above removal being conducted in the close vicinity to residential homes and along one of the most travelled critical canyon passes in this area, it is ready apparent that this application Harvard-Westlake be firmly denied.

In considering this removal of 135,000 cu. yds. of earth it is equivalent of grading an area of one and a half acres, or if we visualize it, it is the size of one and a half football fields complete with end zones with a pile of earth ten stories high.

The draft environmental impact report submitted by Harvard- Westlake Schools does not adequately describe this enormous task that they request permission to undertake. The writing in the subject DEIR leads the reviewers to think that this planned parking improvement of tearing down and taking away such a huge portion of Coldwater Canyon Avenue will not affect our community. The construction and operation of this major parking structure will affect the many existing homes and additional thousands of commuters that traverse this canyon daily. The report submitted is what we may describe as "A make believe, assumed and supposititious."

R1-4 Response

The DEIR and RDEIR discuss all potential environmental impacts of the grading, including truck hauling, required to construct the Project. See Chapters 3.2, 3.3, 3.5, 3.7 and 3.8 of the DEIR and the RDEIR. The conclusions in those Chapters of the RDEIR are based on air quality studies (Appendix C), geology and hydrology studies (Appendices E.1 through E.4), biological resources impact reports (Appendix D.1 through D.4), noise studies (Appendices F.1 and F.2) and traffic studies (Appendices G through G.4.2). The comment does not present any facts alleging that the analysis is inadequate, and, therefore, no additional response is required.

R1-5 Comment

The public were recently informed by the spokesperson of a legal firm that covers California State laws, relative to land and real estate issues the following facts. We were told that Harvard School was provided with an original Conditional Use Permit (CUP) by the city in the 1930's. We are advised that the original CUP provided for this school was to serve a maximum of 120 students plus a staff of 30. Throughout the period of the schools formation to this present day, we the public, readily see, that the Harvard-Westlake Schools have made many increases to its original CUP.

It seems that such creases must be in violation of the original CUP permit provided by the city's past planning department staffs.

R1-5 Response

Please refer to **MR-1** regarding alleged permit violations. The City has not imposed an enrollment cap in Harvard-Westlake's CUP permit.

R1-6 Comment

Excavation and construction work consists of the passage of thousands of delivery and departing truck loads of excavated earth, and then thousands of tons of delivered concrete. These will be of the heaviest truck types available, heavily loaded. The anticipated wear and tear on Coldwater Canyon Avenue surface will be high. These loaded trucks may cause ruptures to the newly installed water pipelines and the existing sewer lines which serve this residential community.

We may ask "Who will be responsible to check and repair such damage to the city street, water mains and sewer lines along this to be roadway access for this proposed construction project?"

R1-6 Response

The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage).

R1-7 Comment

The DEIR states that foot access to and from the proposed 750 three story high car parking structure will be via a pedestrian bridge with an elevator at each end of the bridge. It further states that foot traffic from this parking structure will not be allowed. Also that crossing this extremely traffic busy thoroughfare will be controlled. It will be most difficult to restrain pedestrians from attempting to hurry to and from the parking structure and the school. Just consider this pedestrian bridge with the walkway being 65 ft. high on its west side, and 46ft. high on its east side. The span of this bridge is to be 163 feet. Access to the 165 ft long walkway will be by an elevator situated at each end of this bridge. We ask "Will Harvard-Westlake operate and maintain this mechanized passageway for its life?" When the elevators are shut down for maintenance or for a malfunction, how then will the students and faculty cross over Coldwater Canyon Avenue?

R1-7 Response

As noted in the DEIR beginning on page 2-8 and the RDEIR beginning on page 2-9, the Project proposes a pedestrian bridge, which provides the most direct, expedient (i.e., not having to wait for a traffic signal to change), and safest opportunity for pedestrians to cross Coldwater Canyon Avenue. In addition, the Project proposes signage prohibiting at-grade pedestrian crossings, decorative landscaping (e.g., bushes), pedestrian barriers at all corners of the intersection, and no crosswalk striping at the intersection. It is also noted that the Parking Structure would contain a security office (RDEIR page 2-1), which would be used to monitor and control at-grade crossing. Also, the first level of parking would be prohibited to students and would be reserved for faculty only. As shown in RDEIR Figures 2-4 (Parking Structure Elevations) and 2-5 (Bridge Elevations), the elevator towers on the east and west side of Coldwater Canyon would have two elevators each, in addition to stairways that provide access to the pedestrian bridge. It would therefore be possible to maintain efficient and safe passageway to the pedestrian bridge, even during maintenance activities that affect one or more elevators.

R1-8 Comment

Reading the draft environmental report written by Harvard-Westlake for the City of Los Angeles contains many repeating sections. It also lists unrelated technical data. The report can be described as one containing boilerplate items. Technical readers may acknowledge that much of the data appears to be from cannibalizing from similar DEIR documents. Finally this report may be considered as, misleading. It is apparent to the engineer that the Harvard-Westlake report requires a great deal of editing.

In conclusion we find that Harvard-Westlake school has sufficient parking to suit the Conditional Use Permit previously issued by our city planning commissioners.

R1-8 Response

The DEIR and RDEIR were prepared by Sirius Environmental on behalf of the City of Los Angeles, Department of City Planning, Environmental Section and reflect the City's independent review and judgment as required by CEQA. The comment does not specify which chapters of the DEIR the commenter believes are not relevant. The commenter's opinion regarding the adequacy of Harvard-Westlake parking as it relates to a prior CUP permit is not relevant to the adequacy of the environmental analysis as it applies to this Project. Nonetheless, the commenter's opinions regarding the DEIR and the need for additional parking will be forwarded to the decisionmakers for their consideration in taking action on the Project.

S. William Dean, resident, e-mail dated December 12, 2013**S-1 Comment**

I am in receipt of a letter from the city of Los Angeles Dept. of city planning.

It states that the applicant is requesting a Waiver of the Tentative Map Requirement under LAMC Section 91.7006.8.2,

I shall be most pleased if your office will provide a description of this Tentative Map Requirement with a copy of Los Angeles Municipal Code 91.7006.8.2

S-1 Response

Based upon a 2014 Appellate Court judgement (Second District, Division 1; Tower Lane Properties v. City of Los Angeles, Bruce Karsh et al.), a waiver of the Tentative Tract Map requirement is no longer applicable to projects that do not involve the subdivision of land. Please refer to Chapter 4.0, Corrections and Additions, of this FEIR regarding the removal of this request for discretionary approval.

T. Kathryn Donohew, e-mail dated December 8, 2013**T-1 Comment**

I am very much against the Harvard-Westlake parking expansion plan onto the West side of Coldwater Canyon Ave. I am a longtime Studio City resident having lived on Van Noord for almost 50 years. This project would irreversibly change the land on the West side of Coldwater Canyon as well as create an eyesore of structures with a bridge crossing over the avenue and a large block parking structure encroaching onto a mountain side forever changing the rustic feel of our neighborhood.

When I heard about this project at the Scooping Meeting, I couldn't believe how absolutely foolish it sounded. I decided to go out to the site for myself. As a professional photographer, I decided to document it in its current natural beauty. I found wide open spaces, densely vegetated, with numerous old growth trees. It is a classic Southern California landscape, with dry underbrush, but green, old trees and a steep hillside. In the summer months the grass is dry and yellow with a country feel to the landscape. In the spring months the grass is green with beautiful mustard yellow flowers across the rolling hillside. I saw some areas where debris had been left (rolled up astroturf and grills for cooking) and the remnants of the classic old homes that had been there since the days when the Hollywood Golf Course owned the property. Overall this was by and large undisturbed, natural hillside.

As is typical of Southern California, the entire site was much more verdant than it is now (in December), given that it was May.

Attached please find the following images (Figs 1-10) that I Kathryn Donohew, personally photographed of the Harvard-Westlake Project Site, on the West of Coldwater Canyon. I took them on May 23, 2013 between the hours of 6:58 am to 8:44am. These photographs were not doctored or photoshopped in any way.

More recently, on December 5, 2013 at 3pm, I went up Coldwater Canyon to capture the serenity of the Canyon and visualize how appalling it would look with a bridge with lights extending across the avenue. (last image)

I pity the poor people that once had a beautiful vista from their hillside homes (as seen in my image taken from the hillside facing the proposed parking structure) or those on Coldwater who will now walk out their front doors to see this lit bridge every day and wonder why they are made to suffer just so that Harvard-Westlake students family and visitors will have the luxury to park their cars.

T-1 Response

Please refer to **MR-1** regarding opinions in opposition to the Project, **MR-4** regarding the Project's aesthetic impacts, including light impacts, **MR-6** and **Response to Comment D-47** regarding the Project's location and current biological condition of the Development Site. The commenter included pictures of the Development Site, which the commenter claims were not doctored or altered in any way. The commenter's opposition to the Project is noted and will be forwarded to the decisionmakers for their consideration in taking action on this Project.

As explained in **MR-6**, portions of the Development Site have been previously graded and disturbed. Please also refer to **MR-6 and Response to Comment 5R-3** regarding the reduced value of unhealthy trees for nesting, food sources, and shelter.

As stated in **MR-4**, the DEIR and RDEIR concluded that the Projects aesthetic impacts, including visual character and lighting, would be less than significant. These conclusions were based on many factors including, without limitation, the Project would include considerable landscaping including mitigation trees and natural vegetation, a substantial portion of the Development Site would remain undeveloped, augmented with additional native trees, the pedestrian bridge was designed to reduce the appearance of massing, including use of substantial non-reflective materials and perforated/open side panels to diminish the appearance of bulk, the pedestrian bridge would be visible for only a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides, and the pedestrian bridge would contain minimal lighting as set forth in the Project Design Features, PDF-AES-1 through PDF-AES-5. See also **Responses to Comments D-15G and D-139** regarding the design elements used to minimize the impact of the Parking Structure, retaining walls and pedestrian bridge.

U. Geneva DuVall, E-mail dated November 8, 2013

U-1 Comment

I am writing to oppose the Harvard-Westlake Parking Improvement Plan, Case Number: ENV-2013-0150-EIR, State Clearinghouse No. 2013041033.

I am a long-time member of St. Michael & All Angels Episcopal Church, which is located directly across from the proposed parking garage. I am also a long-time resident of [Studio City/Sherman Oaks/name your city if it is close]. I object to the parking plan for the following reasons.

U-1 Response

Please refer to **MR-1** regarding opinions in opposition to the Project. The commenter's opposition to the Project is noted and will be forwarded to the decisionmakers for their consideration in taking action on this Project.

U-2 Comment

1. Construction-Related Loss and Damage. The garage will require more than 2 years of construction, with 100 trucks per day traveling up and down Coldwater Canyon Avenue in order to remove the hillside. The construction noise, dust and debris and the traffic delays will seriously harm St. Michael & All Angels Church in the following ways:

U-2 Response

The commenter states that construction of the Project would take approximately 24 months. However, the RDEIR at page contains the revised construction schedule. Construction is estimated to last approximately 30 months including approximately 9 months of excavation and 21 months of construction with the foundation and building construction occurring over approximately 13 months. Although construction is estimated to last approximately 30 months, the 160 truck trips (80 inbound and 80 outbound) identified in the RDEIR would only occur during the peak periods of grading and exporting activities, which would be the first 9 months of construction. Truck activities could only occur Monday through Saturday from 8:00 a.m. to 4:00 p.m. (approximately 25 days per month). See response to specific comments below regarding noise, dust, debris and traffic delays as well as **Response to Comment C-3** regarding traffic impacts and improvements.

U-3 Comment

a. Construction dust and debris will seriously damage our facilities and their contents, including the magnificent pipe organ in our church, which could not be replaced.

U-3 Response

Construction activities on private property as well as within public rights-of-way (such as the recent reconstruction of the LADWP water line) are common occurrences within an urban environment. The SCAQMD significance thresholds for air quality were created to protect sensitive populations from air emissions. While construction dust may settle on church facilities, this would not create a significant impact under CEQA. Compliance with SCAQMD Rule 403 would substantially reduce dust. However, in addition to the church façade, the potential exists for temporarily increased dust levels within the church. Please refer to **Response to Comment C-17** regarding revisions to Mitigation Measure MM-AQ-10 and the addition of Mitigation Measure MM-AQ-11 to Chapter 4, Corrections and Additions, of this FEIR. Notably, the reductions to constructions emissions of PM_{2.5} and PM₁₀, both contributors to dust, that result from these Mitigation Measures.

U-4 Comment

b. Construction noise will make it nearly impossible to conduct our mid-week activities, including services, events, meetings, choir practices and numerous other activities scheduled throughout the week (it is important to note that the Church does not operate only on Sundays but throughout the week, days and evenings).

U-4 Response

Please refer to **MR-2** regarding potential construction noise impacts to St. Michael's Church and to Sunnyside. The noise impacts analysis in the DEIR and the RDEIR is conservative since it both assumes that all equipment would be utilized simultaneously and measures the noise levels from the St. Michael's property line without deducting for noise attenuation by distance from the noise source. It also assumes that all construction equipment would be located at the construction boundary closest to each sensitive receptor (in this case, St. Michael's). As stated in **MR-2**, even utilizing this conservative analysis and implementation of mitigation measures, the DEIR and RDEIR determined that interior construction noise

levels at the Church and Sunnyside would be below the threshold of significance. However, exterior construction noise levels would be significant and unavoidable. See RDEIR page 3.7-24 and Table 3.7-12.

U-5 Comment

c. Construction noise, traffic delays, dust and debris will seriously impact our tenants, including Sunnyside Preschool (which the DEIR specifically states will be materially and negatively impacted) and Destination Science (which runs a summer program and will be equally impacted while on our site, though it is not mentioned at all in the DEIR). Sunnyside Preschool has the right to opt out of its lease on a year's notice, and Destination Science is on a year-by-year agreement. These two tenants are a source of significant income to the church, together representing nearly half its budget. If they elected to relocate due to the construction, the loss of this income, and the inability to replace it because of the construction, could leave the church with insufficient funds to operate.

U-5 Response

Please refer to **MR-1** regarding non-CEQA issues such as speculative financial impacts and **Response to Comment U-4** regarding construction noise impacts throughout the St. Michael's Church site. Traffic was analyzed in Chapter 3.8 of the DEIR and RDEIR. The analysis concluded that construction traffic impacts would be less than significant based on the construction grading and material exportation phase, construction traffic distribution, construction intersection analysis, existing conditions, existing conditions with construction traffic, future cumulative without Project construction traffic conditions and future cumulative with Project construction traffic conditions. (See DEIR commencing at page 3.8-11 and RDEIR commencing on page 3.8-13, as well as **Response to Comment C-3**)

The air quality analysis identifies Sunnyside (at the same address as St. Michael's Church) as a sensitive receptor on page 3.2-11 of the DEIR and page 3.7-12 of the RDEIR. A localized analysis of construction emissions was completed for Sunnyside based on SCAQMD methodology (see page 3.2-25 of the DEIR and page 3.2-30 of the RDEIR). The detailed analysis was conducted using the AERMOD atmospheric dispersion modeling system. AERMOD is a steady-state dispersion model designed for short-range pollutant dispersion. The model accounts for local meteorological conditions and topography. The analysis was further updated as a result of changes to Mitigation Measure MM-AQ-10 that require stringent emissions controls on most construction equipment and new Mitigation Measure MM-AQ-11 that requires the use of 2010 model year or newer haul trucks (or, if not available, truck that meet USEPA 2007 requirements for NO_x emissions). The construction analysis indicated that, at Sunnyside, maximum PM₁₀ concentration would be 1.3 µg/m³ and maximum PM_{2.5} concentration would be 1.0 µg/m³ at Sunnyside. These concentrations would be less than the 10.4µg/m³ significance threshold established by the SCAQMD. As a result, the Project would not result in an air quality impact at Sunnyside. Please also refer to **Response to Comment D-68**.

In light of revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has also been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015). The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. As described on page ES-1 of the HRA, the HRA includes three separate components: 1) emissions inventory; 2) dispersion modeling; and 3) health risk calculations. Dispersion modeling was performed using the USEPA AERMOD model with meteorological data from the closest representative SCAQMD monitoring station. The AERMOD concentration (dose) results were incorporated into the health risk calculations

With the incorporation of the revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards and that would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk, including all tenants of the St. Michael's property.

The commenter correctly identifies that a significant construction noise impact was identified at Sunnyside. Mitigation Measures N-1 through N-9 would reduce construction noise levels by at least 3 dBA. However, as identified in the DEIR and the RDEIR, construction activity would likely generate significant short-term noise that exceeds the City's significance threshold after implementation of all feasible mitigation measures.

The comment does not identify any deficiencies in the noise, traffic or air quality analysis contained in the DEIR, therefore, no further response is required. Nonetheless, the commenter's concerns regarding pollution and financial impacts will be forwarded to the decisionmakers for their consideration in taking action on the Project.

U-6 Comment

For these reasons, the garage construction will impede the operations and growth of St. Michael's and damage its facilities so severely that it could cripple the church and terminate its existence at a location where it has operated for over 60 years and served (and continues to serve) thousands and thousands of Studio City residents. It is interesting to note that, although the DEIR mentions a significant impact to Sunnyside Preschool, there is no mention whatsoever of a comparable, if not far worse, effect on St. Michael's, which owns the property leased by Sunnyside Preschool and operates at the same location. To my mind, this massive oversight undermines the credibility of the entire DEIR.

U-6 Response

The DEIR and RDEIR identify, analyze, and if appropriate, mitigate, a project's physical environmental impacts. The DEIR did not ignore impacts to St. Michael's but rather, by discussing the impacts to Sunnyside located at St. Michael's, the DEIR was analyzing impacts at the Church as well as Sunnyside. However, the RDEIR clarifies that the Church property was identified as the sensitive receptor and the impacts to the Church would be the same as to Sunnyside. Please refer to **MR-2 and Response to Comment U-5** regarding significant impacts to St. Michael's Church as well as Sunnyside.

U-7 Comment

2. Environmental/Aesthetic Damage. I am very concerned the parking garage and the perilously tall retaining wall will destabilize the hillside, potentially causing landslides and excessive storm runoff by changing permeable ground to impermeable concrete. Our designated open space will be wiped out, and numerous native, protected, old-growth oak and walnut trees will be destroyed, together with the wildlife that uses them (at least seven threatened or declining species will be harmed). In addition, our scenic vistas will be marred by the proposed land bridge, an unprecedented eyesore. Although the DEIR claims that aesthetic concerns are "subjective" and therefore not relevant, I must respectfully disagree. We all paint our homes, tend our gardens, pick up our trash, and take care of our community because, among other things, we care what it looks like. The idea that this land bridge, built solely for the convenience of Harvard- Westlake, will somehow become a "gateway" and source of pride to Studio City is simply an insult to Studio City residents. Does Harvard-Westlake really think Studio City is such a cultural backwater that we would consider its ugly concrete footpath a prized landmark? If so, please put it to the approval of a committee of designers and residents who can decide whether it is an appropriate "gateway" for our city. I know what the outcome will be.

U-7 Response

Please refer to **MR-4** regarding aesthetics, **MR-6** regarding biological resources, **Responses to Comments C-4, D-72, D-78 and D-192** regarding slope stability, **Response to Comment D-79** regarding drainage, and **Response to Comment D-139** regarding the appearance of the pedestrian bridge.

The geologic analysis has been revised in the RDEIR. Using the conservative soil and bedrock properties and shear strengths, a comprehensive design for conventional and soil nail retaining walls was created for the Project. The construction-level information in the Final Geologic and Soils Engineering Report (Appendix E.1a of the RDEIR), includes specifications for the soil nails, degree of nail inclination below horizontal, nail spacing, nail length, attachment points and hardware, temporary and permanent wall facing, proof nails, and a permanent monitoring regimen following construction. At the request of Harvard-Westlake, the soil nails are to be installed with redundant corrosion protection, a provision that exceeds City requirements for soil nail walls. Detailed calculations, using methods and standards prescribed by both the City and the Federal Highway Administration, show that the soil nail and conventional retaining walls will be gross and seismically stable. At Harvard-Westlake's request, the structural engineer used seismic loads 50 percent in excess of City requirements.

The stormwater analysis was also updated in the RDEIR. While the Project would increase the amount of impervious area on the Development Site (from 90-95% pervious to 86% pervious with the Project as cited on RDEIR Appendix E.2, page 1), hydrological modeling indicates that the surface runoff would not be substantially increased (RDEIR, Appendix E.2). As discussed in the RDEIR, page 3.5-27, the Project will not affect the runoff rates before and after the construction for 50 and 25-year storm events and only result in a slight increase for the 10 and 2-year storm events. However, the peak mitigated runoff and volume from the Development Site would be captured and treated by appropriate Best Management Practices before being discharged into the road. Further, it is anticipated that the Parking Structure would help slow down high storm water runoff flows from the adjacent hillside to Coldwater Canyon Avenue. Therefore, the Parking Structure and supporting storm water management system infrastructure would provide additional flood control and mudslide protection to Coldwater Canyon Avenue. Additionally, the Project has prepared a plan to address the City's Los Impact Development (LID) Ordinance (which includes requirements for a Standard Urban Stormwater Mitigation Plan (SUSMP)), to identify and mitigate anticipated flows to the existing on- and off-site storm drain facilities and to ensure that these flows could be accommodated by existing facilities. (See RDEIR, Appendix E.3; see also, Regulatory Compliance Measures RC-HYDRO-1 through 12.)

The subject of the Project's impact on the visual character of the Development Site and hillside community is extensively covered in the DEIR and RDEIR in Chapter 3.1 (aesthetics) as well as **MR-4** and **MR-6**. Additionally, the Project's Regulatory Compliance Measures, Project Design Features and Mitigation Measures will minimize the aesthetic impacts by, among other things, ensuring that the structures are of neutral colors that blend with the surrounding hillside, screening the Parking Structure from surrounding views through attractive landscaping utilizing native vegetation, and orientating the Parking Structure close to Coldwater Canyon Avenue to ensure that a large amount of open space west of the Parking Structure remains in its natural vegetated state. The pedestrian bridge would not be designed to resemble a freeway overpass. Please refer to **Response to Comment D-139** regarding the design and finishes on the pedestrian bridge (as well as the Parking Structure and retaining walls). As stated in the RDEIR, page 3.1-3 and 3.1-4, the Development Site is in a transitional zone with substantially disturbed ground. Most of the site that is oak-walnut woodland would remain undisturbed by the Project. Therefore, the Project would not substantially degrade scenic resources (primarily of on-site woodland but also views of the mountains to the south) and would not obstruct an existing or recognized or valued view. While it would

disrupt views on a City-designated scenic highway, the length and duration of the obstruction would be short because of the curves in the roadway and because the design features would minimize size and bulk.

The open space identified on the Development Site (west of the Parking Structure) as well as open space owned by the Santa Monica Mountains Conservancy beyond the Development Site would not be impacted by the Project. The Project would retain the natural hillside space on the west portion of the Development Site. In the area to the west of the Parking Structure, diseased walnut trees would be removed and replacement trees (mitigation for removal of on-site protected trees) and native plant materials would be planted.

The DEIR describes potential impacts to sensitive species determined to be on-site or potentially on-site (Table 3.3-2 lists "Sensitive Biological Species in the Project Vicinity" and indicates which resources were found on-site and those with potential to occur on-site). The analysis evaluates impacts to on-site oak and walnut trees. The biological resources analysis was updated in the RDEIR due to the change in the boundaries of the Development Site. As explained in **MR-6**, of the 338 protected trees surveyed on site, 65 percent are rated with health grades of "D" or "F" or are deemed dead (RDEIR Appendix D.3, Table 2) and 78% of the walnut trees were observed to be infected with Thousand Cankers disease.

Nonetheless, even after application of extensive Regulatory Compliance Measures, Project Design Features and Mitigation Measures, there would be some unavoidable significant impacts to biological resources. As stated in the RDEIR, given that the San Bernardino ringsnake and coastal western whiptail are likely to be present on the Development Site and given the disturbance of 1.43 acres of oak-walnut woodland and 2.86 acres of disturbed area, the impact to these two species would be significant after mitigation. Additionally, given the cumulative encroachment and loss of oak-walnut woodland in the vicinity of the Development Site, the Project would have a cumulative considerable impact with respect to loss of this woodland resource and on sensitive species, primarily birds, that forage in oak-walnut woodlands. As for the impact on other wildlife species, the RDEIR appropriately notes that the requirement to replace trees at a 4:1 ratio, the removal of diseased trees, and the other habitat protection measures and applicable local, state and federal regulations will create replacement habitat for, without limitation, the Cooper Hawk and other sensitive bird species.

U-8 Comment

3. Noise and Light Pollution. Coldwater Canyon is a primarily residential area, and the project site is zoned solely for residential use only. The sports field on the top of the garage, which will be three stories high with a 32-foot tall fence and 14 light poles, will result in excessive noise and light pollution for the surrounding community, including St. Michael & All Angels Church.

U-8 Response

Please refer to **MR-5** regarding zoning for the Development Site, **MR-2** regarding noise impact from the Project and **MR-4** regarding light impacts. As explained in **MR-5**, schools and their related amenities are permitted in a residential zone with a conditional use permit. The commenter's view that noise and lighting impacts would be excessive is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

U-9 Comment

4. Danger to Pedestrians and Bicyclists. Despite its attempt to safeguard pedestrians through the use of a land-bridge, the parking garage will undoubtedly result in injury or death to pedestrians, most likely students, as they attempt to save time and avoid stairs by crossing the street directly. In addition, with the two dedicated right-hand turn lanes included in the plan, no consideration has been given to bicyclists

traveling southbound on Coldwater Canyon Avenue, who will be forced to cross-merge (on a difficult uphill grade) through the two dedicated turn lanes and ride in what is essentially the center lane of a five or six lane thoroughfare. This poses a much higher risk to bicyclists at a time when the City of Los Angeles and the State of California are both attempting to make bicycling safer.

U-9 Response

Please refer to **Response to Comment D-66 and R1-7** regarding the Project features that provide pedestrian safety benefits to Harvard-Westlake students, employees, and visitors. The Project roadway improvements referenced in the comment are described in the DEIR beginning on page 3.8-9. To the extent that there is bicycle traffic on Coldwater Canyon Avenue, the Project would benefit, and not degrade bicycle safety based on the standard lane widths to be provided as part of the referenced street improvements.

U-10 Comment

The land-bridge also poses additional risks during earthquakes, since it could collapse and block emergency vehicles attempting to use Coldwater Canyon Avenue. Someday soon after this project is completed a tragedy will occur that will make everyone regret it.

U-10 Response

Please see **Responses to Comments C-4, C-5, and U-7**. As explained in **Response to Comment C-5**, pursuant to the request of Harvard-Westlake, the pedestrian bridge has been designed and will be constructed under a more conservative approach than applicable codes and standards, to provide both stable support and long-term durability. Specifically, the foundation systems for the bridge supports would be tailored to the geologic conditions at their specific locations to ensure stability. Please also refer to Regulatory Compliance Measure RC-GEO-6 (amended and renumbered to Mitigation Measure MM-GEO-1 in Chapter 4, Corrections and Additions, of this FEIR) regarding the Project's compliance with seismic design standards.

U-11 Comment

5. No Help With Traffic. Harvard-Westlake claims the restriping of lanes and slight widening of Coldwater Canyon Avenue will improve traffic. These claims are dubious at best. But more important, they are irrelevant. The City could restripe and expand the road without the garage. Moreover, the increased availability of parking spaces will reduce incentives to carpool or use public transportation, which can only have a negative effect on traffic.

U-11 Response

Please refer **MR-1** regarding the need for the Parking Structure and **Response to Comment C-3** regarding traffic improvements. The improvement to traffic conditions is explained in Chapter 3.8 of the DEIR and RDEIR. The Project will create traffic improvements beyond the restriping of any portion of Coldwater Canyon. In addition to adding through lanes, it will add right and left turn lanes, ATSAC/ATCS equipment at the intersection of Coldwater Canyon Avenue and the Project's northerly driveway and provide bus drop-off and pick-up within an existing parking lot on the Campus, thereby further relieving congestion and potential safety risks on Coldwater Canyon Avenue. The traffic improvements to be provided by the Project are described in the DEIR on page 2-7 and depicted on Figure 2-16 and in the RDEIR on pages 2-12 to 2-13 and in Figure 2-17.

The City could not make these improvements without dedication of private land. Additionally, the commenter's assertions that some or all of the traffic improvements could be done by the City in the absence of the Project fails to state any evidence which would indicate that these improvements are not

adequate mitigations for the Project or create an unmitigated environmental impact; therefore, no additional response is required.

As explained in **MR-1**, the Parking Structure is needed to accommodate existing demand even with the extensive TDM program that Harvard-Westlake provides and will continue to provide. The comment fails to provide any evidence that would indicate that the Project would reduce the incentive to carpool and, therefore, no additional response is required.

U-12 Comment

6. Insufficient Need. Harvard-Westlake has not established sufficient need for the parking garage. By law, it is required to have only 436 parking spaces, and it already has 568 spaces. Moreover, for ten years, during numerous requests to permit it to build and expand its facilities, Harvard-Westlake has argued repeatedly that it neither needs nor desires more than its allotted 436 spaces. Each time the City of Los Angeles has agreed. For Harvard-Westlake to claim now that these same facilities and activities necessitate a massive expansion of its parking facilities is groundless, if not underhanded.

U-12 Response

Please refer to **MR-1** regarding need for the Project.

U-13 Comment

Although Harvard-Westlake has not made a convincing case for any increased parking whatsoever (but rather has frequently argued the opposite in the past), there are also numerous alternatives, such as building a much smaller parking structure on the existing school parking lot, that would be less intrusive to the community and would not require as many variances and conditional use permits. If the City determines after careful consideration that Harvard-Westlake does require some additional parking, these more modest alternatives should be chosen. The massive parking garage and sports field are simply not justified by the stated need for parking.

U-13 Response

Please refer to **MR-7** regarding sufficiency of Alternatives analysis. Project Alternatives are discussed in Chapter 5 of the DEIR and the RDEIR, and include smaller structures as well as an alternative on the east side of Coldwater Canyon Avenue (which were further analyzed in Chapter 4, Corrections and Additions, of this FEIR). The commenter's opinion that a smaller alternative should be selected is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

V Studio City Residents Association, Alan Dymond, President, letter and e-mail dated December 12, 2013

V-1 Comment

Thank you for the opportunity to respond to the Draft Environmental Impact Report issued by the Los Angeles Planning Department for the proposed parking structure/athletic field opposite the Harvard-Westlake campus on Coldwater Canyon in Studio City.

Studio City Residents Association hereby files its objections and comments to the parking structure, athletic field, flood lighting and other ancillary works of improvement as proposed by Harvard Westlake.

V-1 Response

Please refer to **MR-1** regarding opposition to the Project. The commenter's opposition to the Project will be noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

V-2 Comment

Reasonable Alternatives Not Addressed Considered

SCRA objects that Harvard-Westlake has not considered reasonable alternatives. (California Environment Quality Act. 151266.6 (c), 151266 (e) (2))

Reasonable Alternate location of the parking structure.

An overview of the campus as depicted on the face page of www.hwparking.com/overview indicate an existing athletic field located on the east side of Coldwater on the Harvard-Westlake campus. Harvard-Westlake has not offered an alternate proposal whereby this athletic field may be relocated to the west side of Coldwater and the present athletic field on the east side used for a parking structure.

Another alternative not investigated or addressed is why the property to the east of the campus as seen from the face page cannot be used to accommodate Harvard Westlake requirements.

Either of these alternate proposals is reasonable as to location and scope, would satisfy the parking requirements of Harvard-Westlake and would be less intrusive to the environment in terms of:

1. Greatly reduce the amount of dirt and bedrock necessary to be exported;
2. Eliminate the need for high “above ground” retaining walls;
3. Reduces noise from athletic/rally functions;
4. Reduces light pollution at higher elevations from flood lights;
5. Minimize impact on wild life activities;
6. Does not diminish value of single family residences in the adjacent and proximate area.

V-2 Response

Please refer to Refer to **MR-7** regarding sufficiency of Alternatives analysis. The commenter suggests relocating the existing athletic field to the west side of Coldwater Canyon and constructing a parking structure on the east side (presumably with a practice field on top). Such an alternative would not reduce or avoid the Project’s significant environmental effects (biological resources, construction air quality and noise). In addition, rather than being set into the hillside, the structure would be located along Coldwater Canyon Avenue (similar to Alternative 5, but fewer stories) and would be more visually intrusive than the Project. Significant excavation would still be required on the west side of Coldwater Canyon Avenue to create a flat, level field (resulting in the same biological impacts) and the same system of retaining walls as contained in the Project would be needed. Nighttime lighting would still be included in such an alternative. In fact, if Ted Slavin Field were relocated to the west side of Coldwater Canyon Avenue, lights on the west side would be much brighter than the proposed practice field (30 fc at the practice field as opposed to the Ted Slavin Field’s use of 50 fc for practice play and 70 fc for game play) because the Ted Slavin Field is used for competitions. It would result in similar or worse impacts to wildlife. Additionally, moving the Ted Slavin Field to the west side of Coldwater Canyon Avenue would result in at grade crossing from the facility to the Campus, thus creating new traffic impacts and dangerous conditions for pedestrians and motorists. (Property values are not an issue area addressed in CEQA documents, see **MR-1**.)

V-3 Comment

Rejected Alternatives

Alternatives Rejected From Consideration (Source – DEIR as posted by Los Angeles Planning Dept.)
Harvard-Westlake Parking Improvement Plan 5-4 Draft EIR

Subsurface Parking and/or Subsurface Tunnel Under Coldwater Canyon Avenue

“a partial subterranean parking structure (one subterranean level, one at grade level, and one above grade level and an athletic field on the top)”

Any alternative that proposed an underground parking level was rejected from consideration on the basis that subterranean water presented a problem in any underground construction. But what has not been considered is that by moving athletic field to the west side of Coldwater Canyon and building the three story parking structure at ground level on the vacated athletic field on the east side of Coldwater then there would be no problem with subsurface water. Similarly, property to the east of the present campus would avoid this problem by either being located at an upslope elevation or construct from the ground up with minimum cut into the hillside. These alternate proposals should be addressed and submitted as alternates by Harvard-Westlake order to comply with the requirements of California Environment Quality Act. 151266.6 (c), 151266 (e) (2)

V-3 Response

Please refer to **MR-7** regarding the sufficiency of the Alternatives analysis and **Response to Comment V-2** regarding an alternative that would move the Ted Slavin Field to the Development Site. Alternative 3 presents a reduced (two-story) alternative. An alternative addressing parking on the east side of Coldwater canyon Avenue is considered in Alternative 5 (page 5-21 of the DEIR and on page 5-24 of the RDEIR). As discussed in detail beginning on page 5-3 of the DEIR and page 5-4 of the RDEIR, a subsurface parking garage and/or subsurface tunnel under Coldwater Canyon Avenue were considered, but eliminated from further consideration due to various physical constraints and the failure of the alternatives to reduce many of the Project’s environmental impacts. For example, an alternative whereby the parking structure contained one level of subsurface parking and two levels of above-ground parking would result in greater, and significant, impacts to traffic and circulation since the movement of pedestrians from the parking structure to Campus would be accommodated via a cross walk with signal (DEIR pages 5-15 through 5-16 and RDEIR page 5-13), as there would be insufficient ground clearance to construct a pedestrian bridge.

V-4 Comment

Incorporation and joining other objections.

Studio City Residents Association hereby joins and incorporates herein by reference as though stated in full the objections, comments, exhibits thereto and other materials filed by SaveColdwaterCanyon, Santa Monica Mountains Conservancy, Hillside Federation, Bruce Laurie.

V-4 Response

Comments submitted by Save Coldwater Canyon! (**Responses to Comments D-1 through D-203, E-1 through E-7, F-1 through F-23, and DDD-1**), Santa Monica Mountains Conservancy (**Responses to Comments D-126 through D-147**), Hillside Federation (**Responses to Comments D-148 through D-152 and G-1 through G-14**), and Bruce Lurie (**Response to Comment LL-1**) have been responded to as part of each respective comment letter. Please refer to the responses to those comments.

W. Carol Elkind, e-mail dated December 10, 2013**W-1 Comment**

Please read my attached comments, which are in response to the Harvard Westlake proposal.

I am a resident of Sherman Oaks. I am not anti-development. In fact, I previously had a career in the design and construction business. However, I am opposed to the current version of the HW proposal.

Thank you! for your consideration in reading the attached, and for your efforts in the service of our city.

W-1 Response

Please refer to **MR-1** regarding opposition to the Project. The commenter's opposition to the Project is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

W-2 Comment

Why is there only one proposal at this early stage? There should be a minimum of 3 entirely different proposals put forth for consideration. Any project with this impact on the city requires wider thinking.

What about a scheme that keeps the construction on the east side of Coldwater? Surely this is possible.

What about a scheme where H-W partners with a business on Ventura Blvd.? Perhaps either Ralphs Grocery or Jerry's Deli would benefit from a rebuild that includes a parking garage + sports field that is partly rented out long-term to H-W. Such a scheme would keep the bulk of the construction + burden out of Coldwater Canyon plus create an opportunity for some parking and sports field time to be available easily to the community.

As far as any proposal that includes a pedestrian bridge across Coldwater: It should have public access. Perhaps turn the property on the west side into an outdoor classroom/ pocket park/ public space. And in return, H-W could get special considerations towards a development on the east side, and construction of a bridge. The bridge aesthetic would be critical. (Perhaps reason to involve a design competition.)

Any proposal involving a bridge or a Ventura Blvd. partner should include pedestrian way improvements between the school and Ventura Blvd. (in addition to shuttle bus plans as needed). Otherwise it is not best benefitting the community and bigger picture.

This is a huge opportunity, to invoke good urban planning and conservation, that should not be missed. The current H-W proposal is an obvious design – not at all a creative solution. It is far from the best solution for the canyon and larger community. While it could serve HW; it would do so at the expense of the community.

H-W has tremendous resources and collective brain trust. Let's encourage the school to design a completely different proposal that would both fill their needs and truly add neighborhood benefits.

PS: If there is need to assuage parking + driver safety issues, then H-W should fast track a plan for a satellite parking location with shuttle buses. And then take time to develop a better long term overall scheme if they still wish.

W-2 Response

Please refer to **MR-7** regarding sufficiency of Alternatives analysis. Chapter 5 presents a reasonable range of alternatives (five alternatives including the No Project Alternative). The potential for smaller parking structures on the campus is discussed on page 5-4 of the DEIR and RDEIR and is further expanded upon in Chapter 4, Corrections and Additions, of this FEIR. An alternative for a structure on the east side of Coldwater Canyon Avenue is addressed in Alternative 5, starting on page 5-21 of the DEIR and 5-24 of the RDEIR. Potential for off-site leasing of parking and use of shuttles is addressed on page 5-3 of the DEIR and the RDEIR.

The intent of the pedestrian bridge is to provide access from the Parking Structure to the Campus on the east side of Coldwater Canyon Avenue. Since there are currently no publicly accessible spaces in the area of the Parking Structure that would benefit from use of the pedestrian bridge, the current proposal does not include public access to the Pedestrian Bridge. Please refer to **MR-4** regarding the aesthetic impact of the Project, including the bridge and **Response to Comment D-139** regarding the design of the pedestrian bridge.

Improvements to sidewalks and provision of a shuttle bus would not reduce or avoid the Project's significant environmental effects. The commenter's opinion that the Project is not a creative solution that benefits the community will be forwarded to the decisionmakers for their consideration in taking action on the Project.

X. Shirley Engel, e-mail dated November 27, 2013**X-1 Comment**

Every day the newspapers are full of stories of dereliction of duty, corruption and mismanagement by governmental agencies. It is time to hold our city and those having transactions with it to their promises. Time and again Harvard-Westlake has represented that its enrollment would not exceed the number stated in the representation. In each such representation it then proceeded to grow beyond that number and then again, when it needed city approval of a plan, it promised no more growth. That history is well documented in the city's own records and yet no one has stopped Harvard-Westlake from doing it over and over again. It must be remembered that Harvard-Westlake is an elite private school with a select enrollment and distinguished alumni. It is a powerful and rich institution but it offers nothing to enrich the Community beyond its exclusive boundaries. Its attitude is that Studio City is privileged by its presence and should be happy to have it blossom in its midst. It only demands that the community give it something; it gives nothing back. The fact is that property owners and tenants are already burdened by its traffic, noise, activities and demands. Although promises to cap enrollment were a condition of granting Harvard-Westlake's prior applications no one ever followed through to see if they were kept. Harvard-Westlake got what it wanted; the city got broken promises. Each time Harvard-Westlake made a promise to limit enrollment it broke it. Harvard-Westlake lied and broke its contracts with the city. It should be estopped from asserting that it has no limit on admissions and expanding. If there is a need for Harvard-Westlake to expand into a residential area it is of its own doing. Its failure to control its appetite for growth created its problem. It is not the community's problem. Its plan offers nothing to the community; everything is for Harvard-Westlake.

X-1 Response

Please refer to **MR-1** regarding issues not addressed by CEQA. The Conditional Use Permit issued by the City allowing for the current operation of Harvard-Westlake does not have an enrollment cap. See also **Response to Comment D-13** regarding public benefits and **Response to Comment C-3** regarding street improvements. The commenter's opinions that the community is already burdened by traffic, noise and

activities and demands will be forwarded to the decisionmakers for their consideration in taking action on the Project.

X-2 Comment

A large garage does not belong on Coldwater Canyon. It will only make traffic and noise problems worse. Coldwater canyon is a narrow, curving main artery into Beverly Hills. It is already burdened with bumper to bumper traffic during morning and evening rush hours--the times when people drive to work or appointments and return home. I find that when I have a 10am appointment in town it now takes 45 to 60 minutes to get there; it used to take 20 or 30. The presence of a large garage such as this will only increase the problem. The short lanes planned for ingress and egress will only complicate matters as drivers maneuver to get into the lane they want or need to make a left turn. Bad as it is, traffic will only get worse as new large scale apartment projects are being completed or are on the drawing boards. We have to think ahead as well as now. More parking spaces invites more cars. As it is, traffic on the feeder streets to Coldwater Canyon such as Dickens and Greenleaf are jammed as drivers try to avoid the backup at Coldwater and Ventura and seek to merge into Coldwater.

X-2 Response

The commenter does not provide evidence disputing the adequacy of the DEIR's analysis of Project impacts. The DEIR and the RDEIR do not find significant long-term (operational) impacts due to noise and traffic.

Please refer to **Response to Comment U-11** regarding the Project's traffic improvements which include additional improvements to the turn lanes referenced by the commenter and **Responses to Comments D-65 and D-106** regarding the adequacy of the turn lanes for ingress and egress. Contrary to the assertion in the comment, the lanes will not be too short to accommodate turning traffic. As shown in RDEIR, Appendix G.2, Supplemental Traffic Analysis, both the northbound left-turn and southbound right-turn vehicle turn lanes are calculated to be more than adequate in length to accommodate the peak Project turn volumes. These new turn lanes in combination with the other Project traffic improvements will help alleviate, not worsen, traffic conditions on Coldwater Canyon Avenue. The traffic analysis in the DEIR and RDEIR also includes an analysis of traffic impacts of the Project combined with future related projects for both construction traffic impacts and long-term, operational traffic impacts (DEIR commencing on page 3.8-16 and RDEIR commencing on page 3.8-19). Utilizing accepted traffic engineering principals, this analysis concluded that construction traffic impacts would be less than significant and that there would be no operational traffic impacts from the Project. Traffic turning into the Parking Structure would not disrupt through traffic flow on northbound or southbound Coldwater Canyon Avenue as a result of the new separate left-turn and right-turn lanes as well as the left-turn traffic signal phasing for the northbound and southbound traffic, thereby improving safety and reducing potential conflicts for motorists on Coldwater Canyon Avenue. (DEIR page 3.8-26 and RDEIR page 3.8-31.)

Furthermore, as stated on page 3.8-16 of the DEIR and 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project. Additionally, no new structures on the Campus are proposed that would potentially generate new vehicle trips. The City of Los Angeles Department of Transportation (LADOT) has determined that the traffic generated by Harvard-Westlake will not change as a result of the Project (see LADOT memo dated April 30, 2013, contained in Appendix A1 of the DEIR). This conclusion is based on the fact that no increase in student enrollment, faculty, staff, or guests for the Campus is being proposed as part of the Project. Nor does the Project propose to increase the number of athletic or school events that could generate new vehicular trips to the Campus. The primary purpose for the Project is to accommodate existing parking needs and provide enhanced athletic opportunities for the existing students.

X-3 Comment

The size and nature of the proposed construction is incompatible with the existing nature of the community. It affects each property owner because it affects the value of his property negatively. No amount of landscaping can mask this building. It is a commercial size garage. The neighborhood is residential with no street lights and sidewalks. Instead of quietness there will be a huge building with light poles and an athletic field on top to disturb everyone and ugly netting hanging down. The "sky-bridge" is an eye-sore. It will invite graffiti just as a freeway bridge does; the students arriving at the same time will not wait for it. They will cross the road and invite danger to drivers and themselves.

The impact on the environment deserves a dissertation of itself. Once again the neighborhood will be disrupted as construction takes place. Business and home life will both be negatively affected.

Perhaps the most important thing is the canyon itself. It is beautiful; the little open space that exists on Coldwater Canyon should be protected from further intrusion. It is a brief sanctuary from the crowded city around it. It doesn't need a garage or an athletic field near it. It needs to be nurtured. What happens to a society when nature is destroyed by the encroachment of unneeded and unwanted construction? What happens to our community when an unwanted change is forced upon it?

X-3 Response

This comment combines several issues which are responded to individually as follows:

1. Aesthetics (scale, visual impacts, light impacts): Please refer to **MR-4** regarding aesthetic impacts and a finding that the aesthetic impacts would be less than significant and **MR-5** regarding the appropriateness of school uses in residential neighborhoods. As explained in **MR-4**, the DEIR and RDEIR concluded that the Projects aesthetic impacts, including visual character and lighting, would be less than significant. These conclusions were based on many factors including, without limitation, the Project would include considerable landscaping including mitigation trees and natural vegetation, a substantial portion of the Development Site would remain undeveloped, augmented with additional native trees, the pedestrian bridge was designed to reduce the appearance of massing, including use of substantial non-reflective materials and perforated/open side panels to diminish the appearance of bulk, the pedestrian bridge would be visible for only a limited distance on Coldwater Canyon Avenue because of bends in the and intervening hillsides, the pedestrian bridge would contain minimal lighting as set forth in the Project Design Features, PDF-AES-1 through PDF-AES-5, and that the practice field lighting would utilize new LED technology with a spillover of 0.0 fc on residential and open space areas. See also **Responses to Comments D-15G and D-139** regarding the design elements used to minimize the impact of the Parking Structure, retaining walls and pedestrian bridge.
2. Property Values: Please refer to **MR-1** regarding property values which are not an issue addressed by CEQA.
3. Street Crossing: Please refer to **Response to Comment R1-7** regarding street crossing issues. As noted in the DEIR beginning on page 2-8 and the RDEIR beginning on page 2-9, the pedestrian bridge provides the most direct, expedient (i.e., not having to wait for a traffic signal to change), and safest opportunity for pedestrians to cross Coldwater Canyon Avenue.
4. Graffiti: Unlike freeway overpasses, the pedestrian bridge will not be open to the public, other than for members of the public accessing the Campus. Moreover, Regulatory Compliance Measure RC-

AES-2 requires that the exterior of all buildings and fences, including the pedestrian bridge, be kept free from graffiti when such graffiti is visible from a public street pursuant to LAMC Section 91.8104.15.

5. **Construction Impacts:** The comment does not state how construction will impact the neighborhood. Construction air quality, noise and traffic are addressed in detail in the DEIR and RDEIR in Chapters 3.2, 3.7 and 3.8. Only construction noise impacts were found to be significant and unavoidable. As stated on page 4-1 of the DEIR and the RDEIR, mitigation measures would reduce construction noise levels but not below a level of insignificance during the most impactful phase of construction (excavation, hauling, soil nailing and placing shotcrete). Mitigated construction noise levels during those construction activities would exceed the 5-dBA significance threshold at homes on the east and west side of Coldwater Canyon Avenue in the vicinity of the Development Site and St. Michael's. Please refer to **Response to Comment C-17** regarding the Project's updated air quality analysis.

6. **Open Space:** Please refer to **MR-6** regarding the condition of the Development Site. Contrary to the commenter's contention, the Project will replace a partially disturbed area with a Parking Structure, will replace diseased trees, and will maintain a third of the Development Site in a natural condition with native vegetation and mitigation trees. See **Response to Comment D-139** regarding the design of the Parking Structure, retaining walls and pedestrian bridge.

The commenter's opinion that these impacts would all be significant will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Y. Elizabeth Forsythe Hailey, resident and head of St. Michael's Vestry Committee on Peace and Justice, e-mail dated November 13, 2013

Y-1 Comment

I have lived in Studio City since 1968 and have been a member of St. Michael and All Angels Episcopal Church since 1993. I am strongly opposed to the massive construction plan being proposed by Harvard-Westlake School directly across Coldwater Canyon from our beautiful church.

Y-1 Response

Please refer to **MR-1** regarding opposition to the Project. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Y-2 Comment

Building a three-story garage topped by a football field will inflict serious environmental damage on the surrounding area, much of which has been designated "desirable open space." We applaud the Santa Monica Mountains Conservancy and the Studio City Residents Association for standing in opposition.

Y-2 Response

See **MR-6** for issues raised regarding the Desirable Open Space designation and **Response to Comment D-23** regarding biological impacts. The commenter's support for the Santa Monica Mountains Conservancy and the Studio City Residents Association opposition is noted and will be forwarded to the decisionmakers for their consideration when taking action on the Project.

Y-3 Comment

The massive hillside excavation could pose potential danger in the event of an earthquake.

Y-3 Response

Please refer to **Response to Comment D-126, Q-10, and U-11** regarding excavation and construction safety. The RDEIR includes a detailed analysis of the excavation requirements and methodologies included in the Final Geologic Soils and Engineering Report (RDEIR, Appendix E.1), the Geological Report Peer Review (RDEIR, Appendix E.1a) and the City of Los Angeles and Soils Approval Letter (RDEIR, Appendix E.1b). Included in the City's approval letter is a detailed list of requirements to ensure the safety of the soil excavation and exportation, including, without limitation, compliance with the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial safety, approval of the grading by the Board of Building and Safety, and recommendations for the unsurcharged temporary excavations (Appendix E.1b, pages 2 and 3).

Y-4 Comment

The air and noise pollution during the almost three years required for construction will be a nightmare for the whole neighborhood and St. Michael's will be significantly affected. Construction dust and debris will seriously damage our facilities and their contents, including our magnificent pipe organ. Construction noise will make it nearly impossible to conduct our activities during the week and could cause our two tenants Sunnyside Preschool and Destination Science (on whom we depend for half our income) to opt out of their leases, leaving the church with insufficient funds with which to operate, thus terminating its existence at a location where it has operated for over 60 years.

Y-4 Response

The commenter does not question the validity of the DEIR's analysis of Project impacts. See **Responses to Comments U-3 and U-5** regarding potential air quality (dust) impacts on the Church facilities and contents. Please refer to **MR-2** regarding the conservative analysis of noise impacts to the St. Michael's property (which includes Sunnyside). Please refer to **MR-1** on issues which are not covered by CEQA, such as financial impacts, because they are not an impact on the environment caused by the Project.

Y-5 Comment

As head of our Vestry committee on Peace and Justice, I represent St. Michael's on the board of Interfaith Communities United for Justice and Peace. Environmental justice is a shared concern. This ill-conceived parking plan which benefits the few at the expense of the many is an affront to the well-being of our entire community and we trust our elected officials will take the broader view and stand with people of conscience in opposing it.

Y-5 Response

The commenter's opinion in opposition to the Project is noted and will be forwarded to the decisionmakers for consideration in taking action on the Project.

Z. Adam Gilbert, e-mail dated, December 5, 2013**Z-1 Comment**

I am writing to you with my unequivocal support for the parking facility proposed at Harvard-Westlake School. I understand that there are construction concerns from the neighbors but those impacts are temporary and the school has gone to great effort to mitigate those concerns. I have read through the Draft EIR for the project and it is clear that the commitment by Harvard-Westlake to be a good neighbor is without doubt. In the long-term, the parking facility project is a huge benefit for the Coldwater Canyon community:

1. The plan improves vehicle safety and mobility in the area by getting cars and buses off the street more quickly allowing through traffic--let's be honest the safety concerns are generated by commute patterns completely unrelated to the school--to move along the boulevard;
2. The driveway intersection will be realigned to improve visibility for everyone, an improvement over the existing conditions; and
3. The school will plant roughly 60% of the property with new landscape and trees replacing the dying walnut trees with healthy specimens.

I know that change for many is hard and I attended the hearing last month and listened to the comments and concerns. But the Draft EIR clearly shows that the impacts can be adequately mitigated. No views are adversely impacted, the facility does not urbanize the neighborhood, and once the in operation, the conditions along Coldwater Canyon Boulevard will be better than they are now. What else can you ask of the school?

Can you please relay to Councilmember Krekorian that the vast number of Los Angeles residents support Harvard Westlake School and this project too?

If you have any questions, please do not hesitate to let me know.

Z-1 Response

Please refer to **MR-1** regarding opinions in support of the Project. The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

AA. Tom Holland, resident, e-mail dated November 25, 2013

AA-1A Comment

I and my wife live directly above the proposed 3 story garage/athletic field. We live at 12952 Blairwood Drive. Our red tile roofed house can be seen in all the pretty pictures presented by Harvard/Westlake. We have lived in the house for 28 years. We bought it for the privacy and quiet, and also because it backed up against open land, which is now preserved forever, thanks to Jack Nicholson, who gave it to the Santa Monica Conservancy.

AA-1A Response

The comment states the location of the commenter's home and reasons for purchasing the property, as such no further response is required.

AA-1B Comment

If I had known an industrial strength garage and athletic field was going to be built directly below me, I would not have bought the house. All the noise from the new pool at Harvard Westlake comes directly up into my kitchen, family room, and dining room. It is nothing compared to the noise we will be subjected to if the garage and the athletic field is built. H/W wants the athletic field to be used from 8 AM to 8 PM. How would you like a new athletic field built next to your house? The din will be deafening. We will wake up to it, and listen to it until we go to bed at night.

AA-1B Response

The comment reports that noise from the Campus pool reaches the commenter's property. However, the DEIR and RDEIR analyze the noise impacts from the Project, not from structures that are not part of the Project. Chapter 3.7 of the DEIR, as updated in Chapter 3.7 of the RDEIR, thoroughly discuss the noise impacts associated with the Project. The RDEIR analyzed noise from the practice field, from the Parking Structure and from the combined use of the practice field and the Parking Structure and other noise sources, as well as potential echo effects from Project noise. The comment does not address any deficiencies in that analysis. Unlike the existing Ted Slavin Field on the Campus, the practice field will be used for practice activities only and will not contain bleachers or permit band practice or the use of any amplified sound, musical instrument, radio or public address system. (See **MR-3** regarding the differences in the use of the practice field from the Ted Slavin Field. See also the added Mitigation Measure MM-N-11, to FEIR Chapter 4, Corrections and Additions.) Due to the restriction on the use and permitted noise sources at the practice field, the DEIR and the RDEIR appropriately determined that operational noise from all sources (mobile, practice field, parking and bus activity) would be below the threshold of significance and, therefore, would create a less than significant impact. (See DEIR page 3.7-1 and RDEIR page 3.7-24.) Please also refer to **Responses to Comments D-82 and D-83**.

AA-1C Comment

There is and has always been the major animal trail that comes down the Nicholson Ridge from Mulholland, across the crest of the hill and cuts down to the proposed athletic field behind my house. It is used every night by the mule deer, coyotes, and other creatures. I have seen them all over the years. Fox, mountain lions, skunks, raccoons, you name it, they use it to go down to the area of the now proposed garage. When H/W tore down the 2 houses that had been there since the twenties, and especially when they allowed the DWP to dump their pipe and equipment there for the recent water main replacement, it turned the trail into a throughway the coyotes used to go down there and kill off the ground squirrels and rabbits. I heard the packs of coyotes celebrating the kills every night for the past 12-16 months.

I can put out an infrared camera and show you the large number of deer and coyotes who use the trail and go down there. H/W will be taking away a huge chunk of open land used by the remaining creatures who live in the hills. The history of the hills has been the decreasing of habitat, and the cutting off of the trails as owners put up fence. Putting up an LAX size garage down there will take out a huge chunk of the disappearing habitat.

AA-1C Response

The DEIR, as updated by the RDEIR, Chapter 3.3, identifies wildlife observed or expected to occur on-site. Table 3.3-2 lists "Sensitive Biological Species in the Project Vicinity" and indicates which resources were found on-site and those with potential to occur on-site. The DEIR (page 3.3-9) and RDEIR (page 3.3-10) indicate, "When activity levels are low, wildlife is expected to traverse the [Development] Site unhindered. This conclusion is supported by repeated sightings of deer and coyote on the site. However, the [Development] Site is at the northern edge of one unit of this open space network, with the majority of the preserved and undeveloped open space located in a wide east-west band that is centered south of the [Development] Site." The analysis indicates that construction activity would disturb wildlife and that displaced wildlife would be forced to relocate. The DEIR and RDEIR (page 3.3-21) go on to indicate, "Indirectly, wildlife populations in the surrounding area would be affected adversely by loss of available habitat within the [Development] Site as resident wildlife species are displaced by development. This displacement would cause temporary increased stress on nearby wildlife populations as competition for food, water, and nesting sites increased. Some interference with habitat such that normal species behaviors are disturbed (as a result of noise and nighttime lighting) is anticipated, however not to the

degree that the Project could diminish the chances for long-term survival of a sensitive species. This impact is not considered significant."

The DEIR and RDEIR include a number of measures to reduce impacts to biological resources including a wildlife salvage program to relocate wildlife to adjacent designated open space areas. While the DEIR concludes that with mitigation, impacts to biological resources would be reduced to a less than significant level, this conclusion was revised in the RDEIR based on the increased boundaries of the Development Site and additional analysis as shown in Appendix D.2A, the Protected Tree Report Update, Appendix D.3 the Native Tree Report 2015 Update and Appendix D.4 the Biological Resources Update. As a result of the update, the RDEIR concluded that the Project would have significant and unavoidable impacts to the San Bernardino ringneck snake and coastal western whiptail lizard which are likely present on site and, given the disturbance of 1.43 acres of oak-walnut woodland habitat, a cumulative significant and unavoidable impact to the loss of this resource and sensitive species (primarily birds) that forage on that habitat.

Both the DEIR and RDEIR discuss the impact of the Project on wildlife movement corridors and habitat linkages. The RDEIR, page 3.3-10, found that terrestrial wildlife traversing the Development Site cannot leave the Development Site directly to the north, east or south without entering developed areas or crossing roads. It concluded that such wildlife would have to leave the Development Site going west and then south into the labyrinth of interconnected open space areas. While the Development Site connects to open space to the west, it does not provide connectivity between larger open space areas. The Project would include open space to the west of the Parking Structure adjacent to the Santa Monica Conservancy open space land. See also **MR-6** regarding condition of the Development Site.

AA-1D Comment

Coldwater Canyon is residential. If H/W succeeds in putting up that garage, you are allowing them to change the nature of the area into industrial. It will be like having Northridge JC in the midst of long established homes. I suffer as it is with the light and noise pollution, especially from the new pool, which is directly across from my house. The little rest I have is because it is across Coldwater Canyon from us. Now they will move an athletic field directly beneath me.

AA-1D Response

Please refer to **MR-5** regarding the zoning of the Development Site which permits schools with a conditional use permit and **MR-6** regarding the scale of the Project in relation to adjoining uses. The Project will, among other improvements, provide Harvard-Westlake additional parking and recreational areas, it will not be developed with any industrial uses. The Project is compatible with the surrounding neighborhood, is located on Coldwater Canyon Avenue (a busy thoroughfare), and will include measures to reduce the impression of height and mass, screen walls and structures, and will contain extensive native and drought-tolerant landscaping and, therefore, will not significantly change the character or nature of the area. Please also refer to **MR-1** regarding the need for the Project, **MR-4** regarding Project aesthetics, and **MR-6** regarding the current condition of the Development Site.

The DEIR and RDEIR also include extensive analysis of operational noise impacts including noise from the Parking Structure, the practice field, the combination of parking and use of the practice field, mobile sources, school bus noise, vibrations and cumulative noise. (See DEIR pages 3.7-14 to 3.7-20 and RDEIR pages 3.7-16 to 3.7-22. As fully explained in the DEIR and RDEIR, operational noise impacts from all sources would be below the levels of significance set forth in the *L.A. CEQA Thresholds Guide*. Please also refer to **Responses to Comments D-82, D-83, and D-85**.

The impact from Project lighting was thoroughly analyzed in Chapter 3.1 of the DEIR and updated in Chapter 3.1 of the RDEIR. See **Responses to Comments D-5, D-17, D-168, D-169 and D-173** regarding the use of LED lights and the impacts of lighting. See also, Regulatory Compliance Measure RC-AES-3, Project Design Features PDF-AES-4 and PDF-AES-5 and Mitigation Measures MM-AES-1 through MM-AES-9 which mitigate lighting impacts from all Project components to a less than significant level.

Please refer to **Response to Comment AA-1B** regarding the comment that noise from the Campus pool reaches the commenter's property. As stated in that response, the DEIR and RDEIR analyze the noise impacts from the Project not from structures that are not part of the Project. See also **Response to Comment D-20** regarding the findings in the RDEIR that the new LED technology will result in 0.0 fc of spillover light onto the adjacent residential properties. The comment does not present evidence which contradicts the accuracy of the noise analysis or the light and glare analysis contained in Chapters 3.7 (Noise impacts) and 3.1 (Aesthetics including light and glare impacts) of the DEIR and RDEIR. Nonetheless, the commenter's concerns about noise and light from the Campus and opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

AA-2 Comment

It will destroy my peace and quiet. As it is, I have had an increased number of students, homeless, workers from the DWP, you name it, hiking up behind my house. Several of them have been casing my house to burgle it. None of this happened in the 28 years I have lived here, until H/W tore down the two house down there.

AA-2 Response

The commenter's opinion will be forwarded to the decisionmakers for their consideration in taking action on the Project.

AA-3 Comment

I also have COPD, diagnosed, and the facility will be increasing the dust, dirt and air pollution that will surround and attack my house. It will negatively affect my personal health. I am on Symbicor and Spriiva. They are steroidal inhalers. I can show you my prescriptions.

AA-3 Response

The commenter's concerns regarding potential health impacts to those with respiratory-related health concerns, such as COPD, who live adjacent to the Development Site will be forwarded to the decision makers for their consideration in taking action on the Project. As shown in FEIR Appendix C.3, the modeling done to determine the air quality emissions resulting from Project construction was recalculated using the most current and accurate information available through the use of CalEEMod and AERMOD models and in conformance with guidance provided by the SCAQMD, CARB and EPA. While the new modeling shows increased emissions over the RDEIR results, after implementation of the mitigation measures discussed below, the emissions would still be below the threshold of significance established for the various pollutants. As stated in the FEIR Appendix C.2, the air quality peer review letter, the revised air quality analysis utilized appropriate methodologies in compliance with all applicable standards and the air quality mitigation measures presented in the FEIR were determined to be appropriate, feasible, and effective. These measures are identified in DEIR and the RDEIR, as augmented in the FEIR Chapter 4, Corrections and Additions, reduce emissions, including fugitive dust control measures and requirements to reduce truck and equipment exhaust. Beginning on page 3.2-31 of the DEIR and page 3.2-35, the Project includes a design feature to limit the exposure period (PDF-AQ-1) to daytime hours when many people are away from their homes, a regulatory compliance measure to control fugitive dust emissions (RC-AQ-1), and mitigation measures (MM-AQ-1 through MM-AQ-11) to reduce emissions. Notably, Mitigation

Measure MM-AQ-10 was updated in Chapter 4, Corrections and Additions, of this FEIR to include stringent emissions controls on most construction equipment. A new Mitigation Measure, MM-AQ-11, has also been added which requires diesel haul trucks to be model year 2010 or newer or, if unavailable, meet the USEPA 2007 model year NO_x requirements. While the DEIR concluded that there would be a temporary, significant impact to air quality resulting from Project construction, the aforementioned Mitigation Measures, compliance with SCAQMD Rule 403, and other factors (as described in RDEIR Chapter 3.2) have reduced impacts to air quality to a less than significant level. Notably, the analysis concludes that:

1. PM_{2.5} emissions during the Project's most intensive construction period will be 3 pounds per day as compared to the significance threshold of 55 pounds per day
2. PM₁₀ emissions will be 8 pounds per day as compared to the significance threshold of 150 pounds per day
3. NO_x emissions will be 59 pounds per day as compared to the significance threshold of 100 pounds per day

Results are summarized in Table 3.2-11, added as part of this FEIR (please refer to Chapter 4, Corrections and Additions). The analysis has been peer-reviewed by an independent air quality expert, and the resulting report has been included in this FEIR as Appendix C.2.

In light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015) and includes an analysis of the Project's reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. The HRA incorporates revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards. When taking into account this mitigation measure, which would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds.

The HRA concludes that “[b]ased on an exposure duration of approximately 30 months of Project construction activity (conservatively modeled as a two year duration, which concentrates the pollutants during early exposure years and results in slightly overestimated risk levels), numeric risks of carcinogenic and non-carcinogenic health impacts to off-site and on-site sensitive receptors due to TAC emissions from Project-related construction would be less than significant with implementation of mitigation measures. . . . [T]he maximally impacted on-site receptors and offsite sensitive land uses would not be exposed to cancer risk in excess of the SCAQMD significance threshold of 10 per one million. As a result, on-site receptors and off-site residential uses would be provided an adequate health-based separation distance from sources of Project emissions and would be considered less than significant, consistent with the findings in the RDEIR.” (FEIR Appendix C.1, page 19) Therefore, the Project would result in a less than significant impact with regard to health risk.

AA-4 Comment

Also, there is a strip of conservancy between my property and the proposed H/W garage, so when they say they'll be putting up trees, what that amounts to is a thin line of trees, before the land becomes owned by the conservancy, which, in my experience, will do nothing to plant, preserve or remove the dead brush and trees, which are a constant fire danger to my house. I have paid for years, out of my own pocket, I mean

like a decade, because the Conservancy does nothing. So I will have no sound barrier between my house and top of the garage/athletic field.

AA-4 Response

The fire danger to the commenter's house from trees on Conservancy land is not associated with the Project. Trees located on Harvard-Westlake's property must be maintained as required by the Fire Department and applicable rules and regulations, up to the property line. Vegetation provides limited sound protection. Solid barriers are required to interrupt line of sight to reduce sound. Noise impacts on adjacent properties are analyzed in the DEIR and RDEIR (see in particular Table 3.7-11 showing noise levels on surrounding properties as a result of the practice field and Parking Structure). Long-term (i.e., operational) noise impacts of the Project were found to be less than significant in the DEIR and the RDEIR (please refer to **Responses to Comments D-82, D-83, and D-85**). The RDEIR found that construction (i.e., temporary) noise impacts were found to be significant and avoidable on adjacent residential properties including 16 residences on the west side of Coldwater Canyon Avenue which includes 5 residences on Blairwood Drive. (See RDEIR page 3.7-24 and Table 3.7-12)

AA-5 Comment

Also, H/W is proposing, I believe, a 70 foot tall retaining wall, which will be directly below my. That height is a visual obscenity and illegal, according to current zoning rules. If that isn't bad enough, it will not secure my hillside from drift and collapse. In the 1992 earthquake, that side of my property, which is to say my driveway, sank 6 to 16 inches. The hillside is sluff dirt. It is loose. The underneath is shale rock, which is to say it is insecure. You can come up and look at my hillside. Your naked eyes will see the truth of what I say. It is not hard rock. Building the garage may cause my driveway to sink and slid more.

AA-5 Response

Please refer to **MR-4** for the factors that lead to the DEIR and RDEIR finding that aesthetic impacts would be less than significant. The retaining walls are permissible in accordance with the City's Code. The Project would be constructed in accordance with applicable Building Codes and the recommendations of a geotechnical engineer. Impacts to adjacent properties would not occur as a result of the Project. See also **Responses to Comments C-4, D-97, D-126 and Q-10** regarding the seismic stability of the retaining walls, the RDEIR's detailed analysis of the hillside and steps taken to ensure the safety of soil excavation and exportation. Please refer to **Response to Comment D-139** regarding the design and landscaping of the retaining walls.

AA-6 Comment

Same with the main animal trail. It is so frequented that no brush grows. I can also show you where the deer lay down to sleep. The brush is crashed where they bed. This is all in and above the area where H/W wants to put up their enormous garage.

AA-6 Response

Please refer to **Response to Comment AA-1C** and **MR-4** regarding the wildlife in the area and the portion of the Development Site that would remain woodland habitat. Both the DEIR and the RDEIR acknowledge the presence of deer and other mammals on the Development Site. See, for example Page 3.3-9 of the DEIR, which notes that "repeated sightings of deer and coyote" were made on the Development Site and page 3.3-8 of the RDEIR which states that mammal use of the Development site is typical with direct observation of several species including the mule deer. However as explained in **MR-4**, a portion of the Development Site (2.29 acres) would remain undeveloped (augmented with mitigation trees and native landscaping). As this portion of the Development Site abuts the adjacent open space land, it could still be used by area mammals.

AA-7 Comment

You can also look down on the property and get a good sense of its enormous length, easily a 150 yards. If you allow this to happen, I will also suffer a loss in value to my property. That's hard dollars. It is not fair to devalue my property, so H/W can expand their student population and make more money.

H/W is changing the nature of neighborhood, hurting my financially, and ruining my peace of mind. That garage is a horror to me, the neighborhood, and the animals that live in the decreasing wild zones of the Santa Monica Mountains.

Thank you for reading this. I invite you to come up to my house and look down to see the truth of what I am saying. I will also happily hike a little up the mountain with you to show the animal trails, and the destruction of habitat.

AA-7 Response

Please refer to **MR-4** for the factors leading to the DEIR and RDEIR concluding that the Project would have a less than significant impact on aesthetics. See also **MR-1** regarding issues not addressed by CEQA (socio-economic impacts, including property values are not addressed by CEQA). See also **Response to Comment AA-6** regarding impacts to biological resources and **MR-6** regarding the current biological condition of the Development Site. The commenter's concern with respect to the impact on the value of his property and the diminution of wildlife habitat will be forwarded to the decisionmakers for their consideration in taking action on the Project.

BB. Susan Jacobs, Resident, e-mail dated December 2, 2013**BB-1 Comment**

I strongly oppose the Harvard-Westlake parking garage and bridge project. I have lived in Studio City for over 40 years, near Harvard-Westlake. I personally am impacted by the current school – noise, lights, etc. I am even more concerned with its future. All of the reasons for the structures are unfounded.

BB-1 Response

Please refer to **MR-1** regarding opposition to the Project and **MR-3** regarding light and noise from the existing Ted Slavin field and the differing uses of the practice field. The commenter's opinions will be forwarded to the decisionmakers for their consideration in taking action on the Project.

BB-2 Comment

The school has said it needs more parking because kids have to park in the neighborhood. This is simply untrue. I live in the neighborhood, 1 block from the school, and there is no parking problem from students.

The school says the parking structure will improve traffic. That is simply ludicrous. If the school really needs more parking, there will be more cars – that can't possibly improve traffic. If the school doesn't need more parking, there is no need for the garage. Also, the proposed parking structure would be on the west side of Coldwater which is the main problem in the morning rush hour. Their current lots are on the east side and have less impact on morning rush hour which runs in the opposite direction. Thus, even if there are no more cars, there will be more cars on the west side of Coldwater in the middle of morning rush hour.

BB-2 Response

Please refer to **MR-1** regarding need for the Project and the current, insufficient supply of parking on Campus. The DEIR and RDEIR found no impact on traffic as a result of turning movements into the Parking Structure. The roadway in front of the Parking Structure would be re-striped to allow cars to stack before they turn and stay out of the through traffic lanes (refer to **Response to Comment D-106**). The Project includes, among other improvements, one dedicated right turn lane, two through lanes and one right turn lane on southbound Coldwater Canyon Avenue and one dedicated left turn lane, one through lane and one right-turn lane on northbound Coldwater Canyon to provide access into the Parking Structure and the Campus without obstructing traffic on Coldwater Canyon Avenue. (See RDEIR page 3.8-11.) All three dedicated turn lanes would have ample queuing space. The construction of the Project would not alter the traffic pattern on Coldwater Canyon Avenue (i.e., since the Parking Structure includes dedicated turn lanes in both directions, vehicles traveling south in the morning will not increase).

The commenter's opinion that there is no parking problem on residential streets will be forwarded to the decisionmakers for their consideration in taking action on the Project.

BB-3 Comment

The school says it is a good neighbor. However, it has deliberately removed historical homes from the property (apparently, in preparation for the parking lot) and has left the space in total disarray and let DWP trucks park there. Then they say it isn't pristine open space. Well that is because they mucked it up.

BB-3 Response

See **Response to Comment MM-1** regarding the demolition of the homes on the Development Site not being of significant historic value and that two of houses were demolished after the Northridge earthquake. (Two homes were red-tagged and demolished following the 1994 Northridge earthquake and two were demolished in 2011 with permit numbers 11019-20000-00599 and 11019-20000-00600.) The Development Site has been maintained in accordance with applicable regulations. Harvard-Westlake granted the DWP access to its property during DWP's construction project in an effort to prevent traffic impacts on Coldwater Canyon Avenue during construction.

BB-4 Comment

The school has said time and time again when asking for additional conditional use permits that there will be no increase in enrollment and that it needs no additional parking. Now, they say that enrollment has increased and they need additional parking. Clearly, they have lied and cannot be trusted. What future plans do they have, since they have been purchasing additional property in the area – if not for additional enrollment and/or new structures – which will mean additional traffic, pollution, noise, etc.

My neighbors and I pay property taxes in the community and believe that this residential area remain so – just like it has been forever. The school pays no property taxes and gives nothing back to the community. It should not be granted permission for an unsightly garage and bridge in a beautiful hillside residential community.

BB-4 Response

Please refer to **MR-1** regarding non-CEQA issues, such as the payment of property taxes and whether Harvard-Westlake provides a benefit to the community and regarding the need for the Parking Structure. Harvard-Westlake has no plans for other future development on the Campus, and any future discretionary approvals would require environmental review and compliance with CEQA. As explained in **MR-1**, the Parking Structure and practice field are required to meet current demands. Please also refer to **Response to Comment D-51** regarding future student enrollment, and **Response to Comment 139** regarding the

design and finishes of the Project, including the pedestrian bridge, and extensive landscaping and native plantings.

CC. Jim Johnson, e-mail dated November 27, 2013

CC-1 Comment

I am writing today in opposition to the proposed Harvard-Westlake School parking lot project.

I understand the education offered to those who can afford to attend this school to be quite good. However, the lesson they are currently teaching is one of exclusivity and self-serving disregard for their local community. What they are demonstrating to their students is that with enough money and a strong legal team you are entitled to your own rules.

They will of course argue that they are operating completely within the rules as applied to educational facilities, but they are clearly not taking into account the impact their proposed project would have on the immediate neighborhood - and on Coldwater Canyon, one of this City's major commuter thoroughfares.

CC-1 Response

Please refer to **MR-1** regarding non-CEQA issues, such as socio-economic issues, and regarding opinions in opposition of the Project. The commenter's expressions of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The RDEIR which updated the DEIR analysis concluded that the Project would result in significant and unavoidable construction noise and biological resources impacts. The RDEIR found no other significant and unavoidable impacts. In taking action on the Project, the decisionmakers will weigh the Project's adverse impacts and the community concern against overriding considerations.

CC-2 Comment

They estimate it would take two years just to build this proposed structure. This would severely impact not only Coldwater traffic but the home values in our immediate neighborhood. It would essentially stop home sales and trap families who may otherwise be planning to move in or out.

CC-2 Response

The RDEIR includes a revised construction time estimate of 30 months. The traffic analysis in the DEIR, and updated in the RDEIR, indicates that Project construction would impact traffic to a degree that is less than significant (see DEIR and RDEIR Chapter 3.8, in particular Table 3.8-5. Please also refer to **Responses to Comments C-3 and H-5**). The comment does not present any evidence challenging the adequacy of that analysis. Please refer to **MR-1** regarding non-CEQA issues, such as the ability to sell property.

CC-3 Comment

The City's initial mailing to us regarding this proposal illustrated additional property owned by the school surrounding their campus. Did you know they own upwards of \$17 million worth of residentially zoned property - on which they pay NO property tax? Yet another "take" from their community.

CC-3 Response

Refer to **MR-1** regarding non-CEQA issues, including the payment of property taxes.

CC-4 Comment

Here are a couple ideas for ‘giving’ to the community: How about putting a roof on their existing sports field with a large solar array? That could reduce existing noise and light pollution and help generate some power. How about investing in clean burning busses? Instead their plan would make it easier for all of their students to drive their individual cars to school. We already experience many high-speed commuters cutting through our neighborhood streets as a short cut to Coldwater. Some of these already appear to be HW students.

This is not a forward thinking approach to either education or the good of the community.

Keep in mind that in past dealings with the City Council the Harvard-Westlake administration has lied. When requesting special permission to build both their swimming facility and their science building they said they would not be expanding their student enrollment. But they subsequently did. And coincidentally now they think they don't have enough parking...

I'm sure you will be under considerable pressure to support this project. I know the Harvard-Westlake alumni includes many important and influential people. However, we are counting on you and the planning department to do the right thing and recommend against allowing Harvard- Westlake to undertake this huge private development on the west side of (and over) Coldwater Canyon Blvd.

CC-4 Response

Please refer to **MR-1** regarding non-CEQA issues, such as enrollment, socio-economic issues and permit compliance. The commenter discusses a number of improvements to existing operations on the Campus that are unrelated to impacts of the Project.

As discussed in **MR-7** and on DEIR page 3.8-7, Harvard-Westlake currently undertakes a number of voluntary measures to reduce vehicular trips, and as a result of Harvard-Westlake's transportation demand management plan, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

DD. Reverend Dan Justin, St. Michael's and all Angels Episcopal Church, e-mail dated October 16, 2013**DD-1 Comment**

I write to submit my comments on the Draft Environmental Impact Report (DEIR) released recently regarding the proposed Harvard-Westlake Parking Improvement Plan. I represent the parish of St. Michael and All Angels Church located directly adjacent to the Harvard-Westlake Campus. St. Michael's has a total membership of three hundred fifty-five individuals, most of who reside in Studio City and Sherman Oaks. I was distressed to see that the DEIR ignored the concerns and needs of St. Michael and All Angels in many areas.

DD-1 Response

The comment provides an introductory statement that expresses concern that the DEIR did not address the needs of St. Michael's. Responses to specific comments are provided below.

DD-2 Comment

According to the report the noise during the period of construction will have a significant impact on residents and on the Sunnyside Preschool. No mention was made of the impact on St. Michael's. It is as if

the authors of the report assumed that the church was only in use on Sunday mornings. This is not true and ignoring our needs and concerns is unacceptable. The Sunnyside Preschool rents a portion of the St. Michael and All Angels facility. That means if there is going to be an impact on their operation – there is going to be one our operation as well.

DD-2 Response

Please refer to **MR-2** and **Response to Comment U-4** regarding noise impacts to the St. Michael’s Church property. The analysis of all impacts on Sunnyside applies equally to the Church as clarified in the RDEIR.

DD-3 Comment

St. Michael and All Angels offers daily Morning, Noonday, and Evening prayer services. Funerals frequently must take place during the days at the church. The staff and clergy of the church spend time in prayer, study, counseling appointments, planning meetings, choir rehearsals, organist rehearsals, bell choir rehearsals, meetings with senior citizens, and educational endeavors. Each of these will be significantly impacted by the construction project. The church has an outdoor meditation garden which will be made useless by construction noise. The church has an outdoor memorial garden where the remains of deceased parishioners are interred. Family members frequently visit that garden to sit quietly and remember their loved ones. The noise pollution of this project will disrupt the grieving process. The disruptions the proposed construction noise levels will have on the daily operations of the parish are not acceptable and should be considered in the Environmental Impact Report.

DD-3 Response

Please refer to **MR-2** and **Response to Comment U-4** regarding noise impacts to the St. Michael’s Church property. The analysis of all impacts on Sunnyside applies equally to the Church as clarified in the RDEIR. The daytime uses referenced in the comment are noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

DD-4 Comment

In addition, a recent report on NBC news was aired concerning the health risks associated with exposure to noise beyond safe levels. It indicated that those exposed to levels of noise like those the DEIR indicates could be at greater risk of stroke and heart attack. Because the parish has a high number elderly parishioners a study should be done concerning the increased health risks created by unsafe noise levels to those at the parish and even those living in the surrounding areas.

DD-4 Response

The DEIR identifies a temporary significant adverse impact from noise during construction at a number of sensitive receptors, including at St. Michael’s. As noted on page 3.7-1 of the DEIR and the RDEIR, a number of health effects are associated with noise, including hearing loss, psychological effects, annoyance, and sleep disturbance. In general, the more serious health effects are related to long-term exposure, not short-term exposure, such as construction noise.

Regardless, using the conservative methodology summarized in **MR-2**, the construction noise analysis contained in the RDEIR concluded that mitigated temporary noise increases at the St. Michael’s property line closest to the nearest point along the Development Site’s construction boundary would be 5.5 dBA. This is slightly above the 5 dBA threshold for significance and does not represent the level of increase that could result in adverse health effects, as the commenter questions.

DD-5 Comment

The DEIR states that the buses that will be parked in the existing lot directly adjacent to the church will have “no significant impact.” But the needs of the church were not taken into account. Engine noise, the beeping of backing up buses, and the noise of loading and unloading buses that close to the church will have significant impact on any event taking place in the church. Again, this includes but is not limited to worship services, prayer services, organist rehearsals, choir rehearsals, bell choir rehearsals, and meetings. The church is in use on a daily basis – not only on Sunday. The Environmental Impact Report must take these things into consideration.

DD-5 Response

The DEIR does discuss noise associated with school buses. As indicated on page 3.7-20 of the DEIR, and page 3.7-21 of the RDEIR, bus horns and back up alarms would generate the loudest instantaneous noise levels, however, bus noise would also result from pressure release from the braking system and doors opening and closing. Sound measurements were taken using a SoundPro DL Sound Level Meter on October 29, 2012, at 2:00 p.m. to determine school bus noise. The instantaneous noise levels for start-up, back-up alarm, and horn generated from a single bus is approximately 62.0, 63.1, and 77.5 dBA at a distance of 50 feet, respectively. Noise from bus activity would be short-term and limited to a few minutes in the morning and after school since drivers would shut off bus engines during the drop-off/pick-up and would not idle the buses for extended periods of time (buses are required to turn off engines on arrival and to not turn the engines on until 30 seconds before departure). (RDEIR page 3.2-32) School bus noise levels would not significantly change existing CNEL ambient noise, which is the threshold of significance. In part in response to the concerns expressed by the commenter, the RDEIR expanded the bus noise analysis by discussing typical bus activity including the number of buses in the morning and afternoon and the times of arrival and departure as well as bus trips for visiting teams. Based on the entire analysis and California law on bus idling, the RDEIR concluded that the Project would result in a less-than-significant impact related to school bus noise (RDEIR page 3.7-21).

DD-6 Comment

I would also like to raise concerns regarding the impact on the facilities and property of the church that may be caused by the proposed construction project. Of primary concern is the impact of the dust and debris pollution resulting from the project on St. Michael's pipe organ. Pipe organs are very delicate instruments. They operate by drawing in air from the outside and then blowing that air through the organ and the pipes to create sound. The amount of dust and pollution that will be created during the period of construction has the very real potential to destroy our pipe organ. Study must be done on the impact the construction project will have on this instrument which is essential to the services of St. Michael and All Angels. In addition to the pipe organ, the church utilizes delicate vestments which are either worn by clergy or hang from lecterns, pulpits, and the altar. Many of these are white vestments and are very old, having been donated to the parish by faithful members over the years. The dust and dirt that will enter the church as a result of the construction may destroy many of these delicate vestments. The DEIR does not take any of this into consideration therefore there is no proposed plan of mitigation.

DD-6 Response

Please refer to **Response to Comment U-3** regarding potential air quality (dust) impacts on the Church and facilities, including its contents. The DEIR, as updated by the RDEIR and augmented by the FEIR, identify measures to reduce emissions, including fugitive dust control measures and requirements to reduce truck and equipment exhaust. Based upon Regulatory Compliance Measure RC-AQ-1 to control fugitive dust emissions, updated analysis contained in the RDEIR (page 3.2-29), and the incorporation of revisions to Mitigation Measure MM-AQ-10 (please refer to Chapter 4, Corrections and Additions, of this FEIR) that require the use of construction equipment meeting stringent emissions standards and that would be enforced as a condition of approval as well as the addition of Mitigation Measure MM-AQ-11 (which requires diesel haul trucks to be model year 2010 or newer or, if unavailable, meet the USEPA 2007 model year NOx requirements), the Project is no longer anticipated to have a significant impact upon air quality during construction.

Nonetheless, the commenter's concerns regarding damage from construction dust will be forwarded to the decisionmakers for their consideration in taking action on the Project.

DD-7 Comment

The proposed structure will detract from the beauty of St. Michael and All Angels. Our historic A. Quincy Jones building includes primarily glass walls. It provides the feel of being outdoors while being indoors and seeks to bring nature into the sanctuary. During construction and after the views worshipers will see when looking out the west and north windows of the church will no longer be the beautiful scenic nature of Coldwater Canyon. For twenty-five months it will be of a construction site and after completion it will be of a parking garage. The DEIR does not take into consideration the views from church. In addition, the DEIR does not take into consideration the impact of the proposed lights for the athletic field on the church. The stadium lights will shine directly into the church illuminating our Memorial Garden where deceased parishioners are interred and filling the sanctuary with light through the north windows of the church. Numerous times throughout the year the church holds services which are lit by candlelight. These services will no longer be possible with those stadium lights shining through the floor to ceiling windows and skylights of St. Michael and All Angels. The DEIR does not take this into consideration. The potential negative impact on the church is profound and it must be taken into account.

DD-7 Response

Please refer **MR-3** regarding the differences between the illumination at the existing Ted Slavin Field and the illumination at the practice field, **MR-4** regarding the aesthetic impacts of the Project, including lighting, and **Response to Comment D-139** regarding a description of the design and finishes of the Project including extensive landscaping to screen the Parking Structure and allow the Project to blend into the natural environment. See also **Responses to Comments D-5, D-17, D-20, D-168, D-169 and D-173** regarding the use of LED lights and the impacts of lighting on nighttime views.

The impacts of the Project on aesthetics and lighting levels in the area are discussed in Chapter 3.1 Aesthetics of the DEIR and the RDEIR. St. Michael's Church is not located directly across Coldwater Canyon from the practice field, rather it is located approximately 200 feet south of the Development Site and views from the front of the church, northwest towards the Development Site are partially blocked by the hillside across Coldwater Canyon Avenue as well as the 6 foot-tall wall and vegetation along the north side of the Church building (please refer to RDEIR Figure 2-16). As shown in Figure 3.1-30 of the RDEIR, spillover lighting from the practice field will not reach the Church property. See also **MR-2**, regarding noise and lighting impacts of the Project on the Church and Sunnyside.

Also, please note that the DEIR contains a cultural and historical study which found that no historic structures were recorded within a half mile radius of the Project Site (Appendix H).

DD-8 Comment

I disagree with the conclusion of the DEIR regarding increased traffic to the area. In a recent meeting with Mr. John Amato, Vice President at Harvard-Westlake, I asked why the school needed to add 750 parking spaces when their stated goal was to eliminate the 121 off-site spaces. He told me that the school needed to provide parking for times when additional people wish to come to the school. These events included sporting events, theatrical performances, graduation, and homecoming events. This statement is inconsistent with the schools argument that there will be no increased traffic or increased number of cars coming to the campus.

DD-8 Response

Please refer to **MR-1** regarding the need for the Parking Structure and **Response to Comment D-57** regarding the determination that the Project will not increase traffic. As stated on page 3.8-16 of the DEIR and 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project, and no new structures on the Campus are proposed that would potentially generate new trips. Therefore, the Project is not expected to result in increased traffic as asserted in the comment. Moreover, the roadway improvements that are part of the Project are designed to improve traffic flow and ensure that ingress and egress to the Parking Structure does not impact through traffic.

DD-9 Comment

In addition to the above mentioned concerns, the noise, traffic and mess of the construction project so close to the church has the very real potential of impeding the mission and vision of the church. An aspect of Christian faith is hospitality and welcoming new members to the parish. This construction project will detract from the beauty of our parish and our ability to offer programs which attract new members to the parish. Traffic related concerns will also have a negative impact on regular church attendance. The DEIR does not take into consideration the risk this construction project has to the continued existence of this parish which has operated on this location for over 60 years and has served (and continues to serve) countless residents beyond the members of the parish.

In conclusion, the recently released DEIR consistently ignored the needs, concerns, and potential impacts the Harvard-Westlake Parking Improvement Plan has on St. Michael and All Angels Church. I respectfully submit these comments and ask that they be considered.

DD-9 Response

Please refer to **Response to Comment U-6** regarding the impacts to the Church and **MR-1** regarding potential impacts from issues other than physical environmental impacts (such as church attendance). See also **Response to Comment U-5**, **MR-2** regarding analysis of impacts to St. Michael's and Sunnyside, and **Response to Comment C-3** regarding traffic impacts. The commenter's concerns will be forwarded to the decisionmakers for their consideration in taking action on the Project.

EE. Peter Juzwiak, member of St. Michael's Church, e-mail dated November 6, 2013**EE-1 Comment**

I am writing to oppose the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-150-EIR, State Clearinghouse No. 2013041033.

I am a long-time member of St. Michael & All Angels Episcopal Church, which is located directly across from the proposed parking garage. I am also a long-time resident of Studio City and a business owner within Studio City. I object to the parking plan for the following reasons:

EE-1 Response

Please refer to **MR-1** regarding opinions in opposition to the Project. The commenter's opposition will be forwarded to the decisionmakers for their consideration in taking action on the Project. The individual comments on the reasons for the opposition will be addressed separately below.

EE-2 Comment

I object to the parking plan for the following reasons: Construction-Related Loss and Damage. The garage will require more than 2 years of construction, with 100 trucks per day traveling up and down Coldwater Canyon Avenue in order to remove the hillside. The construction noise, dust and debris and the traffic delays will seriously harm St. Michael & All Angels Church in the following ways:

1. Construction dust and debris will seriously damage our facilities and their contents, including the magnificent pipe organ in our church, which could not be replaced.
2. Construction noise will make it nearly impossible to conduct our mid-week activities, including services, events, meetings, choir practices and numerous other activities scheduled throughout the week (it is important to note that the Church does not operate only on Sundays but throughout the week, days and evenings).
3. Construction noise, traffic delays, dust and debris will seriously impact our tenants, including Sunnyside Preschool (which the DEIR specifically states will be materially and negatively impacted) and Destination Science (which runs a summer program and will be equally impacted while on our site, though it is not mentioned at all in the DEIR). Sunnyside Preschool has the right to opt out of its lease on a year's notice, and Destination Science is on a year-by-year agreement. These two tenants are a source of significant income to the church, together representing nearly half its budget. If they elected to relocate due to the construction, the loss of this income, and the inability to replace it because of the construction, could leave the church with insufficient funds to operate.

For these reasons, the garage construction will impede the operations and growth of St. Michael's and damage its facilities so severely that it could cripple the church and terminate its existence at a location where it has operated for over 60 years and served (and continues to serve) thousands and thousands of Studio City residents. It is interesting to note that, although the DEIR mentions a significant impact to Sunnyside Preschool, there is no mention whatsoever of a comparable, if not far worse, effect on St. Michael's, which owns the property leased by Sunnyside Preschool and operates at the same location. To my mind, this massive oversight undermines the credibility of the entire DEIR.

EE-2 Response

Please refer to **MR-2** regarding noise impacts to St. Michael's Church and Sunnyside. Please also refer to **Responses to Comments U-2 through U-6** regarding potential air quality (dust) impacts on the Church and facilities, including its contents, traffic, noise and threat to the Church and **MR-1** regarding matters not covered by CEQA such as economic impacts. Also, please note that the RDEIR has updated the construction analysis. Although construction is now estimated to last approximately 30 months, the truck trips (80 inbound and 80 outbound, as cited in the RDEIR) would only occur during the first 9 months of construction during the construction grading and material export phase. As more fully responded to in

Response to Comment C-3, analysis concluded that there would not be any significant impact on traffic as a result of Project construction. Please also refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue.

EE-3 Comment

I object to the parking plan for the following reasons: Environmental/Aesthetic Damage. I am very concerned the parking garage and the perilously tall retaining wall will destabilize the hillside, potentially causing landslides and excessive storm runoff by changing permeable ground to impermeable concrete.

EE-3 Response

Please refer to **Response to Comment U-7** regarding hillside stability and storm runoff.

EE-4 Comment

Our designated open space will be wiped out, and numerous native, protected, old-growth oak and walnut trees will be destroyed, together with the wildlife that uses them (at least seven threatened or declining species will be harmed).

EE-4 Response

Please refer to **MR-6** and regarding the Development Site location, the desirable open space designation and the condition of the oak-walnut woodland. Chapter 3.6 of the DEIR and RDEIR analyze the Project's consistency with land use plans, goals, objectives and policies. This analysis found that land use impacts within the Desirable Open Space boundary were less than significant, in part, because most of the land that would be impacted has already been graded and disturbed.

The RDEIR updated the biological resources analysis in the DEIR and found that the Project would result in significant and unavoidable impacts to the San Bernardino ringneck snake and coastal western whiptail lizard and a cumulative considerable contribution to the loss of oak-woodland habitat and sensitive species that forage on the Development Site (RDEIR page 4-1). See **Response to Comment D-23** regarding impacts on wildlife and **Response to Comment D-34** regarding impacts on the oak-walnut woodland.

EE-5 Comment

In addition, our scenic vistas will be marred by the proposed land bridge, an unprecedented eyesore. Although the DEIR claims that aesthetic concerns are "subjective" and therefore not relevant, I must respectfully disagree. We all paint our homes, tend our gardens, pick up our trash, and take care of our community because, among other things, we care what it looks like. The idea that this land bridge, built solely for the convenience of Harvard-Westlake, will somehow become a "gateway" and source of pride to Studio City is simply an insult to Studio City residents. Does Harvard-Westlake really think Studio City is such a cultural backwater that we would consider its ugly concrete footpath a prized landmark? If so, please put it to the approval of a committee of designers and residents who can decide whether it is an appropriate "gateway" for our city. I know what the outcome will be.

EE-5 Response

Please refer to **Response to Comment U-7** regarding the aesthetic concerns cited in the comment.

EE-6 Comment

I object to the parking plan for the following reasons: Noise and Light Pollution. Coldwater Canyon is a primarily residential area, and the project site is zoned solely for residential use only. The sports field on the top of the garage, which will be three stories high with a 32-foot tall fence and 14 light poles, will

result in excessive noise and light pollution for the surrounding community, including St. Michael & All Angels Church. We often have candlelit services and other meditative activities in our gardens and surrounding campus, all of which would be made impossible by the field lights and noise.

EE-6 Response

Please refer to **Response to Comment U-8** regarding the various concerns cited in the comment.

EE-7 Comment

I object to the parking plan for the following reasons: **Danger to Pedestrians and Bicyclists.** Despite its attempt to safeguard pedestrians through the use of a land-bridge, the parking garage will undoubtedly result in injury or death to pedestrians, most likely students, as they attempt to save time and avoid stairs by crossing the street directly. In addition, with the dedicated right-hand turn lanes included in the plan, no consideration has been given to bicyclists traveling southbound on Coldwater Canyon Avenue, who will be forced to cross-merge (on a difficult uphill grade) through the two dedicated turn lanes and ride in what is essentially the center lane of a five or six lane thoroughfare. This poses a much higher risk to bicyclists at a time when the City of Los Angeles and the State of California are both attempting to make bicycling safer. The land-bridge also poses additional risks during earthquakes, since it could collapse and block emergency vehicles attempting to use Coldwater Canyon Avenue. Someday soon after this project is completed a tragedy will occur that will make everyone regret it.

EE-7 Response

Please refer to **Responses to Comments D-66 and U-9** regarding pedestrian and bicyclist safety and **Responses to Comments C-5 and Q-10** regarding construction of and safety issues related to the pedestrian bridge.

EE-8 Comment

I object to the parking plan for the following reasons: **No Help With Traffic.** Harvard-Westlake claims the restriping of lanes and slight widening of Coldwater Canyon Avenue will improve traffic. These claims are dubious at best. But more important, they are irrelevant. The City could restripe and expand the road without the garage. Moreover, the increased availability of parking spaces will reduce incentives to carpool or use public transportation, which can only have a negative effect on traffic.

EE-8 Response

Please refer to **Response to Comment U-11** regarding traffic improvements resulting from the Project.

EE-9 Comment

I object to the parking plan for the following reasons: **Insufficient Need.** Harvard-Westlake has not established sufficient need for the parking garage. By law, it is required to have only 436 parking spaces, and it already has 568 spaces. Moreover, for ten years, during numerous requests to permit it to build and expand its facilities, Harvard-Westlake has argued repeatedly that it neither needs nor desires more than its allotted 436 spaces. Each time the City of Los Angeles has agreed. For Harvard-Westlake to claim now that these same facilities and activities necessitate a massive expansion of its parking facilities is groundless, if not underhanded. Although Harvard-Westlake has not made a convincing case for any increased parking whatsoever (but rather has frequently argued the opposite in the past), there are also numerous alternatives, such as building a much smaller parking structure on the existing school parking lot, that would be less intrusive to the community and would not require as many variances and conditional use permits. If the City determines after careful consideration that Harvard-Westlake does require some additional parking, these more modest alternatives should be chosen. The massive parking garage and sports field are simply not justified by the stated need for parking.

The people of Studio City have the right to expect that its zoning laws and regulations will be respected and enforced by their elected representatives and that one wealthy landowner will not be permitted to shred those rules for its own convenience. I hope the City and its leaders will reject this proposal and demand that Harvard-Westlake develop this site with care and concern for its neighbors (which qualities are completely absent from its current proposal) or else not develop it at all.

EE-9 Response

Please refer to **MR-1** regarding need for the Project, including the daily insufficient supply of parking on the Campus, **MR-5** regarding an analysis of the zoning issues, and **MR-7** regarding sufficiency of Alternatives analysis. The commenter's request that the City reject the proposal will be forwarded to the decisionmakers for their consideration in taking action on the Project.

FF. Katherine Karras, Member St. Michael's and All Angels Episcopal Church, email dated, November 7, 2013

FF-1 Comment

I am writing to oppose the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-0150-EIR, State Clearinghouse No. 2013041033.

I am a long-time member of St. Michael & All Angels Episcopal Church, which is located directly across from the proposed parking garage. I am also a long-time resident of Sherman Oaks. I object to the parking plan for the following reasons:

Construction-Related Loss and Damage. The garage will require more than 2 years of construction, with 100 trucks per day traveling up and down Coldwater Canyon Avenue in order to remove the hillside. The construction noise, dust and debris and the traffic delays will seriously harm St. Michael & All Angels Church. For these reasons, the garage construction will impede the operations and growth of St. Michael's and damage its facilities so severely that it could cripple the church and terminate its existence at a location where it has operated for over 60 years and served (and continues to serve) thousands and thousands of Studio City residents. It is interesting to note that, although the DEIR mentions a significant impact to Sunnyside Preschool, there is no mention whatsoever of a comparable, if not far worse, effect on St. Michael's, which owns the property leased by Sunnyside Preschool and operates at the same location. To my mind, this massive oversight undermines the credibility of the entire DEIR.

FF-1 Response

The commenter's expression of opposition to the Project, and her concern about the Project's impacts to St. Michael's will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-2** regarding noise impacts to St. Michael's Church and Sunnyside. Please also refer to **Responses to Comments U-2 through U-6** regarding potential air quality (dust) impacts on the Church and facilities, including its contents, traffic, noise and threat to the Church. See also **MR-1** regarding matters not covered by CEQA such as economic impacts. Also, please note that the RDEIR updates the construction analysis. Although construction is now estimated to last approximately 30 months, the truck trips (80 inbound and 80 outbound, as cited in the RDEIR) would only occur during the first 9 months of construction during the construction grading and material export phase. As more fully responded to in **Response to Comment C-3**, analysis concluded that there would not be any significant impact on traffic

as a result of Project construction. Please also refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue.

FF-2 Comment

Environmental/Aesthetic Damage. I am very concerned the parking garage and the perilously tall retaining wall will destabilize the hillside, potentially causing landslides and excessive storm runoff by changing permeable ground to impermeable concrete. Our designated open space will be wiped out, and numerous native, protected, old-growth oak and walnut trees will be destroyed, together with the wildlife that uses them (at least seven threatened or declining species will be harmed). In addition, our scenic vistas will be marred by the proposed land bridge, an unprecedented eyesore. Does Harvard-Westlake really think Studio City is such a cultural backwater that we would consider its ugly concrete footpath a prized landmark? If so, please put it to the approval of a committee of designers and residents who can decide whether it is an appropriate “gateway” for our city. I know what the outcome will be.

FF-2 Response

Please refer to **Response to Comment U-7** regarding the various concerns cited in the comment.

FF-3 Comment

Noise and Light Pollution. Coldwater Canyon is a primarily residential area, and the project site is zoned solely for residential use only. The sports field on the top of the garage, which will be three stories high with a 32-foot tall fence and 14 light poles, will result in excessive noise and light pollution for the surrounding community, including St. Michael & All Angels Church.

FF-3 Response

Please refer to **Response to Comment U-8** regarding the various concerns cited in the comment.

FF-4 Comment

Danger to Pedestrians and Bicyclists. With the two dedicated right-hand turn lanes included in the plan, no consideration has been given to bicyclists traveling southbound on Coldwater Canyon Avenue, who will be forced to cross-merge (on a difficult uphill grade) through the two dedicated turn lanes and ride in what is essentially the center lane of a five or six lane thoroughfare. This poses a much higher risk to bicyclists at a time when the City of Los Angeles and the State of California are both attempting to make bicycling safer. The land-bridge also poses additional risks during earthquakes, since it could collapse and block emergency vehicles attempting to use Coldwater Canyon Avenue.

FF-4 Response

Please refer to **Responses to Comments D-66 and U-9** regarding pedestrian and bicyclist safety and **Responses to Comments C-5 and U-10** regarding construction of the bridge and safety issues related to the bridge.

FF-5 Comment

No Help With Traffic. Harvard-Westlake claims the restriping of lanes and slight widening of Coldwater Canyon Avenue will improve traffic. These claims are dubious at best. But more important, they are irrelevant. The City could restripe and expand the road without the garage. Moreover, the increased availability of parking spaces will reduce incentives to carpool or use public transportation, which can only have a negative effect on traffic.

FF-5 Response

Please refer to **Response to Comment U-11** regarding traffic improvements to Coldwater Canyon Avenue.

FF-6 Comment

Insufficient Need. Harvard-Westlake has not established sufficient need for the parking garage. By law, it is required to have only 436 parking spaces, and it already has 568 spaces.

FF-6 Response

Please refer to **MR-1** regarding the need for the Parking Structure.

GG. Rose Kauper, resident, e-mail dated November 13, 2013**GG-1 Comment**

Save Coldwater Canyon and stop Harvard-Westlake from building. This is the last thing our community needs. It doesn't help our community in any way. It only hurts us. Taking away this land and wildlife habitat turns our community into another concrete jungle. Lets keep our community looking beautiful. Besides we have dealt with 3 years of traffic (and still are) on Coldwater due to DWP work. For those of us who have to work and commute, this will make our lives more stressful. With the 405 still under work, there is no good way to get over the hill. Please stand up for the people!

GG-1 Response

Please refer to **MR-1** regarding opinions in opposition to the Project. The commenter's expression of opposition to the Project, and concern that the community has already dealt with three years of construction from DWP, will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **MR-4** regarding the factors considered in the DEIR and RDEIR conclusion that aesthetic impacts would be less than significant. The DEIR concluded that impacts to biological resources will be less than significant after compliance with regulatory requirements, features included in the Project and mitigation measures. However, the biological analysis was updated in the RDEIR and found that the Project would result in significant and unavoidable impacts to the San Bernardino ringneck snake and coastal western whiptail lizard and a cumulative considerable contribution to the loss of oak-woodland habitat and sensitive species that forage on the Development Site (RDEIR page 4-1). See also **Response to Comment D-23** regarding impacts on wildlife and **Response to Comment D-34** regarding impacts on the oak-walnut woodland. The DEIR and RDEIR, Chapter 3.8, concluded that impacts to traffic will be less than significant (also refer to **Responses to Comments C-3 and H-5**). Construction of the 405 freeway improvements has since been completed.

HH. Beth Laski, e-mail dated December 16, 2013**HH-1 Comment**

Thank you for taking the time to read my letter vehemently opposing Harvard-Westlake's current parking proposal on the west side of the very public Coldwater Canyon road, which would surely cause undeniable and irreversible degradation to the hillside and homes on it, the environment and its wildlife, and this lovely suburban, residentially zoned neighborhood.

My concerns are not my solely my opinion or merely an interest in preserving aesthetics. My Number One interest is in safety: the safety of the students, the hillside, the homes, the community, the animals, the environment, commuters, etc. Number Two on my list is the shocking precedent this would set up to destroy and make a mockery of the importance of the Hillside Ordinance and the historical and current

significance of the fine work done by the Santa Monica Mountains Conservancy to preserve the precious little open space left in Los Angeles.

HH-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The commenter does not question the adequacy of the DEIR's analysis. Land Use impacts are evaluated in Chapter 3.6 of the DEIR and the RDEIR and impacts to Biological Resources are evaluated in Chapter 3.3 of the DEIR and the RDEIR. The DEIR did not find significant adverse impacts to land use or biological resources (after mitigation). However, the biological analysis was updated in the RDEIR and found that the Project would result in significant and unavoidable impacts to the San Bernardino ringneck snake and coastal western whiptail lizard and a cumulative considerable contribution to the loss of oak-woodland habitat and sensitive species that forage on the oak-woodland habitat (RDEIR page 4-1). See also **Response to Comment D-23** regarding impacts on wildlife and **Response to Comment D-34** regarding impacts on the oak-walnut woodland. The DEIR and the RDEIR did also find significant adverse impacts as a result of construction noise on adjacent residences as well as on St. Michael's and Sunnyside. The DEIR and the RDEIR did find impacts to aesthetic resources to be less than significant after mitigation (refer to **MR-4** and **MR-6** regarding factors considered in making the determination of a less than significant impact on aesthetics). See also **Response to Comment D-3** for a discussion of the approvals requested for the Project pursuant to the Baseline Hillside Ordinance and **MR-5** for an explanation of the Property's zoning. The Development Site is topographically separated from the open space lands to the west. Also a substantial portion of the Development Site has been previously disturbed. Approximately one-third of the site adjacent to the Coldwater Canyon Open Space would remain in native vegetation. Approval of the Project would not set a precedent for future projects since each development is judged on its own merits subject to its own environmental review pursuant to CEQA (refer to **Response to Comment G-6**).

HH-2A Comment

I have no particular issue with Harvard-Westlake and certainly understand the desire to grow such a fine institution. I have known teachers, students and parents. But I have read the reports. These parking spaces are not needed -- at least not yet! I have heard how they are buying up residential properties and have not been forthcoming with their 5 or 10-year plan. There is so much space on Ventura Blvd., why not build the parking structure there and tram the students to school or build a people mover from Ventura to school. Both these are better, safer, less expensive options. And these were easy to come up with. I can't imagine that the brain trust that is Harvard-Westlake with their vast resources has only come up with one terrible option for their growth. This is a shame. And it cannot be permitted to degrade our neighborhood, our community, our hillside homes and set the precedent for other private schools in Los Angeles to do the same in a residential neighborhood.

HH-2A Response

Please refer to **MR-1** regarding the need for the Project and the current, daily insufficient supply of parking on the Campus. The commenter does not dispute the adequacy of the DEIR's analysis. Harvard-Westlake has purchased residences to provide for housing for their faculty and staff. Harvard-Westlake does not have a five or ten year plan for the Campus. Chapter 5 of the DEIR and the RDEIR presents a reasonable range of Alternatives which evaluates a number of alternative parking proposals. Please refer to **MR-7** regarding the sufficiency of the Alternatives analysis. The School does not own property along Ventura Boulevard and the potential to acquire and/or lease such property is considered speculative (see discussion on page 5-3 of the DEIR and the RDEIR for an explanation of why an alternative on Ventura Boulevard is not considered in detail). Construction of a people mover would be prohibitively expensive and require acquisition of private property along Coldwater Canyon Avenue to avoid disruption of traffic

on the thoroughfare. Approval of the Project would not set a precedent for future projects since each development is judged on its own merits subject to its own environmental review pursuant to CEQA.

HH-2B Comment

And I haven't touched on the traffic, the air, noise and light pollution, the danger of the ridiculous idea of a bridge over Coldwater. There's so much more that can be said. But hopefully you will realize the ridiculous nature of this proposal.

Save Coldwater Canyon. You must say no to this unnecessary and destructive project.

HH-2B Response

The commenter does not dispute the adequacy of the DEIR analysis on traffic, air quality, noise or aesthetics, including light impacts. The DEIR and the RDEIR analyzed the operational impacts on traffic (Chapter 3.8), air quality (Chapter 3.2), noise (Chapter 3.7) and aesthetics, including light and glare impacts (Chapter 3.1) and found that all operational impacts in these areas would be less than significant. Please refer also to **MR-4** regarding the factors considered in making a less than significance finding with respect to aesthetics, including lighting. See **Response to Comment C-5** regarding safety of the pedestrian bridge. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

II. Dominik Leconte, resident, e-mail dated December 16, 2013

II-1 Comment

I am the new owner at 3901 Van Noord Ave in Studio City, one of the properties mentioned in the DEIR directly adjacent to Harvard-Westlake owned land on the west side of Coldwater Canyon Ave. I am also a daily commuter to LA's Westside via Coldwater Canyon Ave. Most importantly my wife and I have two 3-year old children residing at this address.

I strongly oppose this project! I urge the city to fully investigate the DEIR for the project's true needs, apparent alternatives, and its vast and multiple flaws and deficiencies. I fully believe if this project goes forward it will negatively change the look and feel of this low density single family residential neighborhood beyond repair, and permanently destroy the designated open space with its rich natural habitat. Most importantly, I am afraid of how it can potentially harm the health and safety of my entire family, specifically my two young children.

II-1 Response

The comment does not present any facts or specifics to show how the DEIR is flawed or deficient; however, the commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding the need for the Project. See also **MR-7** regarding sufficiency of the Alternatives analysis. The DEIR and RDEIR identifies a reasonable range of alternatives (see Chapter 5). The DEIR and the RDEIR did not identify significant aesthetic impacts (please refer to **MR-4** regarding factors considered in the DEIR and RDEIR determination of a less than significant impact to aesthetics). Please refer to **MR-5** and **MR-6** regarding the Property's zoning and the DEIR's and RDEIR's open space analysis. The RDEIR identifies significant adverse impacts as a result of construction noise and adverse impacts to the oak-woodland habitat and the species that forage in that habitat and the San Bernardino ringneck snake and the coastal western whiptail lizard (RDEIR page 3.3-29). The DEIR and the RDEIR did not identify significant land use impacts, in part, because the Project would not divide a community (it would be across Coldwater Canyon Avenue

from the Campus and would be topographically separated from the single-family development to the north, west and south), and would be substantially consistent with the Community Plan.

The commenter's concerns regarding potential health impacts to young children who live adjacent to the Property will be forwarded to the decisionmakers for their consideration in taking action on the Project. The comment does not specify the basis for concern for health and safety or dispute the adequacy of the air quality analysis, which was revised and subject to a peer review as shown in FEIR Appendices C.2 and C.3. In addition, in light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015) and includes an analysis of the Project's reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. Results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk. Please also refer to **Response to Comment C-17** for additional information on the finding that the Project would result in a less than significant impact to air quality, both during construction and operation.

The comment does not dispute the adequacy of the noise analysis which measured noise levels at sensitive receptors including adjacent residents, or the geological analysis which provided for the safe construction of the Parking Structure and pedestrian bridge and which was also updated in the RDEIR; therefore, no further response is required.

II-2 Comment

Bait and Switch regarding zoning laws if this project goes forward

In this tight real estate market, my family looked really hard and spent hundreds of hours trying to find the perfect house and property for us and our kids to settle down in. We were attracted to this neighborhood because it was a low density single family neighborhood, close to nature and hiking trails with ample flora and fauna including oak and walnut forests. Since we've been here we've spotted deer close to the property, and among others have regular visits on our property by hawks and humming birds. We wanted a large back yard for our kids to play and be safe in and ample privacy on the property. If this project goes forward all of this goes away: many protected trees and animal species will vanish; the noise, light and air pollution will prohibit us and our kids of using our yard; the private bridge will look directly onto our property and the glare from its night lights will shine directly into our master bedroom. So in essence what we were guaranteed by acquiring a property in a specifically zoned area, would effectively change and drastically diminish its appeal in terms of aesthetic, practical, sentimental and material value.

II-2 Response

The commenter does not dispute the adequacy of the DEIR's analysis. The analysis of biological resources in the area indicates that wildlife would be impacted but not to the extent that long-term survival of species would be affected. The DEIR and RDEIR indicate that compliance with applicable regulations regarding replacement of protected trees, the Project Design Feature to retain approximately 2.29 acres of native vegetation and an additional 2.3 acres of new landscaping and permeable area, as well as Mitigation Measures to protect plants and animals (MM-BIO-1 through MM-BIO 7) would reduce impacts to biological resources to a less than significant level except for cumulative adverse impacts to the oak-woodland habitat and sensitive species that forage in that habitat and the San Bernardino ringneck snake and the coastal western whiptail lizard (RDEIR page 3.3-29). See also **Response to Comment D-23**

regarding impacts to wildlife and **MR-4** regarding the factors considered in the DEIR and RDEIR finding that aesthetic impacts would be less than significant. Please refer to **Responses to Comments D-81 through D-85** regarding noise impacts which were found to be less than significant during operation of the Project and temporary, but significant and unavoidable, during construction of the Project, and air quality impacts that were found in the RDEIR and FEIR to be less than significant after mitigation (RDEIR pages 3.2-26 and 3.2-27 and FEIR Appendices C.1, C.2, and C.3). Please also refer to **Responses to Comments D-17, D-169, and D-173** regarding light and glare which will be below the level of significance on adjacent residential properties (see also RDEIR, Figure 3.1-30 showing 0.0 fc of light beyond the Development Site's northern, western and southern boundaries). Please refer to **MR-4** and **Response to Comment D-20** regarding Project lighting.

Residential zoning allows for the construction of schools (see **MR-5** regarding zoning issues). Finally, please refer to **MR-1** regarding issues not addressed in CEQA documents such as impacts on property values.

II-3 Comment

Harvard-Westlake should not get special treatment.

The reason Harvard-Westlake School operates as a conditional use in a residential neighborhood in the first place is to prevent exactly this type of non-residential, intrusive, commercial, highly trafficked and eye-sore apparent construction that they've proposing with this 3 story, 750-space parking structure with a lit football field, private pedestrian bridge and expanded car lanes. Is the city prepared to grant similar rights to all residents in the neighborhood to build their own private multistory garages, football fields, private bridges, and ultra high retaining walls?

II-3 Response

Harvard-Westlake has been operating on the Campus since 1937 under a deemed-to-be-approved Conditional Use; lighting of Ted Slavin Field was approved with a Conditional Use Permit. Harvard-Westlake seeks Conditional Use authorization for the Project as is required by the LAMC. In evaluating the Project, the decisionmakers will weigh community concerns and the Project's adverse impacts (significant construction noise and biological resources impacts) against overriding considerations identified in a Statement of Overriding Considerations. The DEIR and RDEIR find that aesthetic impacts would be less than significant (see **MR-4** for discussion on the basis for that finding). The DEIR and the RDEIR do not identify significant traffic impacts either during construction or during operation (see Chapter 3.8 Transportation, Circulation and Parking of the DEIR and the RDEIR, as well as **Response to Comment C-3**). Regarding the rights of others to permit similar buildings to the Project, the City will process each application on its own merits with its own environmental review.

II-4 Comment

Harvard-Westlake (HW) is unable to manage what they currently have.

As our property is directly across HW's Ted Slevin field on the west side of Coldwater Canyon Ave, I can only attest to the noise and light intrusion and nuisance during the past 12 weeks. The field lights shine directly into multiple rooms in our house. During official school events such as games and practice times on the field, it's impossible to carry a conversation in our yard due to the level of noise.

II-4 Response

Please refer to **MR-3** regarding how the practice field would operate differently from the Ted Slavin Field. Please refer to **Response to Comment II-2** regarding the conclusion that there will be no spillover light impacts on residential neighborhoods for the practice field and **MR-4** regarding the basis for the conclusion in the DEIR and RDEIR that the Project will not result in significant aesthetic impacts. Both

the DEIR and the RDEIR, in Chapter 3.7, analyze potential noise impacts from the Project. As shown in that analysis, while there will be temporary adverse and unavoidable construction noise impacts, there will be less than significant operational noise impacts from the Project (See RDEIR commencing on page 3.7-9 including Table 3.7-11, page 3.7-20, and **Responses to Comments D-82 through D-85** regarding noise impacts to humans.)

II-5 Comment

Moreover, even inside the house we have to turn up the volume on the TV not to hear the constant whistles, cheers, yelling (including obscenities), the band, the PA system and more. Additionally, this field is being used “unofficially” by others which increases the frequency of the noise nuisance. Just this Thanksgiving morning I was awakened by severe yelling which came from a game being played on the Ted Slevin field for several hours. Last I checked Thanksgiving is an official holiday! We have also had a ball drop into our front yard. Clearly the school is unable to manage and control the use of the property they already have built. Why should a school who in its current state of development is already a neighborhood disruptor be granted further expansion of this magnitude?

II-5 Response

Harvard-Westlake is permitted to use its existing field subject to enumerated conditions of approval, including noise and light restrictions, and the City has not determined that Harvard-Westlake has violated any of these conditions of approval. Please refer to **Response to Comment II-4** regarding noise impacts and **MR-3** regarding the differences between the use of the Ted Slavin field and the practice field. The Lead Agency notes that Harvard-Westlake is not currently subject to any conditions that would preclude use of the Ted Slavin Field, or any part of the Campus, on federally-recognized holidays. The only such condition relates to the lights on Ted Slavin Field, which cannot be used on Sundays or past 8 p.m. Monday through Saturday (except for seven Friday evenings and one Saturday evening when the lights can be used until 11 p.m.).

The practice field will not be allowed to use amplified sound systems, or band or other music and it will not have bleachers for fans to watch the practice sessions (see FEIR, Chapter 4, Corrections and Additions, PDF-N-1 and PDF-N-3 and **Responses to Comments D-82 through D-85** regarding noise from the Project.)

II-6 Comment

Harvard-Westlake has limited benefit to immediate community.

Per John Amato, the school’s Vice-President, approximately 65 families of the 800 some student body live in Studio City, likely only a few of those live in the immediate surrounding areas of the proposed construction site. I have not met any yet. Yet the neighborhood has put up with the nuisance of the school for many years (I have spoken to many immediate neighbors and they share my concerns) and would continue to bear the grunt of the inconveniences. Additionally, Harvard-Westlake does not promote carpooling by its student body which increases congestion and artificially inflates demand for parking spaces.

II-6 Response

The commenter’s opinion that the School has limited benefit to the community will be forwarded to the decisionmakers for their consideration in taking action on the Project. Harvard-Westlake has provided evidence of its carpooling program (see discussion on page 3.8-7 of the DEIR and page 3.8-6 of the RDEIR and the discussion of the TDM programs in **MR-7**). See also **Response to Comment D-13** regarding the benefits of the Project. In evaluating the Project, the decisionmakers will weigh community

concerns and the Project's adverse impacts (significant construction noise and biological resources impacts) against overriding considerations identified in a Statement of Overriding Considerations.

II-7 Comment

There's ample parking on the neighboring streets.

With regards to needed parking because there's not parking on the neighboring streets argument, I can only attest that Van Noord and Greenleaf have plenty of street parking available during the time that we've lived here.

II-7 Response

Please refer to **MR-1** regarding need for the Project and **Response to Comment D-10** regarding parking on neighborhood streets.

II-8 Comment

I have multiple safety concerns regarding the proposed project such as the stability of the hillside that is directly above my house, the increased liquefaction once the oak and walnut forests are removed, and the private pedestrian bridge collapsing during an earthquake since each side of the bridge will be grounded in a different type of soil that reacts differently during an earthquake. The large trucks during excavation and cement trucks will also provide additional vibration and shaking to our property.

II-8 Response

Please refer to **Responses to Comments C-4, C-5, and D-126** regarding the stability of the hillside and the safe construction of the Project, including earthquake safety, and **Response to Comment C-25** regarding vibrations from construction traffic. The Project would not cause the denuding of the hillside leading to liquefaction since the Development Site would be replanted with mitigation trees and natural vegetation. The Applicant has agreed to replace protected trees at a 4 to 1 ratio, rather than the minimum required by the City of 2 to 1, and all other trees of a significant size at a 1 to 1 ratio. Additionally, as stated in Chapter 3.5 of the RDEIR, the majority of the Development Site is not located in a liquefaction zone and the small portion of the Parking Structure that is located within an area mapped as having the potential for liquefaction would be protected by pile foundations which would be anchored at least 8 feet into bedrock and which would address the site soil and geological conditions to ensure a high level of safety (RDEIR page 3.5-22 and 3.5-23). See also, RDEIR page S-5 which describes the debris basin and deflection walls which would be installed as part of the Project to collect discharge water or other surficial runoff, such as might occur during a heavy rain, to maintain a positive flow rather than burden the hillside. The debris basin would be constructed of earthen material surrounded by trees that would be a mix of native vegetation such as oak trees and other landscape trees.

II-9 Comment

Traffic and congestion will increase during construction and after project completion.

As a daily commuter I already spend from 45 to 60 minutes commuting to the Westside. With the proposed construction this time would increase keeping me away from my children. Additionally, there would be more cars driving by our house post project completion due to the right turning lane. I strongly oppose this right turning lane.

II-9 Response

The analysis of potential traffic impacts due to construction of the Project is provided in the DEIR beginning on page 3.8-12 and the RDEIR beginning on page 3.8-13. As summarized on Table 3.8-5 of the RDEIR, the traffic related impacts due to construction of the Project at intersections along Coldwater Canyon Avenue are expected to be less than significant. The comment appears to reference the previously

proposed voluntary improvement, which would have added a second southbound lane on Coldwater Canyon Avenue at Van Noord Avenue. As LADOT has stated its opposition to the voluntary improvement, it is no longer proposed by Harvard-Westlake. The second southbound lane is proposed to begin south of Van Noord Avenue (see Figure 2-16 in the DEIR and figure 2-17 of the RDEIR). The Project also includes two dedicated right-turn lanes into the Parking Structure that have been designed with sufficient queuing space to not cause a traffic backup on Coldwater Canyon Avenue. The construction of the Project will not increase the number of vehicles driving to or from Harvard-Westlake, as analyzed in the DEIR and RDEIR (refer to **Response to Comment D-57**).

II-10 Comment

As part of its potential negative impact on the surrounding environment, DEIR does not estimate the increased electromagnetic fields coming from the overhead power lines running alongside Coldwater Canyon during construction time. With the construction of this magnitude involving heavy machinery the power use will sky rocket, as will the flow of energy through the power lines along the west side of Coldwater Canyon Ave, especially during summer months when the need for energy is at its peak. Though California does not have any set limits on the level of electromagnetic fields, other countries do, and studies have shown that background level exposure of 2.0+ milliGauss have resulted in increased rates of leukemia in small children.

II-10 Response

Construction activity would not substantially increase demand for electricity or electromagnetic fields coming from overhead power lines. Demand for electricity and effect on power lines would be similar to other locations throughout the City. Heavy machinery used during the construction process would be powered with diesel fuel not plugged into the electrical grid.

II-11 Comment

DEIR should evaluate the air quality, noise levels, earth vibration and other pollution during construction and after project completion from the standpoint of pre-school children, and not simply adults, or the broader metric of children under 14. Many studies have shown that preschool children react to pollutants and noise differently, than older children and adults, and have lower levels of pollution and noise tolerance, hence are more prone to acquire severe or permanent damage caused by lower levels of pollutants and noise.

II-11 Response

The City identifies noise-sensitive land uses on page I.1-3 of the *L.A. CEQA Thresholds Guide* (2006).. The methodology and the significance thresholds established in the *Guide* were appropriately applied to the analysis contained in Section 3.7 of the DEIR and the RDEIR. The analysis considered impacts to all residences in the surrounding area and identified unmitigated impacts at multiple residences. Despite mitigation measures, and as stated on page 3.7-24 of the RDEIR, mitigated construction noise levels would still exceed the 5-dBA City construction noise significance threshold at approximately 16 residences adjacent to the construction site west of Coldwater Canyon Avenue, 34 residences on the east side of Coldwater Canyon Avenue, and at the property housing the St. Michael's Church and Sunnyside.

Regarding air quality, the South Coast Air Quality Management District (SCAQMD) has established construction and operational significance thresholds for CEQA assessments. These thresholds are discussed beginning on page 3.2-21 of the DEIR and page 3.2-23 of the RDEIR, and are independent of the type of sensitive land use. In addition to regional emission analyses, the DEIR, RDEIR, and FEIR include analyses of localized pollutants per SCAQMD guidance. As discussed on page 3.2-37 of the RDEIR, with implementation of the mitigation measures, the Project would result in a less than significant

air quality impacts. This analysis was reevaluated, as shown in this FEIR, and peer reviewed. The peer review (FEIR Appendix C.2) concluded that although the revised calculations resulted in higher emissions than discussed in the RDEIR, with implementation of all mitigation measures, including MM-AQ-10 and MM-AQ-11, construction emissions would still be below thresholds of significance and, therefore, the conclusion of a less than significant impact resulting from construction emissions in the RDEIR is correct and consistent with SCAQMD, CARB and EPA guidance and SCAQMD methodologies that were developed to identify potential impacts to sensitive receptors adjacent to construction activities, including children and elderly residents.

A detailed Health Risk Assessment has been added to Chapter 4, Corrections and Additions, of this FEIR to specifically examine the potential health risk to sensitive populations, including young children, students, and the elderly. This analysis was completed based on the most recent OEHHA guidelines (March 2015) and concluded that the Project would result in a less than significant impact with regard to health risk.

Accordingly, the DEIR, RDEIR and FEIR appropriately analyze the noise and air quality impacts to preschool children and elderly residents.

II-12 Comment

Given that many families in the neighborhood have small children (including our own two 3-year olds) and that there's a pre-school on the east side of the proposed construction zone, it warrants the city to employ pre-school age standards when evaluating the potential impact of this project on the health and safety of our neighborhood pre-schoolers.

II-12 Response

Please refer to **Response to Comment II-11**. The SCAQMD identifies thresholds of significance for the issue area of Air Quality. These thresholds are described in the above response and addressed in detail in the DEIR, RDEIR and FEIR with respect to the Project.

II-13 Comment

DEIR also lacks specificity in terms of evaluating the impact of reduced air quality, noise, and pollution on older adults aged 65+, who similarly as children are also more vulnerable. There are many retirees in the neighborhood who have lived here for many years and have helped make this community. They deserve better than having to close their windows because of increased noise and air pollution.

II-13 Response

Please refer to **Response to Comment II-11** regarding assessing impacts to various types of sensitive receptors, including the elderly.

II-14 Comment

DEIR assumes that all people are at work during the work hours and gone from their properties, hence deflating the potential health impact on those stay at home individuals. Many families have small children who stay at home (like ours), others work from home, or work part time, and many are retired and stay at home full time. These individuals will have higher cumulative exposures to noise and air pollution both during construction and after project completion.

II-14 Response

Air pollutant emissions were appropriately assessed based on guidance and significance thresholds established by the SCAQMD (please refer to **Responses to Comments II-11 through II-13**). While the commenter is correct that the Project includes a Project Design Feature (PDF-AQ-1) that places the majority of excavation activities during the daytime on weekdays, the reduction in construction emissions (and finding that air quality impacts would be less than significant) is derived primarily from the revised Mitigation Measure MM-AQ-10 and added Mitigation Measure MM-AQ-11 (refer to Chapter 4, Corrections and Additions, of this FEIR). Further, the HRA performed for the Project (FEIR Appendix C.1) which analyzed health risks for all sensitive populations, account for outdoor exposure and indoor exposure with the windows open using the conservative assumption that each sensitive receptor is present for 20 hours per day.

Regarding noise, the level of significance was assessed against the standards established in the *L.A. CEQA Thresholds Guide*. The City of Los Angeles has not established a health-based standard similar to a standard established by an industrial source regulatory agency, such as the Occupational Safety and Health Administration. These health-based standards are traditionally based on hearing loss, which is highly unlikely from operational noise levels generated at the practice field (except by equipment operators). Other health-based standards are related to sleep deprivation. It is acknowledged on page 3.7-16 of the DEIR that whistle noise would be audible at surrounding land uses and could disturb residents and daytime sleepers. The subjective nature of annoyance means that there are large differences between individuals, some will have a negative reaction and others will not. Regardless, the level of significance was appropriately determined by comparing estimated noise levels to the City's 24-hour significance threshold.

II-15 Comment

What is the cumulative impact on the environment, surrounding areas and the health and safety of our children and retirees if the excavation and project completion take longer than per the DEIR? DEIR gives the length of time for the excavation and the project construction to be 25 months. What happens if this becomes 26 months, 36 months, even 40 months? What is the incremental cumulative exposure to our pre-schoolers, retirees, flora and fauna?

II-15 Response

Construction experts have generated an accurate estimate of Project construction activity. Due to refinement of the construction schedule since circulation of the DEIR, the RDEIR estimates construction will occur over 30 months. In general, the air quality significance thresholds established by the SCAQMD are in pounds per day of emissions. The analysis presented in the DEIR and RDEIR represents a maximum emissions scenario based on peak day equipment activity and truck trips. It is not anticipated that peak day construction activity would be more intense than assumed in the conservative RDEIR analysis (page 3.2-26 of the RDEIR). In fact, as explained below, lengthening a construction schedule often decreases daily intensity and associated emissions. Please also refer to **Response to Comment 9.9R-13** regarding construction delays, such as due to adverse weather conditions.

Lengthening construction activity could increase cumulative exposure to toxic air contaminants. As discussed on page 3.2-26 of the DEIR, the dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher lifetime or chronic (annual) exposure level for the maximally exposed individual. Thus, the long-term risks estimated for a maximally exposed individual are higher if a fixed daily exposure occurs over a longer period of time. However, that premise considers a continuous

and constant source of emissions. Lengthening the construction schedule would not mean that pollutants would be emitted at a constant rate. There would not be additional truck trips and heavy-equipment activity would be minimal. It is likely that increases in construction time would be related to weather delays or the need for additional manual labor, which would not increase total Project emissions and lifetime or annual risk. Therefore, incremental increases in the construction schedule would not significantly change total emissions and associated risk.

Regarding noise, the City has identified significance thresholds in the *L.A. CEQA Thresholds Guide*. The City's construction thresholds are a 10 dBA increase in noise for activities lasting more than one day or a 5 dBA increase for activities lasting more than ten days in a three-month period. The DEIR and RDEIR analysis appropriately applied the more conservative 5 dBA significance threshold. The City has not established a threshold beyond 5 dBA for ten days in a three-month period. The mitigated noise analysis contained in the RDEIR indicates that noise increases for receptors on Van Noord Avenue would range from 5.5 to 10.3 dBA. Please refer to **MR-2** regarding the conservative assumptions included in the noise analysis. This comment and associated response will be forwarded to the decisionmakers for their consideration in taking action on the Project.

JJ. Katarzyna Smiechwicz (Kasia A. Leconte), resident, e-mail dated December 16, 2013

JJ-1 Comment

My name is Katarzyna A. Smiechowicz. I am opposed to the building and developing a Parking Structure on the west side of Coldwater Canyon.

Our Family (myself, my husband and 3 1/2 years old twin boys) moved to Studio City in the beginning of September 2013 from Redondo Beach. We had been looking for a perfect house for a long time that would give us a safe, peaceful, spacious backyard, friendly environment and a comfortable house in a great residential zone where we could raise our kids. Anybody we talked to who lives in this neighborhood were persuading us, that this area will give our family almost everything we were looking for.

Many times for many years I was driving on Coldwater Canyon from Beverly Hills to Studio City, I was always very amazed with the beautiful nature of Santa Monica Mountains, great old trees and a wonderful green grass.

In the beginning of this year, we fell in love with the house that we recently purchased- 3901 Van Noord Ave. We took a little walk and we were so happy, because we saw 2 deer, couple rabbits and a few unparalleled birds. The nature was still in a good shape and the old Oak Trees were very healthy.

We are new to the Neighborhood of Studio City, but it is already very clear to me, that the project of building a 3-story parking structure and a noisy and illuminated athletic field will bring significant future issues, which will directly negatively impact my family, because our property is right next to it.

The whole world is trying to become green and environmentally friendly. However, it is obvious to me, that if the City of Los Angeles will allow Harvard-Westlake to build the parking structure and will not look deeper in this subject, one of the greatest natural open space areas of Santa Monica Mountains will be critically destroyed. If this project will not be stopped, the residents of Studio City, who's properties are close to Harvard-Westlake will feel that, their residential zone is going to be violated and I am one of them! I believe, this project is not geologically safe for the neighborhood's future and it will negatively impact the whole area, especially closest neighbors of the west side of the Coldwater Canyon-like our family.

JJ-1 Response

The commenter does not dispute the adequacy of the DEIR. The commenter indicates that she and her husband (see comment Letter II above) recently purchased their home at the corner of Van Noord and Coldwater Canyon Avenue and that they like the peaceful, spacious backyard. The commenter's concerns are the same as those expressed in comment letter II. Please refer to **Response to Comment II-4** regarding light and glare, **Response to Comment II-5** regarding noise, **Response to Comment II-1** and **MR-6** regarding the Desirable Open Space designation and the condition of the Development Site, **Response to Comment II-2** and **MR-5** regarding zoning which permits schools in residential neighborhood, and **Response to Comment II-8** regarding geological safety of the Project.

JJ-2 Comment

How much does Studio City benefit from this Project? A very small amount of students of Harvard-Westlake High-School are Studio City Residents. The parking structure and the private pedestrian bridge is not going to help the traffic of Studio City at all, in fact the opposite.

JJ-2 Response

Regarding benefits of the Project, please refer to **Response to Comment II-6**. The DEIR and RDEIR do not identify a significant impact to traffic as a result of the Project (see Chapter 3.8 Transportation, Circulation and Parking and **Response to Comment II-9**).

JJ-3 Comment

If Harvard-Westlake cares about safety of its students they should propose sidewalks to the City. Harvard-Westlake should have a limit on admissions and expansion like other private schools.

JJ-3 Response

A sidewalk along the front of the Development Site would not connect to other sidewalks along Coldwater Canyon Avenue and neighboring residential streets and, therefore, would not be useful for pedestrian safety. The commenter's opinion that Harvard-Westlake should have a limit on admissions and expansion will be forwarded to the decisionmakers for their consideration in taking action on the Project.

JJ-4 Comment

Why doesn't Harvard-Westlake promote carpooling?! Why doesn't Harvard-Westlake want to develop more parking spaces at their current, if they really need those spaces?

JJ-4 Response

Harvard-Westlake has voluntarily instituted a carpooling program for years as well as other traffic-reduction measures such as a bus program. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis including discussion of the TDM program. An alternative with a parking structure on the east side of Coldwater Canyon Avenue, its additional impacts, and failure to meet all the Project objectives is discussed in Chapter 5, Alternatives, as Alternative 5. A discussion of the infeasibility of smaller parking structures throughout the Campus on the east side of Coldwater Canyon Avenue is also discussed on page 5-4 of the DEIR and page 5-5 of the RDEIR, and expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

JJ-5 Comment

This project will involve a big increase in the amount of high power electricity and it will be dangerous to the health of my small kids!!!!

JJ-5 Response

Please refer to **Response to Comment II-10**, the Project would not involve an increase to overhead electrical lines. The utility lines adjacent to the Development Site would be placed underground.

JJ-6 Comment

The Building Structure will take a place about 2 1/2 years, and it will be a dramatic impact on the air pollution, noise, lights and a huge number of the large trucks during the excavation period and beyond. We moved to this neighborhood, for our kids to have a backyard to play outside. It means we have to close our windows and doors and forget about the yard, because it is not going to be safe and healthy, for our kids to play outside for the next 2 1/2 years, because of the pollution and dust !!!!!!!

JJ-6 Response

The comment does not dispute the adequacy of the DEIR, which identifies significant impacts due to noise during construction. Please refer to **MR-4** regarding why lighting impacts were found to be less than significant.

Please refer to **Response to Comment II-5** regarding noise impacts and **Response to Comment II-11 through Response to Comment II-14** regarding air quality impacts, **Response to Comment B-2** regarding additional mitigation measures added to the FEIR as requested by the SCAQMD, and **Response to Comment II-9** regarding traffic impacts. Dust impacts due to construction will be primarily controlled through Regulatory Compliance Measure RC-AQ-1, but will also be controlled by Mitigation Measures MM-AQ-10 and MM-AQ-11 that reduce the level of PM10 emissions.

JJ-7 Comment

How Harvard-Westlake will be able to manage "the noise and the light poles" in the future property, if it has already a huge problem with managing it in their east side of the property!!!!

JJ-7 Response

Please refer to **MR-3** regarding how light and noise at the practice field would differ from Ted Slavin Field. The commenter's opinion that there is a problem managing Ted Slavin Field will be forwarded to the decisionmakers for their consideration in taking action on the Project. Ted Slavin Field operates in compliance with its Conditional Use Permit (refer to **MR-1**).

JJ-8 Comment

How can this project help with traffic? For people, who are going from Ventura Blvd. to Beverly Hills it will not be possible to use Coldwater Canyon in the morning, because a huge number of students (bigger, than right now, because they don't believe in carpooling system) are going to try to get into the new parking garage. It will be a disaster for us, who would have to use this street.

JJ-8 Response

Please refer to **Response to Comment II-9** regarding traffic impacts. The analysis of potential traffic impacts due to the Project are summarized in Chapter 3.8 Transportation, Circulation and Parking of the DEIR and RDEIR. Additional detailed information regarding traffic impacts is contained in Appendix G, the Traffic and Parking Study, Appendix G.1, the Traffic Study Appendices, Appendix G.2, the Supplemental Traffic Report, Appendix G.3, the Crain & Associates Peer Traffic Review, Appendix G.4.1, the LADOT Review of the Original Traffic Report, and Appendix G.4.2, the LADOT Review of the Supplemental Traffic Report of the RDEIR. The DEIR and RDEIR concluded that development of the Project will not change the existing traffic patterns or increase the number of trips (refer to **Response to Comment D-57**). Vehicles traveling north on Coldwater Canyon Avenue will have a dedicated left turn

lane into the Parking Structure and vehicles travelling south on Coldwater Canyon Avenue will have two dedicated right turn lanes into the Parking Structure. The comment does not express any specific concern regarding the adequacy of the traffic analysis provided in the DEIR. Therefore, no additional response is required.

JJ-9 Comment

I don't even want to think about any potential earthquake-for many people it could close the possibility to escape from a dangerous situation. What about the HW students and their health and safety?

JJ-9 Response

The Project would be constructed in accordance with applicable building codes and in accordance with the recommendations of the Geotechnical Report and the requirements of the Building and safety Department. There is no reason to believe that students using the Parking Structure would be any more at risk than occupants of other buildings in the seismically active Los Angeles area. Please refer to **Responses to Comments C-4, C-5 and C-6** regarding the safety of the Parking Structure including the retaining walls and the pedestrian bridge.

JJ-10 Comment

I am against this building project on the west side of Coldwater Canyon, because I think my property belongs to a residential zone and it shouldn't have any commercial size garage right next to our property. It will decrease and negatively effect the value, purpose and the standards of our property. During the construction the pollution, dust and dirt is going to bring a lot of health problems to the people, who live close by, especially my little kids!!!!

How can we survive enormous noise!!!! (I am working at home a lot)

Please do not support this project!!!! It is going to be a huge problem for many people, who are residents of studio city!!!!

Please save Coldwater Canyon, don't help to destroy the history, the present and the future of the reservoir of this beautiful area of studio city!!!!!!!!!!

JJ-10 Response

Please refer to **Response to Comment II-1**, regarding construction noise, air quality and health concerns, **Responses to Comments II-2 and II-3** regarding impacts to biological resources and aesthetic resources, **Response to Comment II-5** regarding noise, and **Response to Comment II-2 and MR-5** regarding development of the Project subject to the Property's zoning designation. See also **MR-1** regarding non-CEQA issues such as property values.

KK. Catherine Lincoln, member St. Michaels and All Angels Episcopal Church, e-mail dated November 7, 2013

KK-1 Comment

I am writing to oppose the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-0150-EIR, State Clearinghouse No. 2013041033.

I am a long-time member of St. Michael & All Angels Episcopal Church, which is located directly across from the proposed parking garage. I object to the parking plan for many reasons which include:

Construction-Related Loss and Damage. The garage will require more than 2 years of construction, with 100 trucks per day traveling up and down Coldwater Canyon Avenue in order to remove the hillside. The construction noise, dust and debris and the traffic delays will seriously harm St. Michael & All Angels Church. For these reasons, the garage construction will impede the operations and growth of St. Michael's and damage its facilities so severely that it could cripple the church and terminate its existence at a location where it has operated for over 60 years and served (and continues to serve) thousands and thousands of Studio City residents. It is interesting to note that, although the DEIR mentions a significant impact to Sunnyside Preschool, there is no mention whatsoever of a comparable, if not far worse, effect on St. Michael's, which owns the property leased by Sunnyside Preschool and operates at the same location. To my mind, this massive oversight undermines the credibility of the entire DEIR.

KK-1 Response

Please refer to **MR-2** and **Responses to Comments U-4 and U-5** regarding noise impacts to St. Michael's Church and Sunnyside, **Responses to Comments C-3 and U-5** regarding construction traffic, **Responses to Comments U-3 and U-5** regarding potential air quality (dust) impacts on the Church and facilities including contents, **Response to Comment U-6** regarding potential impacts to St. Michael's Church, and **MR-1** regarding general objections to the Project and non-CEQA issues. The commenter's concerns on these issues will be forwarded to the decisionmakers for consideration in taking action on the Project.

KK-2 Comment

Environmental/Aesthetic Damage. I am very concerned the parking garage and the perilously tall retaining wall will destabilize the hillside, potentially causing landslides and excessive storm runoff by changing permeable ground to impermeable concrete. Our designated open space will be wiped out, and numerous native, protected, old-growth oak and walnut trees will be destroyed, together with the wildlife that uses them (at least seven threatened or declining species will be harmed). In addition, our scenic vistas will be marred by the proposed land bridge, an unprecedented eyesore. Does Harvard-Westlake really think Studio City is such a cultural backwater that we would consider its ugly concrete footpath a prized landmark? If so, please put it to the approval of a committee of designers and residents who can decide whether it is an appropriate "gateway" for our city. I know what the outcome will be.

And there are many more reasons - they include:

1. Noise and Light Pollution
2. Danger to Pedestrians and Bicyclists
3. No Help With Traffic
4. Insufficient Need. Harvard-Westlake has not established sufficient need for the parking garage. By law, it is required to have only 436 parking spaces, and it already has 568 spaces

KK-2 Response

Please refer to **Responses to Comments U-7, U-8, U-9, U-11, and U-12** regarding potential environmental impacts.

LL. Bruce Lurie, letter dated December 3, 2013 and December 13, 2013

LL-1 Comment

Here's the link to the information available on Google Drive that I am endeavoring to submit to the Planning Department in response to the DEIR and in connection with the pending parking garage proposal.

<https://drive.google.com/folderview?id=0B94iAqOFpTRIUW1wdXR2NVR3R1U&usp=sharing>

There is over one gigabyte of data, so I want to make the information available to you in whatever way works best for your purposes.

Essentially, I will be furnishing two reports:

1. One report analyzes all of the relevant City and Planning Department documentation, most of which was supplied to me by Emily Dwyer, as to whether the school is in violation of enrollment and staff limitations that were ordered and specified by the determinations of the Zoning Administrator and the effect of such excessive enrollment and staff on the pending parking garage proposal. It also deals with prior determinations by the school and the City that the parking on the campus was way more than adequate.
2. The other report and analysis is based on a review of numerous documents from City files relating to construction activity at the school which was done without proper entitlements and/or permitting and the effect of that activity on the pending parking garage proposal. The construction activity also has had the effect of segmenting the development in order to evade CEQA review of what is, quite obviously, an ongoing plan to greatly expand the scope of the operations on the campus.

Most of the supporting data is in the form of the actual original documentation from the City's files organized by subject matter so that the Planning Department can readily refer to the actual documentation establishing the violations as well as photographic evidence of violations. Let's figure out a time to discuss a procedure that works for you for getting you this information.

(copy of email sent December 13, 2013 at 12:25 PM follows)

Re: Submission of reports and supporting data in response to DEIR for Harvard-Westlake parking garage proposal, Case Number: ENV 2013-0150-EIR

I am forwarding to you and formally submitting my detailed investigative reports and supporting documentation and response to the above-referenced DEIR and which was submitted to the Studio City Neighborhood Council. This will confirm that the data on the Google Drive link in the email, below, is up-to-date and submitted to you concurrently. I understand that you have been able to access the data and are able to move it into your system. However, pursuant to your request, I will also have a disk or jump drive version of the data delivered to you.

I believe this information will be very crucial to you in your analysis of the parking garage proposal and DEIR.

I also request that the Planning Department review the issues raised in my reports and that you take appropriate action now that you have this information as to the unlawful conduct of Harvard-Westlake School, and I can confirm that many members of the community concur in this request.

If I can supply any further information or answer any questions, please feel free to contact me.

(copy of email sent December 8, 2013 at 5:12 PM follows)

Dear honorable members of the Board of the Studio City Neighborhood Council:

Attached are two extensive reports I have prepared, with the help of a number of dedicated people, based on an extensive investigation and review of City permitting documents as well as documents and photographs from Harvard-Westlake websites.

Report on enrollment and staff limitations.

One report is an updated report confirming that Harvard-Westlake is, indeed, subject to enrollment and staff limitations and that they are in violation of those limitations. I have attached highlighted copies of the relevant documents from the City's files so that you can easily see for yourself the language of the orders of the Chief Zoning Administrator as well as the statements and promises by Harvard-Westlake which confirm, beyond any doubt, that there are enrollment limitations which are being violated.

The enrollment issue is obviously a crucial issue in your consideration of the parking garage proposal because if the School had the number of personnel using the campus that they are legally allowed to have, they would, by their own admission as shown in the documents attached to the report, have no need whatsoever for the parking garage. Furthermore, I am confident you would not want to reward and condone the School violating the enrollment and staff limitations that are legally binding on the School by looking the other way and endorsing their unlawful behavior by giving your approval to the parking garage proposal.

Shortly after the meeting on November 7, I emailed Mr. Khalatian and asked him to give me any information he had to support his contention that there was no enrollment limitation. He did not even give me the courtesy of a response. Nor, at that meeting, did he give you any specifics to back up his claim. It is obvious that the School has no basis for their contention that they are not subject to an enrollment or staff limitation. We suspect that their claim is based on the fact that the original variance issued in 1937 did not have an enrollment cap. However, that is irrelevant. As you can see for yourself from the documents attached to the report, starting in 1992 and continuing thereafter, the School repeatedly promised to limit its enrollment and asked the Chief Zoning Administrator to put such a limitation in the conditional approvals that allowed the School to go ahead with expanded facilities at the campus. The School went ahead with those improvements and thereby accepted, and is bound by, the condition that enrollment and staff would not increase. That limitation thereby became binding on the School and became part of its CUP. The City and the community trusted and relied on the School to honor its commitment and legal obligation to limit its enrollment and staff. Any contention at this stage that the orders of the Chief Zoning Administrator do not exist or are no longer binding and that there is no such limitation is unthinkable.

Report on illegal construction.

The second report is the result of an investigation of City official records as well as information from Harvard-Westlake websites concerning recent major construction and expansion activity by Harvard-Westlake that was done based on false and deceptive information given to the City, without a public CUP modification process, without required CEQA review, without legally mandated variances, without required permitting (and/or in violation of permitting restrictions) and without any input from this board. Attached to the report are highlighted copies of key documentation. You can look at the documents attached to the report and see for yourself the illegal and improper conduct by the Harvard-Westlake administration. The documents tell the story.

These issues are highly relevant to your consideration of the parking garage proposal. First, if you approve the parking garage proposal, you are effectively saying to Harvard-Westlake that it is OK to cheat and violate the rules when it comes to expansion of the campus. We sincerely hope you do not reward the

School for their improper and unlawful conduct and look the other way and ignore the School's expansion of their site without proper input by this board, by other City agencies and by the community. Second, Harvard-Westlake is in violation of the law by going ahead on its own expanding its campus facilities without subjecting their entire development plan to the required CEQA review process and that is reason enough to compel a decision to oppose the parking garage proposal.

There is further and more detailed backup documentation from City files and other sources regarding the subject matter of these two reports at the following link:

<https://drive.google.com/folderview?id=0B94iAqOFpTRIUW1wdXR2NVR3R1U&usp=sharing>

We sincerely hope the attached information will be helpful to you in your evaluation of the parking garage proposal.

This information will be submitted separately to the Planning Department and the Councilman's office.

With sincere appreciation for all your courtesies and your efforts.

Note: The commenter provided attachments including the following reports that are included in Appendix L:

- 1. Analysis and Report of Violations by Harvard-Westlake School of Enrollment, Faculty and Staff Limitations Imposed by the City of Los Angeles, Enrollment Violations Legally prohibit Entitlement for Parking Garage Proposal.*
- 2. Report of Investigation of Unpermitted and Unlawful Construction Activities by Harvard-Westlake School and effect on Parking Garage Proposal As part of this report, the commenter alleges illegal segmentation of campus development.*

The commenter also submitted videos and photographs and copies of Department of City Planning case files and permits that are not directly applicable to this EIR, but that he alleges document violations of permits and/or work done without a permit. These attachments are on file and available for review in the environmental case file (ENV-2013-0150-EIR) at the Los Angeles Department of City Planning Valley Office, Room 351.)

Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

LL-1 Response

The commenter submitted documentation (consisting of reports, video, photographs, and copies of permits) with respect to an enrollment cap at Harvard-Westlake and past permit violations and work allegedly completed without permits. The issues raised by the commenter do not specifically address physical environmental impacts of the Project, and therefore do not raise questions or comments regarding the analyses contained within the DEIR or RDEIR. Please refer to **MR-1** regarding non-CEQA issues, lack of an enrollment cap and alleged permit violations. Moreover, a discussion of the evolution of parking facilities on the Campus is not germane to the DEIR and RDEIR.

The commenter suggests that the additional parking proposed under the Project and other construction that has already occurred on the Campus is an improper segmentation of environmental review. The projects identified in the commenter's review of past permits were all individual stand-alone projects that were undertaken at different times in response to donor requests and/or available funding and unrelated to the Project. Harvard-Westlake has not undertaken master planning for the Campus. Harvard-Westlake has not applied for any development other than that proposed under the Project, there is no evidence of any additional proposed development, and therefore, the suggestion that the Project would improperly segment environmental review, or that Harvard-Westlake has improperly segmented review in the past, is incorrect. The City has reviewed the commenter's allegation that Harvard-Westlake is in violation of an enrollment cap, and the City has concluded that the City has not imposed an enrollment cap on Harvard-Westlake. In addition, the City has not found Harvard-Westlake to be in violation of any of its conditions of approval. Harvard-Westlake does not have a history of non-compliance with its existing commitments pursuant to City imposed conditions.

MM. Mary Mallory, e-mail dated December 16, 2013

MM-1 Comment

My name is Mary Mallory, and I am a Studio City resident. I oppose Harvard-Westlake's plan for their proposed parking garage, and I hope you will too, as they are a foe to Studio City history. I discovered driving south on Coldwater Canyon in mid-January 2012, that two woodframe homes opposite the school on Coldwater Canyon were missing. I contacted Lambert Giessinger of the Office of Historic Resources, and we discovered that they were 1911 farmhouses some of the earliest homes still standing in Studio City, and owned by Harvard-Westlake, with the address of 3707 and 3705 Coldwater Canyon Ave. When I contacted the school's construction manager James De Matte to ask why these historic buildings were torn down, he claimed he had no idea how old they were, even though the school had owned the property since 1967. He then claimed that drug use was going on and they had to be torn down. When I asked why a fence couldn't have been constructed around them, he had no response. It wasn't until I attended the Studio City Night Out that I realized why the school had torn them down, when I learned about this project from Save Coldwater Canyon. It was a blackhearted decision to make an end run around an environmental impact report by removing anything historic on the property. The officials even lied about the destruction of these homes at the Studio City Neighborhood Council's hearing on November 5, when they claimed they fell down because of the Northridge earthquake. They did not, as demolition permit # 1101920000 00599, job number B11VN03415 was issued to the school in 2011. Please find attached a Google Street View of one of the cabins dating 2011, which also disproves their comment. The school has no regard for the neighborhood, the environment, or wildlife, and is willing to destroy historic structures and lie to get their way for something they don't need. I hope and pray you deny their request.

Timeline Regarding Demolition Of 1911 Ranch House Coldwater Canyon, Studio City, CA As Investigated By Mary Mallory January 2012

On Saturday, January 14, 2012, Valerie Yaros and I were driving Coldwater Canyon Ave. to UCLA to conduct research in their Special Collections Department. As we neared Harvard-Westlake School and the light at their entrance, we noticed that the vintage wood frame cottages on the west side of Coldwater Canyon Ave. were no longer there.

On Tuesday, January 17, 2012, I emailed Lisa Sarkin, member of the Studio City Neighborhood Council, about the house no longer standing, and that I would conduct research in the matter. She and I began investigating ZIMAS and The Department of Building and Safety's websites to try and determine the address of the home and its age.

On Tuesday, January 31, 2012, I emailed and then called the Office of Historic Resources to find information on this property. I contacted Lambert Giessinger, Historic Preservation Architect in the Department, and between us, we discovered that the property parcel with the addresses 3703 N. Coldwater Canyon Ave., 3705 N. Coldwater Canyon Ave., 3707 N. Coldwater Canyon Ave., and 3717 N. Coldwater Canyon Ave. were owned by Harvard- Westlake, and that 3707 N. Coldwater Canyon Ave. had contained a 1911 wood frame house, one of the very oldest homes in Studio City.

I then called James De Matte, Chief of Campus Operations and Construction to ask what had happened to the ranch house, one of the oldest homes in Studio City. At first he claimed they had no idea as to the age of the home. He then claimed that drug use was occurring on the property, so they decided to tear it down. When I asked why a fence could not have been constructed around it, he had no answer.

I then emailed all members of the Cultural Affairs Committee as well as Lisa Sarkin to inform them of what I had been told by De Matte, of Harvard-Westlake's destruction of an historic structure.

When I heard of the plan to build a garage here in July, 2013, I realized they had committed an end run around an Environmental Impact Report by destroying the historic structure before they submitted a preliminary plan and design for the project.

MM-1 Response

There were five houses on the Development Site, two of the five houses were red-tagged and demolished after the Northridge earthquake and two were demolished in 2011 (permit numbers 11019-20000-00599 and 11019-20000-00600). The demolition occurred prior to the start of and was unrelated to the Project. The fifth house, as discussed in the RDEIR, on Potosi Avenue is owned by Harvard-Westlake and is now proposed to be removed as part of the Project in order to increase the amount of open space on the Development Site. (See RDEIR page 3.4-1 and **Response to Comment D-47.**) Harvard-Westlake commissioned the preparation of a historic resource evaluation (see Chapter 4, Corrections and Additions, of this FEIR for the addition of the new Appendix H.2 Historic Assessment). The evaluation indicated that neither house appeared to be eligible for the National Register of Historic Places, the California Register of Historical Places, or as a City of Los Angeles Historic-Cultural Monument. After obtaining demolition permits from the City, Harvard-Westlake demolished two of the remaining three structures on the Development Site. The comment does not dispute the accuracy of the DEIR analysis and, therefore, no additional response is required. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

NN. Nancy Mehagian, resident, e-mail dated December 8, 2013

NN-1 Comment

I am writing to let you know I am vehemently opposed to the proposed Harvard-Westlake parking structure. I have lived in very close proximity to Harvard Westlake for the past 27 years so I am in a position to have seen the changes in my neighborhood. At first I thought it might be a good idea to have this garage but now I think it is a horrible solution. The City's own report says that even after that 750 car garage is built, ruining the hillside, HW would still have overflow parking into the neighborhood on big events like graduation and Homecoming! I would certainly prefer an occasional street parking inconvenience on special events to a daily worsening of traffic in my neighborhood, another field with noise and light intrusion into the community and the very real potential of the school expanding its enrollment, since they proudly say they have no enrollment cap.

NN-1 Response

The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding the lack of an enrollment cap, **MR-3** regarding the differences between the Ted Slavin field and the practice field including noise and light emissions, and **Response to Comment D-57** regarding the lack of operational traffic impacts. As stated in the DEIR and RDEIR and **MR-1**, the Project will not increase traffic since it does not involve the addition of students or staff or the construction of additional structures on the campus (please refer to **Response to Comment D-51**). Aesthetic impacts were analyzed in Chapter 3.1, and expanded in the RDEIR, which found that there would be no significant operational light impacts. Noise impacts were analyzed in the Chapter 3.7 of the DEIR, and expanded in the RDEIR, which found that there would be no significant operational noise impacts. Traffic impacts were analyzed in Chapter 3.8 of the DEIR and expanded in the RDEIR, which found no significant operational traffic impacts. The commenter is correct that, while daily parking on public streets by Harvard-Westlake students will not be permitted (refer to Chapter 4, Corrections and Additions, of this FEIR in reference to new Project Design Feature PDF-TR-4) and will likely decrease from visitor parking, use of public street parking is expected to continue for graduation, homecoming (DEIR page S-2 and RDEIR page S-3), and other special events that require in excess of 1,188 spaces (RDEIR page 3.8-26). Harvard-Westlake indicates that, in a typical school year, there are few such events. For example, as stated on RDEIR page 3.8-6, Harvard-Westlake estimates that football games can draw an attendance of 1,500 to 2,000 people with corresponding demand for 800 parking spaces. The commenter does not present any facts disputing the sufficiency of the DEIR impact analysis and, therefore, no further response is required.

NN-2 Comment

Ever since HW installed stadium lights, without any notice to the neighbors, our neighborhood has not been the same. There are events, with noise and lights every weekend now. Those stadium lights even shine into my bedroom. It's horrible. And after living through 2 years of necessary DWP construction on Coldwater (my street, Halkirk, was a staging area) with all the attendant noise, pollution, and horrendous traffic, the thought of 3 more years of construction on Coldwater is a nightmare. And what is the benefit to the neighborhood of this parking structure? Absolutely nothing. And the proposed 6 day a week construction will only add to traffic nightmares on Laurel Canyon and Beverly Glen during rush hours.

On Thanksgiving Day, there were kids on HW football field flying remote control airplanes, large ones, right over our homes. One kid even attempted to scale my neighbor's back wall to retrieve a plane that went down. Will there be the same supervision when they have 2 football fields?

I love living near Coldwater Canyon. The last thing I want to see when driving home is a structure that looks like it belongs at an airport.

NN-2 Response

Please refer to **MR-3** regarding the differences in the use between the existing Ted Slavin Field and the practice field including noise and light emissions. Additionally, the City permitted the installation and operation of the lights on the Ted Slavin Field after the City approved a Conditional Use and adopted a Negative Declaration pursuant to CEQA including all required notice provisions of state and local law.

Please refer to **Responses to Comments D-57 and D-67** regarding traffic improvements, **Responses to Comments H-2 and H-5** regarding the lack of construction and operational traffic impacts to Beverly Glen Boulevard, and **Response to Comment D-13** regarding public benefits.

OO. Jeffrey Miller, resident, letter dated November 7, 2013**OO-1 Comment**

I am unable to attend tonight's meeting, but I wanted to express my support to the Studio City Neighborhood Council for Harvard-Westlake's proposed parking structure on Coldwater Canyon. I am a Studio City resident who lives adjacent to the project site (Blairwood Drive). I feel the school has taken several significant concerns, including demand for parking, space for sports practices, safety of students and traffic around the school, and turned around a solution that will benefit the community at large.

I believe that the parking improvement plan will benefit traffic flow by allowing students, faculty and visitors to access the new parking structure directly via the designated traffic lane, while everyone else moves along unimpeded on Coldwater Canyon. These improvements are the kinds of steps we need to alleviate traffic in our area. I think this is a great solution for the Coldwater Canyon and our neighborhood.

For those local residents who are uneasy about the practice field, the school has assured me and other immediate neighbors that the field will not be used on the weekends, and will only be used until 8PM on weekdays. I think that's a great compromise for both the school and the surrounding community.

Harvard-Westlake is an incredible asset to our community. It is my hope that the Studio City Neighborhood Council will stand in support of what I believe to be a reasonable improvement to the school's property.

OO-1 Response

Please refer to **MR-1** regarding opinions in support of the Project. The commenter's support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. As summarized in Chapter 2 of the RDEIR, page 2-10, and amended in FEIR Chapter 4, Corrections and Additions, Project Design Feature PDF-AES-4, the practice field will be used for practices only and the lights on the practice field would be used, as needed, up to 8 p.m. on weekdays (excluding holidays that occur on a weekday). There would be no weekend use of the lights. However, the practice field could be used on weekends up until 5 p.m. without lights.

PP. Harvey Myman, resident, e-mail dated December 2, 2013**PP-1 Comment**

Thank you for the opportunity to comment on the above named project for the expansion of Harvard-Westlake School. I reside at 3930 Sunswept Drive, to the east of the school, and have been its neighbor for approximately 20 years.

Try as I might, there was little to be found in the draft EIR that reflected anything but a pure expansion of the school at the expense of the neighborhood. The massive parking structure with its bridge fundamentally changes the nature and feel of the Canyon. The 87 foot high light standards on the playing field will light the canyon to a level that makes the current lighting that emanates from the football field seem positively dim. And the permanent impact of light pollution should not be underestimated as an issue. The proposed traffic improvements do little if anything to mitigate the impact on residents who travel through the canyon on a daily basis.

PP-1 Response

Please refer to **MR-4** regarding factors taken into consideration in the DEIR and RDEIR conclusion that aesthetic impacts (including character, views and light and glare) would be less than significant, and **MR-3**

and **Response to Comment D-20** regarding the differences between the light impacts from the practice field and the existing Ted Slavin Field and the lack of significant light and glare impacts from the Project. The commenter is incorrect that the light poles would rise to 87 feet from the playing field. As stated in the RDEIR, page 3.1-33, the revised lighting plan using new LED technology which includes 14 light poles, painted green to blend in with the surrounding foliage. These poles will extend approximately 39 feet above the field level (approximately 84 feet above Coldwater Canyon Avenue). Additionally, as explained in the RDEIR, page 3.1-35, the lighting for the practice field will be less than what is used at the Ted Slavin Field (30 fc versus 50 fc for practices and 70 fc for games at the Ted Slavin Field) and there would be a greater number of poles with fewer lights on each pole, as compared to the Ted Slavin Field, to provide greater directional control and minimize spillover light. See also RDEIR Project Design Feature PDF-AES-4 which requires the use of LED lighting fixtures, or an equal alternative, with a visor or shield system, among other features, to reduce the less than significant light and glare impacts. Please refer to **Response to Comment K-1** regarding the Project's traffic improvements and the finding that operational traffic impacts will be less than significant.

PP-2 Comment

There are other solutions to the school's desire to increase its parking. There is nothing novel about putting a playing field above a parking structure, and it can be done at street level by going underground with the parking structure. This is quite common on college campuses throughout the state. And if the school's goal is to reduce construction costs by building up, then they should look into building upon the existing parking structures on the campus. I assume there would be some exploration of ways to reduce the number of vehicles, by increasing their bus fleet or other measures, but this seems almost exclusively designed to allow for student and faculty parking, most of which is currently handled on the campus.

PP-2 Response

Please refer to **MR-1** regarding the need for the Parking Structure and the practice field, **Response to Comment D-12** regarding the need for the practice field, and **MR-7** regarding analysis of reasonable alternatives to the Project including a discussion of the existing TDM program which includes, among other things, operating a bus fleet, and providing subsidies for use of mass transit as well as carpool provisions. The DEIR and RDEIR (Chapter 5) addresses a reasonable range of alternatives. The reasons that increased carpooling, transit use and busing would not substitute for the Project are discussed commencing on page 5-3 of the DEIR and the RDEIR. The reasons that underground parking is not feasible are addressed on pages 5-3 and 5-4 of the DEIR and pages 5-4 and 5-5 of the RDEIR. The DEIR and RDEIR include an alternative with a parking structure on the east side of Coldwater Canyon (Alternative 5) and addresses the reasons why multiple smaller structures on the Campus would be infeasible (DEIR and RDEIR at page 5-4, with such analysis expanded upon in Chapter 4, Corrections and Additions, of this FEIR).

PP-3 Comment

While my concerns are focused on the long term impact of this project on the community, I would be remiss to not comment on the burdens and impact of beginning construction anew in the Canyon after just finishing, or mostly finishing, DWP work there. With the 405 project turning into our local version of the Big Dig, putting more pressure on the Canyon only serves to exacerbate the congestion and problems.

I appreciate your consideration of the negative impacts of this proposal.

PP-3 Response

The DEIR and RDEIR identify construction noise as significant adverse impacts of the Project even after mitigation; however, construction and operational traffic impacts and operational noise impacts were found to be less than significant (see in particular RDEIR Chapter 3.8 Transportation, Circulation and Parking, Table 3.8-5, Construction Traffic Impact AM and PM Peak Construction Traffic Hours and Table 3.8-6 Project Operations Traffic Impact and Chapter 3.7, Noise, Table 3.7-11, Combined Practice Field and Parking Noise Levels). The commenter's concern that these impacts would occur shortly after three years of construction by DWP will be forwarded to the decisionmakers for their consideration in talking action on the Project. Please also refer to **Responses to Comments C-3 and H-5**.

QQ. Residents of Studio City in Support of the Project: James David, Molly Quinn, Paul Kradin, Dianna Quinn, Tom Quinn, Natalie Mahdesian, undated statement**QQ-1 Comment**

As Studio City residents who live close to the new parking garage and field proposed by Harvard-Westlake, we have a significant stake in whether the Parking Improvement Plan is approved or denied.

Harvard-Westlake has been an asset to the community since it first opened here in 1937, and its continued efforts to modernize the Studio City campus have not just benefited the school and its students, but the community as well. A strong Harvard-Westlake is good for the neighborhood: many local Sherman Oaks and Studio City residents send their children and grandchildren there.

That said, we need to evaluate the proposed project based on the impacts it could have on Studio City – both good and bad.

As neighbors of the school, we understand the potential knee-jerk reaction to oppose the plan. But anyone who has witnessed the parking challenges created by Friday night football games, other sporting events on campus and commencement, would agree that we do need a solution.

We have taken the time to evaluate Harvard-Westlake's proposed parking solution based on the facts as presented in the city's comprehensive environmental documents, and have also considered Harvard-Westlake's stewardship of the land for generations.

In the late 1980s, following the merger of Harvard and Westlake schools, the Studio City campus became a dedicated high school (10-12), causing a spike in parking demand. More recently, the school has increased the number of full and part-time faculty to support growing essential educational, athletic and performing arts programs, which has added to the significant overflow parking in the local neighborhood.

Add together the expanded faculty and staff, the increase in number of visitors and a student body at its capacity, and you have a parking program that can't handle the current load. Regularly, we see the large number of cars parked along Coldwater, on residential streets nearby and on the running track. Harvard-Westlake is an active campus, hosting regular events attended by many guests, including members of the Studio City community.

With existing parking lots built for a different era, Harvard-Westlake's proposed plan adds a significant number of new spaces, while enhancing capacity to Coldwater Canyon. And by adding a new practice field atop the structure, the school can better accommodate its diverse athletic programs.

The school's plan to take cars off of Coldwater Canyon will also reduce congestion. Queuing buses on campus instead of on Coldwater Canyon and creating a No Parking Zone alongside the school will keep kids and the fast-traveling cars separate, which makes perfect sense from a safety standpoint.

Harvard-Westlake has designed an elegant solution to address traffic, parking and safety concerns for the school and for the neighborhood, and the addition of nearly 200 trees on the property is good for the environment as well.

Leaders from the school should continue to make clear, as they have to the local community over the past nine months, that the only access to the garage will be from Coldwater Canyon, and that field light will only be used on weekdays and will be turned off by 8 p.m. at the latest. In addition, the school has committed to not use the field for competitions, so the field will not include any seats or a public address system. We urge the school to open the garage to local residents for special events- a move that would alleviate street parking on weekends.

Finally, and importantly, let's not forget that this property recently had two homes on it and served as a storage area for LADWP construction equipment for years. It's far from pristine "open space" as some have represented. A well-planned project on that site that adds trees, increases pedestrian safety, take cars out of our neighborhood and expands capacity on Coldwater Canyon is good public policy.

We are proud to have a school of Harvard-Westlake's caliber in our neighborhood, and generally want to support programs that enhance its status as a leading independent school locally and nationally. We support its plan to address parking and athletic needs in a way that also benefits our neighborhood.

QQ-1 Response

Please see **MR-1** regarding opinions in support of the Project. The commenter's statements and expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

RR. Professor Jennifer E. Rothman, letter dated December 3, 2013

RR-1 Comment

I am writing in opposition to the proposed Harvard-Westlake School Parking Expansion Project. I am a resident of Van Noord Ave. in Studio City and would be negatively impacted by this project. This project would have a significant and adverse environmental impact on aesthetics, land use, biological resources, geology, hydrology, traffic, noise, and air pollution. To the extent the DEIR concludes otherwise it is erroneous. I expressly incorporate, adopt and approve of the specific comments on these points that are being submitted to the City by Douglas Carstens on behalf of Save Coldwater Canyon!, Inc. I also concur in that letter's conclusions and those of the supporting parking and traffic analysis by Brohard & Associates that Harvard-Westlake has utterly failed to substantiate any need for parking, an additional field or any other basis for this project. Not only is this a project that provides no community benefit and is not needed by the community, but many of the School's stated objectives can be met through a variety of less impactful alternatives that the DEIR summarily and unjustifiably dismisses. Again, I hereby incorporate and adopt the comments of Save Coldwater Canyon! on these points.

Rather than restating what is already well developed in that submission, I am writing separately to make several additional points from my vantage point as a resident of the neighborhood.

RR-1 Response

While the comment provides no facts challenging the sufficiency of the DEIR's impact analysis, the commenter generally states that the Project would have significant impacts on aesthetics, land use, biological resources, geology, hydrology, traffic, noise and air pollution, that the DEIR failed to justify a need for the parking or practice field, that the Project provides no public benefits, and that the Project objectives can be met through other alternatives. The DEIR and RDEIR address all of the aforementioned impact categories and the RDEIR identifies significant adverse impacts after mitigation for construction noise and biological resources. The DEIR and the RDEIR identify mitigation measures for the other issue areas that reduce potential impacts below a level of significance. Although the commenter adopts the comments of Save Coldwater Canyon!, the comment does not provide any evidence as to why these issue areas should be considered significant and does not provide any support for disputing the DEIR's conclusions.

The commenter's incorporation of other comments is noted; please refer to the response to specific comments from Save Coldwater Canyon! (found in **Responses to Comments D-1 through D-203, E-1 through E-7, F-1 through F-23, and DDD-1**). The commenter's concurrence with conclusions of the traffic analysis by Brohard & Associates is noted; please refer to the response to specific comments from Brohard & Associates (found in **Responses to Comments D-96 through D-123**). Please refer to **MR-1** regarding the need for the Project, **MR-4** regarding aesthetic impacts, **MR-5** regarding land use issues, **MR-6** regarding open space and biological resources, **MR-7** regarding the Alternatives analysis, and **Response to Comment D-13** regarding community benefits. See below for response to specific comments regarding technical issues and alternatives.

RR-2 Comment

There is No Need for This Project.

I can testify first-hand that there is no parking problem in the neighborhood west of Coldwater Canyon near the Harvard-Westlake School. I have lived on this street for 6 1/2 years and have never had a problem with student, faculty, staff or other Harvard-Westlake parking on my street, Van Noord Ave. During these years and in my daily walks through the neighborhood, I have observed ample free parking on Dickens St. and Greenleaf during school days and football games. Only twice a year do I observe Harvard-Westlake-associated cars in the neighborhood – graduation and homecoming. I am happy to see families arriving to celebrate these major events and do not mind these two days of heavier than usual parking on our street. Nor do my neighbors. I have never experienced any noise pollution (or any noise) from student or other Harvard-Westlake cars during my many years in the neighborhood.

I also do not mind the buses parked on Coldwater Canyon across from open space in an area where there is ample space for those buses and in which they do not obstruct traffic and students can safely enter campus without crossing Coldwater Canyon.

RR-2 Response

Please refer to **MR-1** and **Response to Comment D-10** regarding the need for the Project. The Lead Agency also notes that the DEIR and RDEIR cite parking in the residential neighborhoods to the north of the Campus on the east side of Coldwater Canyon Avenue (RDEIR page 3.8-20), not to the west as described by the commenter.

RR-3 Comment

I have never observed any student safety issues related to parking on Coldwater Canyon or in the neighborhood, other than the lack of sidewalks which makes walking to campus from our neighborhood more difficult for the few families who actually have students attending Harvard-Westlake. It is therefore mystifying that the one possibly legitimate safety issue – the lack of sidewalks – is not even raised by the school, perhaps because it promotes walking. Worse yet, the DEIR nonsensically dismisses the addition of sidewalks by claiming that such sidewalks would make people less safe. This is so absurd a claim it hardly deserves a rebuttal, and, frankly, calls into question the level of scrutiny the City gave to the School-prepared DEIR before releasing it as its own. But alas, such a rebuttal seems necessary: Sidewalks are areas of a street separated from the roadway and elevated as a place for pedestrians to walk safely without competing with motor vehicles. This wonderful monument of city planning has long functioned as a mechanism to improve pedestrian safety and never once has it been suggested as a device to endanger pedestrians. Students, faculty, staff and residents of the neighborhoods South of Ventura who live off of Coldwater Canyon will continue to walk to campus and streets south of Ventura, such as Avenida Del Sol, Alta Mesa and Potosi with or without sidewalks, and with or without the proposed project. The claim that they will be safer without sidewalks is wholly unsupported by the DEIR and ludicrous.

RR-3 Response

The comment mischaracterizes the discussion regarding pedestrian and traffic safety as provided in the DEIR. Further, contrary to the assertion in the comment, the DEIR does not state that adding sidewalks to Coldwater Canyon Avenue "...would make people less safe." The commenter may be referring to the discussion in the DEIR on page 2-10 regarding the proposal by the Project not to provide a sidewalk on the west side of Coldwater Canyon Avenue adjacent to the Development Site so as to discourage undesirable student drop-off and pick-up.

Page 2-7 of the DEIR and page 2-9 of the RDEIR state that one of the Project objectives is to "Enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area, including the relocation of: [c]ars that currently park off-campus along Coldwater Canyon Avenue and the surrounding streets, and [s]chool bus drop-off/pick-up operations on-site." Currently, there is no sidewalk on the east side of Coldwater Canyon Avenue, including the areas north of Campus. Regarding safety to motorists and pedestrians, the DEIR, RDEIR, and Traffic Study correctly conclude that the Project's proposal to have students and visitors to Harvard-Westlake park in the Parking Structure and walk to Campus via the proposed pedestrian bridge is superior to the current scenario whereby students and visitors often park on Coldwater Canyon Avenue and walk on the street adjacent to moving traffic to and from Campus. Please also refer to **Response to Comment 9.6R-14**.

RR-4 Comment

Nor should the school's avaricious seeking of a second football field – something unprecedented in residential hillside communities – come on the backs of our neighborhood, the city's zoning and safety ordinances or rare wildlife habitat. Wanting a second football field is hardly a "need". If the City plans to consider this outrageous desire as a "need", then it must also consider that the school will no doubt have further "needs", for example, for tennis courts, a second pool, beach volleyball courts, a baseball diamond, and who knows what else – a helipad? Where will the line be drawn?

RR-4 Response

Project objectives are identified in the DEIR (page 2-6) including the objective to "enhance playing field facilities to increase opportunities for recreational activities on campus." CEQA does not require that an EIR document show a "need" for a project, only that it provide the objectives sought to be accomplished through a proposed project. Nonetheless, please refer to **MR-1** and **Response to Comment D-12** regarding

the need for the practice field. Please also refer to **MR-5** regarding the appropriateness of school uses in a residential neighborhood with a conditional use permit, **MR-6** regarding the Project's location, the condition of the Development Site and impacts to biological resources, and **MR-3** regarding the differences between the practice field and the existing Ted Slavin Field. The commenter's statements that approval of this Project would lead to request for future projects is speculative and, therefore, no further response is required.

RR-5 Comment

Aesthetic Impact is Significant and Undeniable

The DEIR makes the audacious and unsupportable claim that there is no aesthetic impact from this project. The proposed project is the epitome of a significant aesthetic impact. The replacement of natural habitat and vistas with a man-made massive parking garage, field with netting, light poles and a bridge over a scenic highway is the definition of a significant aesthetic impact. Trying to turn a sow's ear into a silk purse, the DEIR makes the ridiculous claim that Harvard-Westlake's eyesore of a bridge will be a "Gateway to Studio City." This regurgitation of the Harvard-Westlake publicity brochure talking point is insulting to all Studio City residents. We want to look at a beautiful canyon filled with trees and animals and some residential housing, not a brightly lit monstrosity that connects a massive private parking lot for Harvard-Westlake students to the private school campus. This bridge is a gateway to nowhere but Harvard-Westlake's own campus. Replacing beautiful dark night skies with glare from the parking garage, field and bridge will ruin my and other residents' experiences of the stars.

I, like many other residents of the Studio City and Sherman Oaks hillsides, choose to live in this neighborhood because of the rural feel of the community. It has only single-family homes, is filled with trees, is surrounded by designated open space and Santa Monica Mountains Conservancy protected open space land. Owls frequently nest and live on our streets. Coyotes have walked down my street. Hummingbirds and butterflies visit my garden and my children and I walk through the neighborhood looking for such lovely fauna. There are few places in Los Angeles where one can enjoy stars at night, but from our house I can stand out front and see constellations, even the belt on Orion is visible on a clear night. I want to look at trees and a beautiful hillside, not a massive parking structure with a field on top and netting and lighting towers. I want to look at the beautiful Santa Monica Mountains and the lovely, winding and designated scenic highway, not an unsightly manmade bridge akin to those seen at LAX connecting airport parking lots to the terminals. I want to listen to birds & crickets chirping, and owls hooting, not to horns honking, car alarms, car radios, whistles and cheers from sporting events. This alteration in the topography and view is profound, devastating and antithetical to everything this neighborhood has long represented and encompassed. Any conclusion other than that this is a significant aesthetic impact demonstrates the City's complete lack of review of this project and its failure to adhere to the requirements of CEQA.

RR-5 Response

Please refer to **MR-4** regarding the basis for the conclusion that aesthetic impacts are less than significant and **MR-3** regarding the differences between the use of the practice field and the Ted Slavin Field and consequently less than significant light and noise impacts. The DEIR and RDEIR discuss potential aesthetic impacts of the Project in Chapter 3.1, Aesthetics, and evaluates potential impacts based on the *L.A. CEQA Thresholds Guide*. The DEIR and RDEIR concluded that impacts to aesthetics and light and glare to be potentially significant before mitigation; however, the DEIR and RDEIR also concluded that with the implementation of project design features and mitigation measures (for example, extensive landscaping and shielding of lights), aesthetic impacts would be reduced to below a level of significance. See also **Responses to Comments D-139** regarding the design of the Parking Structure and pedestrian

bridge and **Responses to Comments D-15F, D-15I and D-15J** regarding scenic views and aesthetics, and **MR-6** regarding the condition of the Development Site and Desirable Open Space designation of a portion of the Development Site and impacts on biological resources.

The City considers spillover lighting of less than 2 fc to be less than significant. As noted on page 3.1-29 of the RDEIR, lighting of the practice field would be at a lower level than is currently used on the Ted Slavin Field (30 fc proposed to be used on the practice field as opposed to the 70 fc required for game play and the 50 fc used for practice on the Ted Slavin Field). Figure 3.1-26 in the RDEIR shows that lighting levels would be reduced with distance from the Parking Structure. Spillover lighting levels would be 0.0 fc at the closest adjacent properties to the Development Site using the required LED light fixtures. See also **Responses to Comments D-168 and D-172** regarding light and glare impacts and **Response to Comment D-17** regarding lack of interference with star-gazing or views of the night sky.

Chapter 3.7 of the DEIR and the RDEIR analyze noise impacts including noise from the Parking Structure and practice field and from the combination of the two (see, for example, discussion in the RDEIR commencing on page 3.7-16) and the Project would result in less than significant noise impacts according to the City's criteria. Construction noise was found to be temporary but significant and unavoidable even after application of mitigation measures because they would exceed the City's 5-dBA threshold of significance (see RDEIR page 3.7-24).

RR-6 Comment

I can also testify first-hand that the lights from the current athletic field light up the night sky when they are on and prevent me from viewing stars on those evenings. Based on my review of the 2006 conditional use permit issued on that field, the School is in violation of that permit. It operates the field lights after the 8 p.m. cutoff time on days when it is not permitted to and the lights spill into the neighborhood in violation of the terms of the 2006 CUP. I moved into the neighborhood before these lights were used, but after the 2006 CUP had issued. In speaking with other neighbors, most of whom lived here prior to that CUP being issued, none had notice of this CUP and all agree that the use of lights and a PA system on the Ted Slavin field has significantly and negatively impacted the neighborhood. Not only must the violations of the CUP be taken into consideration, but the failure of the mitigation measures employed in the 2006 CUP to work demonstrates that the proposed lighting technology for the proposed field will not work. Instead, the lights will spill out into the neighborhood ruining our community's enjoyment of our backyards and even our own houses. This has been the result of the lights from the Ted Slavin field which have been documented to light up backyards and houses far from the field.

RR-6 Response

Please refer to **MR-3** regarding the difference in light emissions from the practice field and the Ted Slavin Field and **MR-1** regarding alleged violations of permits. Pursuant to the CUP that the City approved after City-required notice, Harvard-Westlake is permitted to use the lights on the Ted Slavin Field until 8:00 p.m., except that during each school year, Harvard-Westlake can use the lights up to 11:00 p.m. seven Friday nights and one Saturday night. Lights are not allowed to be used on Sundays. Musco, the light manufacturer, maintains an electronic log of when the lights at the Ted Slavin Field are turned on, turned off, and how bright they are. Harvard-Westlake's review of the log times for when lights were switched off during the period January 1, 2014 through April 30, 2016, indicates that there were no instances when the lights were switched off after 8:00 p.m. (other than the permitted Friday and Saturday nights). As indicated in **Response to Comment RR-5**, lights on Ted Slavin Field are brighter than the lights for the practice field (70 fc for game play and 50 fc for practice play as opposed to the 30 fc for the practice field); anticipated spillover light levels from the lights are shown in Figure 3.1-26 of the RDEIR. No public address system is proposed for the practice field, as only practice play will be allowed (see FEIR Chapter

4, Corrections and Additions, Project Design Feature PDF-N-3). Installation of a new, permanent public address system at Ted Slavin Field was specifically not allowed as a condition of the permit allowing construction of lights at Ted Slavin Field. However, continued use of the then-existing portable public address system was allowed.

RR-7 Comment

Damage to the Biological Resources Must Include Harm to Residents

The biological resources analysis is wholly deficient. Not only for the numerous reasons set forth in the Save Coldwater Canyon! submission and the report by Land Protection Partners, but also because it completely ignores the negative impact on human beings. Numerous studies have shown that there is a significant health consequence to humans from replacing natural surroundings with urban, manmade ones. The loss of woodland and habitat will also affect the temperature and content of the air in this neighborhood. The loss and either death or “relocation” of fauna will also fundamentally alter my and other residents’ experience of the neighborhood.

RR-7 Response

Please refer to **MR-4** regarding aesthetic impacts from the Project including character, views and scenic vistas, **MR-6** regarding the condition of the Development Site and impacts on biological resources and **Responses to Comments D-153 through D-188** regarding the responses to specific comments from Save Coldwater Canyon! and Land Protection Partners. CEQA and the *L.A. CEQA Thresholds Guide* focus on impacts to identified sensitive species and habitats. Impacts to humans are not addressed in the biological resources analysis. Rather, impacts to humans are addressed in other DEIR and RDEIR Chapters (aesthetics, air quality, noise, etc.). Substantial changes to temperature and air content as a result of loss of trees is not anticipated because the Project would replace protected trees at a ratio of 4:1 and non-protected trees at a ratio of 2:1. Therefore, after implementation of the Project, there will be at least four times as many trees than exist today, and due to Regulatory Compliance Measures the trees will be maintained in a healthier, more foliated condition as compared to the Development Site’s existing biological state. Impacts to local fauna are identified in the DEIR and RDEIR, Chapter 3.3. Impacts to non-sensitive species are considered less than significant, however, impacts to the coastal western whiptail lizard and the San Bernardino ringneck snake and cumulative impacts to the oak-walnut woodland and the associated sensitive species that forage in the oak-walnut woodland would be significant and unavoidable even after implementation of regulatory compliance measures, project design features, and mitigation measures (see RDEIR commencing on page 3.3-23).

RR-8 Comment

The Project is Not Compatible with Current Land Use

Yet another example of the failure of the City to scrutinize this proposal is provided in the unsupportable conclusion that this project is consistent with the current land use designations. I specifically bought a house in this neighborhood because of its exclusive and minimum residential zoning. I looked carefully at my title report to confirm that no school uses, businesses or multi-unit residences could be built here. I also relied on numerous safety and building ordinances to protect me in the hillside community, most notably the Baseline Hillside Ordinance which prevents retaining walls from being built that exceed 12 feet in height. I also chose to live in an area that was not urbanized and that was adjacent to Santa Monica Mountains Conservancy land.

A massive 750-car parking garage, athletic field, and athletic offices is not in keeping with this exclusively residential and protected open space area. The DEIR’s conclusion otherwise is wholly indefensible and defies both reality and basic logic. The claim in the DEIR that there are currently school uses on the west

side of Coldwater Canyon or other non-residential or conservancy uses is patently untrue. (DEIR, 3.6-11). Nor can the nearby campus on the east side of Coldwater Canyon be shoehorned into the west. These are different neighborhoods, that have different topography and different zoning. Far from schools being a “preferred” use, they are disfavored in this quiet residential community surrounded by protected wildlife habitat. This is unquestionably a disfavored use of this designated desirable open space land in an area zoned exclusively for minimum residential use and conservation land.

RR-8 Response

Please refer to **MR-5 and MR-6** and **Response to Comment D-42, D-45, and D-52** regarding land use issues and desirable open space designation including Project impacts on biological resources. CEQA and the *L.A. CEQA Thresholds Guide* focus on 1) whether a project could divide a community and 2) whether a project could conflict with applicable plans. As noted on DEIR page 3.6-7 and the RDEIR commencing on page 3.6-6, land use impacts are considered on a case-by-case basis and the determination of significance takes into account the extent of area impacted, the nature and degree of impact and the type of land uses in the area. The Project would be across Coldwater Canyon Avenue from the Campus that it would serve and would not divide a community. The Project’s consistency with applicable goals, objectives and policies of the General Plan and Community Plan is identified in Tables 3.6-1 and 3.6-2 of the DEIR and RDEIR. These tables explain how the City reached the conclusion that the Project is substantially consistent with the purpose, intent and provisions of the General Plan and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. In general, schools are not seen as incompatible use with residential uses, and are permitted in residential zones with a conditional use permit. Because of the topographic separation from uses to the west and because school uses are common and are generally considered a compatible use in residentially zoned areas, the DEIR and the RDEIR appropriately concluded that land use impacts are less than significant. Contrary to the commenter’s comment, the DEIR does not indicate that school use is preferred; it is simply allowable and, as described on page 3.6-11 of the DEIR and page 3.6-12 of the RDEIR, would be consistent with applicable policies in the Community Plan that give preference to the expansion of existing schools over the acquisition of new sites.

The school currently uses the Development Site for storage. Contrary to the assertion in the comment, the DEIR at page 3.6-11 merely states that the Development Site, located on the west side of Coldwater Canyon, is owned by Harvard-Westlake and that the Project would be compatible with other educational uses already located within the immediate vicinity including the Campus and St. Michael’s Church which are both in a residential zone and the TreePeople facility which is in an open space zone. All three, the Campus, the Church and the TreePeople facility include educational uses. Nonetheless, the RDEIR acknowledges the incorrect statement made in the DEIR that the west side of Coldwater Canyon Avenue is already developed with the Campus, and a correction was made on page 3.1-31, third paragraph, second sentence.

Also, as explained in **MR-6**, the Project would not be out of scale with the existing residential neighborhood because, in part, of the Parking Structure's placement adjacent to the hillside and its setback from the curblin reducing the impression of height and mass, and its use of landscaping elements as screening, as well as the intervening hillsides that limit views of the site. Moreover, while portions of the Development Site are within a Desirable Open Space designation, the designation does not prohibit development of the site. As explained in Table 3.6-2, the Project would minimize its footprint by constructing the majority of its structure within an area already graded and disturbed. (See also **Response to Comment D-47**.) Finally, although the Development Site is subject to the City's Baseline Hillside Ordinance, the Ordinance does not limit the size of retaining walls for non-residential uses. (See **Response to Comment G-8** for applicable retaining wall regulations.)

The commenter's opinion that the Project may not be compatible with the surrounding community will be forwarded to the decisionmakers for their consideration in taking action on the Project.

RR-9 Comment

The Traffic Either Will Worsen or the School has No Need for Parking

I experience first-hand backups on Coldwater Canyon to and from my house and the increasing clogging of local streets by commuters, especially during the morning rush hour. The traffic on Coldwater Canyon and in my neighborhood during the DWP construction was horrible. Cars backed up on to my street, Van Noord, and west on Greenleaf and on Dickens from Coldwater to Valley Vista. The prospect of two more years of such closures and construction is rather ominous and the claim that there will not be traffic problems during construction in the DEIR is unbelievable and unsubstantiated. The underlying traffic report provides no flagging or closure plan making its assessment of construction traffic meaningless.

RR-9 Response

Please refer to **MR-1** regarding the need for the Parking Structure. The analysis of potential traffic impacts due to construction of the Project is provided in the DEIR beginning on page 3.8-12 and the RDEIR beginning on page 3.8-13. As summarized on Table 3.8-5 of the RDEIR, which updates that table from the version in the DEIR, the traffic related impacts due to construction of the Project at intersections along Coldwater Canyon Avenue are expected to be less than significant.

The comment references the Department of Water and Power (DWP) Trunk Line project on Coldwater Canyon Avenue, which has since been completed. The construction of the Project will differ from the DWP Trunk Line project. For example, the Trunk Line project resulted in a multi-day closure of Coldwater Canyon Avenue from Ventura Boulevard to Mulholland Highway. By comparison, the construction of the Project would require only one closure of Coldwater Canyon Avenue for approximately eight hours on a day of the week and at a time as specified by the Department of Building and Safety (refer to **Response to Comment 9.7R-13**) (see FEIR Chapter 4, Corrections and Additions). Additionally, contrary to the assertion in the comment, the DEIR and RDEIR do include provisions to reduce construction traffic impacts. For example, the Project would include the use of flag person to ensure construction activities have a minimal impact on traffic. Please refer to Mitigation Measure MM-AQ-6 and **Response to Comment D-62**.

Additionally, the DEIR, as revised in the RDEIR, adequately describes all the construction activities and the impact on the study intersections including an updated analysis to evaluate impacts during peak truck traffic hours. This analysis shows that no truck trips would occur during the morning peak commuter hours (see RDEIR on pages 3.8-13 and 3.8-14) which appears to be the time of most concern to the commenter, and remain limited in their volume until 10:00 a.m. as specified in Project Design Feature PDF-TR-1. Please also refer to **Responses to Comments C-3 and H-5**.

RR-10 Comment

After the garage is constructed, there is a claim that no new cars will come to campus so traffic won't increase. First, if this is true, then there is no need to build the parking facility at all as there is no documented parking problem.

RR-10 Response

Please refer to **MR-1** regarding the existing, daily shortfall of parking on the Campus. As stated on page 3.8-16 of the DEIR and page 3.8-19 of the RDEIR, Harvard-Westlake does not propose an increase in student enrollment or faculty in conjunction with the Project. Additionally, no new structures on the Campus are proposed that would potentially generate new vehicle trips. The Parking Structure is needed to accommodate current demand on-site. Thus, the DEIR and RDEIR correctly conclude that the Project will not generate new vehicle trips. The DEIR and RDEIR do state that some localized shifts in existing trips are expected due to the Project and thoroughly analyzes that shift commencing on page 3.8-16 of the DEIR and page 3.8-19 of the RDEIR. Please also refer to **Response to Comment D-57**.

RR-11 Comment

Second, Harvard-Westlake has repeatedly increased enrollment after saying it will not do so, so its claims here that enrollment will not increase ring rather hollow. In fact, a lawyer for the school, Edgar Khalatian, claimed at a recent Studio City Neighborhood Council meeting on November 7, 2013 that the school has no enrollment cap whatsoever and can expand as it sees fit. No one builds a multi-million dollar 750-space parking garage to sit empty. It doesn't take a rocket-scientist to figure out that the school has major plans afoot. Such plans likely include a combination of demolishing current parking to build more on its current campus footprint, increasing enrollment, enlarging faculty & staff, increasing use by third-parties, and further building on the west side of Coldwater once a beachhead via the bridge and parking garage have been obtained. Accordingly, more traffic is likely to come, worsening rather than alleviating traffic on Coldwater Canyon.

RR-11 Response

Please refer to Comment **MR-1** regarding the need for the Parking Structure and the lack of a City imposed enrollment cap. Please also refer to **Response to Comment RR-10 and D-51** regarding the multiple statements in the DEIR and RDEIR that Harvard-Westlake does not propose an increase in student enrollment in conjunction with the Project. Harvard-Westlake has not proposed to demolish any existing buildings (other than the single-family home on the Development Site) or to develop any new buildings, and any such request would need to be approved by the City after appropriate review, including compliance with CEQA. (See also **Responses to Comments D-10 and D-11**.)

RR-12 Comment

Third, the changed traffic patterns will lead to more cars turning across heavier southbound traffic in the morning creating a traffic nightmare.

RR-12 Response

The analysis of potential traffic impacts due to the Project are summarized in Chapter 3.8 Transportation, Circulation and Parking of the DEIR and are revised in the RDEIR. This includes specific consideration of localized traffic distribution shifts following completion of Project Construction (beginning on RDEIR page 3.8-19). Additional detailed information is contained in the Traffic Study provided in Appendix G of the DEIR. As shown on Table 3.8-6 of the RDEIR, the Project, with the additional travel lanes on Coldwater Canyon Avenue proposed in conjunction with the Project, including the northbound left-turn lane serving the Development Site, will improve and not degrade traffic operations at the Coldwater

Canyon Avenue/Main Driveway intersection. The DEIR and RDEIR appropriately concluded that development of the Project will not negatively impact traffic. Although the comment does not provide evidence disputing the accuracy of the traffic analysis, the commenter's opinion will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **Response to Comment K-1**.

RR-13 Comment

Fourth, to the extent that the lane striping south of Ventura to Van Noord provides any traffic relief, it could be done inexpensively by the city without any involvement of Harvard-Westlake.

RR-13 Response

The comment provides a summary of the voluntary traffic improvement of adding a second southbound lane on Coldwater Canyon Avenue beginning south of Ventura Boulevard. As LADOT has stated its opposition to the voluntary improvement, it is no longer proposed by Harvard-Westlake. Harvard-Westlake has proposed to dedicate its property to restripe portions of Coldwater Canyon Avenue to improve traffic flow. The improvements would be made to property that Harvard-Westlake owns, so the City could not make the proposed improvements without Harvard-Westlake's involvement. Please also refer to **Response to Comment D-63**.

RR-14 Comment

Finally, the proposed turn lanes are far too short to accommodate the number of vehicles that would all be coming to campus at the same time, and contemporaneous with morning rush hour traffic.

RR-14 Response

The commenter's belief that the turn lanes serving the parking structure on the Development Site are too short to meet accepted standards is incorrect. All the lanes would be in compliance with LADOT standards. The RDEIR includes additional analysis on the turn lanes commencing on page 3.8-22. Please also refer to **Responses to Comments D-65 and D-106**.

RR-15 Comment

The Bridge is a Danger to the Community and Citizens of Los Angeles

Separate from its profound aesthetic damage, the proposed private skybridge poses a significant hazard to the neighborhood, Harvard-Westlake students, faculty and staff, and all Valley residents. This bridge was not studied at all as part of the DEIR and a recent independent geological study by Kenneth Wilson, submitted with the letter on behalf of Save Coldwater Canyon!, reveals that it is very likely to "fail" in a seismic event as the two sides of the bridge would be on very different soil conditions, one bedrock, the other liquefaction. On this basis alone, this project must be rejected by the City. Any other outcome would suggest that the City is cavalierly willing to risk the blockage of Coldwater Canyon in the case of an earthquake and likely fatal injuries to motorists driving underneath to kowtow to one elite private school.

RR-15 Response

Please refer to **Responses to Comments C-4 and C-5** regarding the safety of the pedestrian bridge, including soil and seismic conditions, and **MR-4 and Response to Comment D-139** regarding the less than significant aesthetic impacts of the pedestrian bridge. RDEIR page 3.5-21 states:

"The Byer Report contains recommendations to resist the ground shaking, including the use of pile foundations that are anchored at least 8 feet into bedrock. The Project includes drilled piles throughout the majority of the parking structure itself as well as the pedestrian bridge landing on

the east side of Coldwater Canyon. Additionally, the Project’s structural engineer, John A. Martin & Associates, reviewed this seismic information and incorporated compensating elements into the Project design, such as moment frames, and, at Harvard-Westlake School’s request, used seismic loads 50 percent in excess of those required by the City’s Building Code.”

The Byer Report was peer-reviewed and approved by the Department of Building and Safety. Given that the Parking Structure and pedestrian bridge foundations will derive support directly from bedrock, there is no “difference in foundation properties” as Kenneth Wilson cites in his report. Further, the Parking Structure and pedestrian bridge have been designed, based upon Building Code, to resist earth shaking.

For other responses to the comments of Mr. Wilson included in the comment letter of Save Coldwater Canyon!, please refer to **Responses to Comments D-89 to D-203**.

As noted in Chapter 4, Corrections and Additions, of this FEIR, Regulatory Compliance Measure RC-GEO-6 has been updated to include regular inspections of the pedestrian bridge and inspections following an earthquake. RC-GEO-6 has also been renumbered to Mitigation Measure MM-GEO-1.

RR-16 Comment

The Importance of the Baseline Hillside Ordinance is Dismissed and the Entire Hillside is Placed at Risk

The Baseline Hillside Ordinance was put into place to protect hillside communities from dangerous excavation plans. The School’s bold and outrageous claim that it is exempted from the application of this ordinance should send shockwaves of fear through every hillside community in this city. School uses are not allowed in this hillside community at all. The notion that the school can seek the privilege of building in an area exclusively zoned for residential uses and then turn around and claim that it doesn’t need to follow the very same rules as everyone else is outrageous and very, very dangerous. The school seeks to excavate a staggering amount of soil – 135,000 cubic yards, when the ordinance only permits grading to 1,600 cubic yards and export of 1,000 yards. The School proposes three retaining walls, one that will be 84 feet high. The Hillside Ordinance limits retaining wall height to 12 feet for the safety of all hillside residents. This isn’t a mere numbers game. These exceptions put at risk the entire hillside, the houses on top and the lives of residents. Again, this isn’t idle speculation. Other residents of the community have been denied building permits near the project site because of landslide concerns and the underlying geotech report failed to even crosssection the most vulnerable portions of the hillside. The geotech report conceded that it could not even fairly assess the project because no specific plans had been provided. The City cannot possibly provide an environmental review, let alone approval, under such conditions, especially when the safety of the community is so clearly at risk.

RR-16 Response

The Project is subject to the Baseline Hillside Ordinance, and Harvard-Westlake has requested relief from Code standards in regards to grading: (i) grade approximately 2,500 cubic yards in a Hillside Area on a lot in the RE40 zone, in lieu of the 1,600 cubic yard maximum and (ii) export approximately 3,000 cubic yards in a Hillside Area, in lieu of the 1,000 cubic yards of export maximum. The Baseline Hillside Ordinance does not limit the number or size of retaining walls for non-residential uses. Please refer to **MR-5** and **MR-6** for issues related to the Property’s zoning designation and **Response to Comment D-44**, which explains that school uses may be permitted with the approval of a Conditional Use Permit. See also **Response to Comment D-3** for a discussion of the approvals requested for the Project pursuant to the Baseline Hillside Ordinance.

The Geology and Soils analysis presented in the DEIR has been augmented and peer-reviewed in the

RDEIR. Please refer to **Responses to Comments C-4 and D-192** regarding the stability of the hillside. See also, RDEIR Appendices E.1, E.1a, and E.1b. All analyses in the Byer Report were conducted following acceptable City and State guidelines and demonstrate that the slopes above and below the soil nail retaining walls will be grossly and seismically stable with factors of safety in excess of City requirements (Appendix E.1, Part 1, pages 19 through 21). Moreover, the Grading Division of the City's Department of Building and Safety reviewed the Byer Report and approved the recommendations subject to conditions enumerated in its Geology and Soils Report Approval Letter, dated July 21, 2015 (RDEIR, Appendix E.1b.) As to the issue of hillside excavations, the RDEIR includes a detailed analysis of the excavation requirements and methodologies included in the Final Geologic Soils and Engineering Report (RDEIR, Appendix E.1), the Geological Report Peer Review (RDEIR, Appendix E.1a) and the City of Los Angeles and Soils Approval Letter (RDEIR, Appendix E.1b). Included in the City's approval letter is a detailed list of requirements to ensure the safety of the soil excavation and exportation, including, without limitation, compliance with the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial safety, approval of the grading by the Board of Building and Safety, and recommendations for the unsurcharged temporary excavations (Appendix E.1b, pages 2 and 3). Please also refer to **Responses to Comments D-77 and D-197** regarding the safety and design of the soil nail retaining walls.

RR-17 Comment

The DEIR also completely ignored testimony from the community that during rainfall, rocks and debris flow off of the hillside on to the canyon road and into some backyards. The DEIR also failed to address the routine flooding on Coldwater Canyon north of Ventura from water runoff flowing down from Mulholland.

RR-17 Response

Please refer to **Response to Comment D-79** regarding the updated hydrology study in the RDEIR and the finding that the Project will not increase surficial runoff. Rock fall and debris flow from hillsides on to canyon roads is a common occurrence. The Parking Structure and supporting storm water management system infrastructure provide rock and mudslide protection to Coldwater Canyon Avenue since the Parking Structure would be between the hillside and the roadway. As indicated commencing on page 3.5-25 of the RDEIR, implementation of the Project would increase the area of impermeable surfaces in the drainage tributaries from 5-10 percent to a post-construction 14 percent, thereby increasing the potential for runoff during storms. However, the Project would include flow-through planters that would be designed to increase storm water infiltration (i.e., reduce and/or control the flow of surficial runoff). The surface runoff from the Development Site would be collected at multiple points through catch basins with flow guard filter insert and discharged to these flow-through planters. These flow-through planters have been designed for a capacity of 9,000 square feet which exceeds the Department of Public Work's best practices required capacity of 7,676 square feet (RDEIR Appendix E.3, page 2). Water not retained on-site would be conveyed to existing storm water conveyance facilities, thereby reducing the potential for erosion occurring on-site. As such, the implementation of the Project would result in a less than significant impact related to soil erosion and sedimentation. Additionally, the Project has prepared a plan to address the City's Low Impact Development (LID) Ordinance (which includes requirements for a Standard Urban Stormwater Mitigation Plan (SUSMP)), to identify and mitigate anticipated flows to the existing on- and off-site storm drain facilities and to ensure that these flows could be accommodated by existing facilities. (See RDEIR, Appendix E.3; see also, Regulatory Compliance Measures RC-HYDRO-1 through 12.) Routine flooding on Coldwater Canyon Avenue south of Ventura Boulevard is an existing condition that would not be made worse by the Project. As explained above, the Project would not be expected to cause new flooding or contribute to greater flooding.

RR-18 Comment**Numerous Feasible Alternatives were Unreasonably Dismissed**

The DEIR dismisses numerous feasible alternatives without even a second thought. First, there is absolutely no reason why multiple small parking lots on the School's current campus could not be used – adding an extra story up and one down on each existing lot. Even the outrageous claim that over 1,000 spots are needed could be addressed using such an approach on the current campus. Perhaps most importantly, given the utter lack of evidence of any need for more parking, none of even the much smaller parking options on the current campus can be dismissed.

RR-18 Response

Please refer to **MR-1 and Response to Comment D-10** regarding the need for additional parking and to **MR-7** regarding sufficiency of Alternatives analysis. The potential for smaller structures throughout the campus is addressed on page 5-4 of the DEIR and the RDEIR and is expanded upon in Chapter 4, Corrections and Additions, of this FEIR; none of the locations available for multi-story construction would provide for a practice field and would not result in significantly reduced environmental impacts as compared to the Project. (Please also refer to **Response to Comment D-12** regarding the need for a practice field.) The one potential location for a multi-story structure on the east side of Coldwater Canyon Avenue (in the Southern Parking Lot) is discussed as Alternative 5. As discussed in the DEIR on page 5-27 and the RDEIR on page 5-28, Alternative 5 would not meet Project objectives related to improved circulation and enhanced athletic fields and recreational opportunities. While this alternative would reduce or avoid some of the (less than significant) environmental impacts that would occur under the Project, significant construction noise impacts would remain, view impacts would be greater and improvements to Coldwater Canyon Avenue including removal of buses would not occur.

RR-19 Comment

Second, the dismissal of reducing parking demand and the use of satellite parking is unsupportable. Far from being infeasible or more expensive, both of these options are obviously cheaper than the massive proposed construction project and these approaches have been successful at numerous local schools, including Buckley and Notre Dame. Moreover, the school is happy to provide valet parking to its students, faculty and staff during construction so it does not seem to have any problem figuring out solutions to parking challenges that don't involve wrecking a neighborhood and destroying the environment when it wants to do so. Certainly, on the few days a year when they allegedly have overflow parking they could use valet parking. The notion that the school does not need to make any effort to encourage alternative modes of transportation and reduce parking demand demonstrates the school's complete lack of care for the environment and its neighbors. These are not the sort of values that the school should be inculcating in our children and should weigh against providing any special privileges to the school.

RR-19 Response

Please refer to **MR-7** regarding the adequacy of the Alternatives analysis, including expanded strategies for transportation management. As discussed in **MR-7** and on DEIR page 3.8-7 as well as RDEIR page 3.8-6, Harvard-Westlake currently undertakes a number of voluntary measures to reduce vehicular trips, and as a result of Harvard-Westlake's transportation demand management plan, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

As discussed in the DEIR on page 5-3 and the RDEIR on page 5-4, increased transportation demand management is a mitigation measure that could help reduce demand for parking but not to the extent that additional parking would not be needed. Also as noted on DEIR and the RDEIR, the potential for off-site

leasing of parking is considered speculative and infeasible as well as presenting logistical problems. Please refer to **Response to Comment D-90** regarding the potential use of parking valets. Nonetheless, the commenter's opinion concerning alternative parking strategies will be forwarded to the decisionmakers for consideration in taking action on the Project.

RR-20 Comment

Third, underground options for the bridge and parking are possible. Underground parking exists nearby and the underlying geotech report found no water on the site even up to 71 feet below ground. The entire structure could therefore be built below ground.

RR-20 Response

Please refer to **MR-7** regarding the adequacy of the Alternatives analysis and **Response to Comment D-91** regarding a subterranean parking structure. As discussed in detail beginning on page 5-3 of the DEIR and page 5-4 of the RDEIR, a subsurface parking garage and/or subsurface tunnel under Coldwater Canyon Avenue were considered, but eliminated from further consideration due to the various physical constraints as well as comparable, and in some cases increased, environmental impacts. Further, as explained in the RDEIR, the issue of a subterranean parking structure was reviewed in the KPFF Report Regarding Feasibility of Building Subterranean on Campus Side (RDEIR, Appendix E.4). The KPFF assessment concluded that major stormwater infrastructure would be needed (large storm drain pipes in the range of 60 to 84 inches in diameter) on the Campus and within Coldwater Canyon Avenue. Installation of a large storm drain pipe in Coldwater Canyon Avenue is not feasible due to the existing utility infrastructure already occupying Coldwater Canyon (i.e. there is not sufficient space within Coldwater Canyon Avenue to install the required infrastructure). Even if space was available to install the large storm drain within the street limits, the construction efforts could affect existing utilities because of their close proximity. The potential for subsurface parking and a subsurface crossing rather than a bridge is discussed on pages 5-3 to 5-4 of the RDEIR. Flooding and safety concerns combined with existing infrastructure make this option infeasible. The approval of this type of alternative would not reduce any of the Project's significant environmental impacts, and would actually increase the duration of construction (e.g., approximately 44,000 cubic yards of additional grading would increase the duration of construction and related construction impacts).

RR-21 Comment

Harvard-Westlake Does Not Deserve Special Treatment

No resident of this neighborhood would ever be granted permission to violate so many laws in one project. This project requires exceptions to zoning laws, bars on building on designated open space, setback limits, height limits, retaining wall limits, limits on soil excavation, airspace restrictions and protected tree ordinances. No other resident or school would be granted exceptions to all of these important city laws. The only way in which this project is not immediately dead on arrival is if Harvard-Westlake is afforded special privileges and is treated differently than everyone else would be.

Harvard-Westlake operates in Studio City as a privilege, not a right. Its current actions demonstrate that it does not deserve that privilege. It has not been a good neighbor to this community. Its field lights brightly illuminate our backyards and houses, and its PA system and football games can be heard even with the doors and windows closed. I am personally not able to entertain in my backyard during game nights and have to close my windows and cannot enjoy the nice Fall air flow through my house. The School has made little effort to address its violation of its CUP on the Ted Slavin field or the concerns of neighbors that have been registered with it. The School also has routinely made promises to the City and the Community that it has not kept. It has repeatedly assured the City that it would not increase enrollment or need more

parking, yet it has continually increased enrollment. It has built out its campus with promises that it won't need more parking as a basis to get building permits, and now turns around and claims that it needs more parking.

RR-21 Response

Please refer to **MR-5 and MR-6** regarding the Development Site zoning and the appropriateness of schools in a residential neighborhood and the discussion of discretionary approvals requested by Harvard-Westlake for the Project. Comparisons to residential development standards are not useful since a school in a residential zone is permitted only with a conditional use permit which, among other things, provides the standards for development which would not apply to residential development (see **Response to Comment D-42**). See **MR-3** regarding the differences in the lighting and noise impacts which would occur from the practice field compared to the existing Ted Slavin Field. Please refer to **MR-1** on the lack of student enrollment caps and the alleged permit violations on the existing Conditional Use Permit. See also **MR-1** regarding comments not applicable to CEQA such as the commenter's opinion that Harvard-Westlake has not kept promises to the Community, as well as **Response to Comment D-51** regarding student enrollment. The commenter's opinion about the Project will be forwarded to the decisionmakers for their consideration in making a determination on the Project.

RR-22 Comment

The Environmental Review Process and the Project Must be Put On Hold Until the Full Scope of the School's Development Plans are Revealed

In preparing the DEIR, the City failed to require the School to provide a 10 year strategic plan despite the School's clear pattern of piecemealing its building projects, evidence that the school has violated numerous promises to the City not to expand as part of the permitting process, and evidence that the school is buying up properties surrounding its current campus on the east side of Coldwater, as well as near the proposed project site on the west side of Coldwater Canyon. These acquisitions combined with the illogical plan to build an unneeded multi-million dollar parking structure and bridge demands careful scrutiny. Nor can the School's claims that it has no strategic plan be believed. Until the ten-year strategic plan is presented and fully analyzed, no full environmental review of this project is possible and no approval should be possible.

RR-22 Response

Harvard-Westlake has not proposed a strategic plan or any other project, and a strategic plan is not required to mitigate any Project impacts. Any possible future requests for development will be reviewed by the City in compliance with City ordinances and CEQA at the time of the request. Please refer to **MR-1** regarding the need for the Project and the revised analysis of the Project contained in the RDEIR including the detailed geologic and hydrology studies and calculations. The comment does not contain any facts disputing the accuracy of the DEIR analysis.

RR-23 Comment

In sum, this project provides no community benefit and will destroy the nature and character of this hillside community nestled in the Santa Monica Mountains adjacent to state-owned conservation land. If the City properly exercises its duty to protect and serve the citizens of Los Angeles, an objective and accurate environmental report will issue demonstrating the very significant and negative impact that this outrageous project would have.

RR-23 Response

Project objectives are identified on page 2-6 of the DEIR including public improvements to safety, circulation, and traffic on Coldwater Canyon Avenue. In addition, a Project is not required to provide a community benefit to comply with CEQA (please refer to **Response to Comment D-13**). Please refer to **MR-4** regarding the basis for finding that the Project has less than significant aesthetic impacts, **MR-5** regarding the zoning and appropriateness of school uses in a residential zone and **MR-6** regarding the Project location, current conditions of the Development Site, and impacts on biological resources. The commenter's view that impacts would be significant and negative and that the Project does not provide any community benefits will be forwarded to the decisionmakers for their consideration in taking action on the Project.

RR-24 Comment

Upon reviewing my submission of December 3, 2013, I noticed that I inadvertently referred to the Constellation Orion and its "belt" on page 3 of my submission. I intended to write Orion's sword – which is composed of three much fainter stars and which has not been visible from any other location in which I have lived in Los Angeles. One of my greatest joys of living in the hillside community in Studio City west of Coldwater Canyon is that it is dark enough to see many stars, including Orion's sword and its middle "star" which is a nebula. Many other beautiful stars fill our night sky and make star-gazing with my children at my house possible. This is of course only true when Harvard-Westlake does not have its field lights on at the Ted Slavin field which obliterates such views.

Please add this clarification to the file as it affects the analysis about the impact of the lighting from the bridge, field & parking garage on the surrounding neighborhood.

RR-24 Response

Please refer to **MR-3** regarding the lower lighting levels on the practice field, the limitations on hours of operation of the lights and other differences between the practice field and the Ted Slavin Field and **Responses to Comments D-17, D-20 and D-171** regarding the lighting system required on the practice field and the continued ability to star gaze after implementation of the Project.

SS. Arden Rynew, date of correspondence not clear.

SS-1 Comment

Comment includes a portion of an undated paper map showing a portion of the Development Site.

In 1981 when Harvard applied to use the same section of land in question to build a Tennis Court the question of increased parking was been called into question. In 1994, Mayor Richard Riordan stated that not additional student enrollment will be authorized.

On March 4, 1994 (*commenter inserted a partial image of the address line from a letter dated as such*)

On Page 4 of this document we read (*commenter inserted a partial image capturing a portion of text that reads as shown below*)

A campus parking study completed by ("Crain Study", Attachment D) in currently provided on the campus at the campus, including the proposed concludes that for 815 students, a peak-hour parking spaces would be r

Again on June 4, 1997, Mayor Riordan restated: *(commenter inserted a partial image capturing a portion of text that reads)*

Case No. ZA 97-0377(PAD)

4. No additional student enrollment is

And detailed the Parking Places in drawings: *(commenter inserted a partial image of an unknown handwritten document)*

The 1992 Crane Study concluded that 436 Parking Places and 815 Students was sufficient to Harvard/Westlake's Mandate. And yet now, Harvard/Westlake is asking for 750 additional parking places, without any of the past being called into question. Why haven't basic questions been asked about the impact of this frivolous endeavor on the community?

Please open the doors a light wider so the light of day can expose what Harvard/Westlake is trying to do?

The comment also includes copies (or excerpts) of e-mails and a letter from Mr. Lurie regarding the time needed to speak at the Neighborhood Council meeting.

Note: Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

SS-1 Response

The commenter, by attaching portions of various prior City approvals, is noting that the City, based on a traffic study prepared prior to the merger of the Harvard School for Boys and the Westlake School for Girls, determined that Harvard-Westlake had adequate parking. Please refer to **Response to Comment D-89** and the inapplicability of the 1992 Crain report to the Project.

Other information submitted by commenter regarding procedures at the Neighborhood Council meeting is not relevant to the CEQA analysis and, therefore, no further response is required. Comments by Mr. Lurie are addressed in response to Letter LL (See **Response to Comment LL-1**).

TT. Patricia Shellogg, resident, e-mail dated December 13, 2013

TT-1 Comment

I strongly oppose the Harvard-Westlake proposed expansion plans. In addition to the obvious reasons: increased traffic congestion, creating an eyesore in a beautiful, rustic canyon, increased noise and light pollution which is detrimental to humans and animals, destruction of protected trees and a total disregard for enrollment caps and campus expansion limits previously agreed to by Harvard-Westlake and the community, I am very concerned about the political/social message Harvard-Westlake is giving their students. If this project is allowed to proceed, it will send a message to future generations that the rights of the majority members of a community are subservient to the power of money and might wielded by a small, privileged group with no concern for the rights of others.

Harvard-Westlake resides in a community of families that have a right to live in a pleasant, safe environment. This proposed project will destroy that way of life with no new benefit to the community.

Government representatives are elected and/or appointed to represent and provide for the greater good of the community AKA (also known as) the people who pay taxes and vote.

Ms. Kitching, Mr. Kerkorian, et al., may I remind you, you were elected or appointed by homeowners like myself who oppose this type of self-serving expansion proposed by Harvard-Westlake. This project does nothing to improve the quality of life in our community. I strongly urge you to faithfully uphold your responsibility to represent your constituency and oppose this and all future expansion of the Harvard-Westlake footprint in our community.

TT-1 Response

The comment letter does not question or challenge any of the analysis contained in the DEIR. Please refer to **MR-1** regarding non-CEQA issues, which would include commenter concerns regarding socio-economic and political issues, **MR-4** regarding the basis for the finding that aesthetic impacts (including character and views) would be less than significant, **MR-5** regarding the appropriateness of school uses in a residential community, **MR-6** regarding the Project location, current condition of the Development Site and impacts on biological resources and **MR-1** and **Response to Comment LL-1** regarding the lack of an enrollment cap and alleged prior statements made that are unrelated to the Project. Please also refer to **Response to Comment D-13** regarding community benefits. Lastly, refer to **Response to Comment C-3 and C-7** regarding the Project's less than significant impact on traffic resulting from construction and **Response to Comment K-1** regarding the Project's traffic improvements and the finding that operational traffic impacts will be less than significant.

UU. Karen Steinbaum, resident, letter dated November 27, 2013

UU-1 Comment

Attached please find my letter strongly opposing the above-captioned proposal by Harvard Westlake School.

I live on Potosi Avenue, off of Coldwater Canyon and will be directly impacted by this oversized project.

Please stop the madness. Thank you for your time and consideration.

Thank you for the opportunity to express my opposition to the plans that Harvard-Westlake School has for my neighborhood. The project name is Harvard-Westlake Parking Improvement Plan. Such a misnomer. For the record I reside on Potosi Avenue in Studio City, which is off of Coldwater Canyon.

Traffic/Noise/Air Quality

The enormity of the proposed plan, if effectuated, will be devastating, not only to residents such as myself, but to the thousands of motorists that travel Coldwater Canyon daily to and from work. The DEIR has said the noise and air quality would be unmitigatable during construction. However, this is not a problem that will disappear after construction. The City does not need a lecture on the dynamics of how sound bounces in a canyon like a ping pong ball, nor about the horrendous traffic going South on Coldwater in the AM, and North starting around 4:30pm.

UU-1 Response

The commenter's expression of opposition to the Project as well as concerns will be forwarded to the decisionmakers for their consideration in taking action on the Project. As the commenter notes, the DEIR identifies construction noise and air quality as significant adverse impacts; however, the air quality analysis was revised in the RDEIR which concluded that there would be no significant air quality impacts (see RDEIR Chapter 3.2 as well as **Response to Comment C-17**). Please refer to **Response to Comment D-82 through D-85**, including Appendix F.2, the Arup Study, Potential Echo Effects, regarding the study undertaken to identify sound reflection off local topography and the overall noise impact from Project construction and operation. As discussed in Chapter 3.8 of the DEIR and the RDEIR, traffic impacts of the Project were found to be less than significant. (See **Responses to Comments C-3 and K-1**)

UU-2 Comment

In fact the Los Angeles Times reports that 1,300 cars per hour drive Coldwater Canyon. The school's claim that this project will help alleviate traffic congestion is just not factual. There are no roadway improvements proposed by the school that will improve the flow of traffic. Their dedicated right hand lane, which is to be accessed going South on Coldwater, would have to start from the corner of Coldwater and Ventura in order that other lanes will not be blocked by cars waiting to turn. I do not suppose the school will issue an edict to students and parents not to cut in that lane from the center. Given the fact that cars proceeding Southbound constantly block the Coldwater/Ventura intersection, one does not have to be a psychic to know how much worse this will get.

UU-2 Response

The analysis of potential traffic impacts due to the Project are summarized in Chapter 3.8 Transportation, Circulation and Parking of the DEIR, and was revised in the RDEIR. Additional detailed information is contained in the Traffic Study provided in Appendix G, Appendix G.2, the Supplemental Traffic Report, and Appendix G.3, the Crain & Associates Peer Traffic Review, of the RDEIR. The Project roadway improvements referenced in the comment are described in the DEIR beginning on page 3.8-9. The southbound right-turn lane on Coldwater Canyon Avenue serving the Development Site's northerly driveway is proposed to be 200 feet in length. In addition, the right-turn lane at the Development Site's southerly driveway is proposed to be 100 feet in length. The two separate right-turn lanes serving the Development Site will be adequate and will not result in vehicle queues extending into the southbound through travel lanes. As shown on Table 3.8-6 of the RDEIR, the Project, including the additional travel lanes on Coldwater Canyon Avenue proposed in conjunction with the Project, will improve, and not degrade traffic operations at the Coldwater Canyon Avenue/Main Driveway intersection. Please also refer to **Response to Comment D-106**.

UU-3 Comment

Why does Harvard-Westlake need a second athletic field? And one that will be 3 stories high, to make matters much worse. Most high schools practice on their one playing field. Harvard-Westlake, as so many are aware, rents out their current state of the art playing field on an ongoing basis. That is their choice, but it does not give this school the right to negatively impact its neighbors and the neighborhood. It is, in fact, downright unconscionable. I do not want to come home after work to glaring lights, whistles, and the noise from the students and people in the bleachers five to six days a week. Again, sound bounces in a canyon. Where is my right to the peaceful and quiet enjoyment of my home?

UU-3 Response

Please refer to **MR-1** regarding need for the practice field and other non-CEQA issues, **MR-3** regarding the differences between the use of the practice field and the Ted Slavin Field including light and noise emissions, and **MR-4** regarding factors considered in the DEIR and RDEIR conclusion that aesthetic

impacts (including lighting) would be less than significant. See Chapter 3.7, in particular Table 3.7-11, for a discussion of noise impacts of the Project and the finding that operational noise would be less than significant. See **Response to Comment D-85** regarding the sound propagation study conducted to assess how noise could reflect off local topography. The practice field is a practice only field that will not have any bleachers. Project Design Feature PDF-N-11 has been added to Chapter 4, Corrections and Additions, of this FEIR to forbid the use of amplified sound, and music from any source, on the practice field. See also **Response to Comment D-12** regarding the response to the incorrect statement that most schools have only one practice field.

UU-4 Comment

Land Use

Why would Harvard-Westlake School be granted zone variances that the rest of the neighborhood would not? The school must obtain carve outs from various city agencies, such as zoning. The space for this proposed project is 16,000 sq. feet. The school is asking for more than 100,000 sq. feet of parking plus an additional 30,000 sq. feet of an athletic field. Not only is this against code, but, as a result of this carve out, the result will be the ruination of the wildlife currently habitating this area.

The school wants to reduce the 25' setback required. They want to exceed the 30 feet height limit. They want to remove 135,000 cu. yards of soil, not to mention the impact of this on the wildlife and the killing of the oak and walnut trees. Please do not let this happen. One of the reasons I bought my house was to enjoy the hillside views and the wildlife. Once the City turns this corner, there is no going back.

UU-4 Response

Please refer to **MR-4** regarding aesthetic impacts, **MR-5** regarding zoning, and **MR-6** regarding Project location, the current biological condition of the Development Site, and the Project's impact on biological resources. The discretionary approvals requested in connection with the Project including a request for the City Planning Commission to determine appropriate development standards, such as height and building setbacks, is allowed by Section 12.24-F of the LAMC for a school use in a residential zone under a conditional use permit (see DEIR pages 2-17 through 2-19 and RDEIR pages 2-21 through 2-23). It is unclear what the commenter is referencing regarding the permitted square footage of construction for the approximately 25.83 acre Project Site.

Please refer to **Response to Comment D-3** regarding the grading needed for the Project and **Responses to Comments D-23 and D-139** regarding the impacts to wildlife and the appearance of the Project elements.

UU-5 Comment

Private Bridge

It is my understanding that the proposed bridge will be 163 feet wide. No one should have to comment on the absurdity of having this on a small canyon street. It is too large; it belongs in Las Vegas. It will no doubt be a graffiti magnet. I cannot fathom that the City would allow a private bridge across a scenic highway. This and the parking structure are totally out of character for a residential hillside. What is to prevent students from gaining access to this field when not in use? Again, I so strongly object to the school's hubris in thinking that they are entitled to this project that will forever negatively impact its neighbors. It is a private bridge to which only the school will have access; yet, they refer to it as the Gateway to the Community. Absurd. This would also obscure views in both directions, marring Coldwater Canyon as Designated Scenic Highway.

UU-5 Response

Please refer to **MR-4** regarding the aesthetic impacts of the Project, **MR-5** regarding the pedestrian bridge's private use, and **MR-6** regarding the relationship of the Project to nearby uses. See also **Response to Comment D-139** regarding the design of the pedestrian bridge and **Response to Comment X-3** regarding the limited view of the pedestrian bridge from Coldwater Canyon Avenue. The pedestrian bridge width would be approximately 13 feet while the length would be approximately 163 feet. The pedestrian bridge would be a bowed-truss open frame structure with finishes designed to minimize intrusion in the streetscape through neutral colors, translucent materials, slender building elements and setbacks. The pedestrian bridge will not significantly obstruct views from either side of Coldwater Canyon Avenue because it would be visible for only a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides and it would contain minimal lighting as set forth in the Project Design Features PDF-AES-1 through PDF-AES-5. (See also **Response to Comment D-15F**.) As to the comment that the pedestrian bridge would not serve as a gateway to Studio City, the Project would occur just as Coldwater Canyon Avenue enters the more urbanized Valley floor. While the DEIR and RDEIR indicate that the pedestrian bridge could be viewed as a "gateway" because of its location immediately south of the more urbanized Valley floor; use of the potential for it to be viewed as a gateway was neither intended to be positive or negative, just descriptive. Moreover, LAMC Section 91.8104 requires that structures be maintained in good condition and free from graffiti (see Regulatory Compliance Measure RC-AES-1 which requires that all structures, including the pedestrian bridge, must be maintained in good repair and free from graffiti). The commenter's opinion that the Project would result in significant impacts on the character of the neighborhood is not based on any evidence in contradiction of the detailed analysis in the DEIR and RDEIR. The DEIR provides a detailed analysis on aesthetics, including scenic vistas, visual character and light pollution (Chapter 3.1) while the RDEIR incorporates additional studies, facts, and analyses that were undertaken in light of changes to the Project design. For example, RDEIR pages 3.1-32 to 3.1-38 present an updated lighting analysis that incorporates the use of LED fixtures for use on the practice field, rather than the conventional halide bulbs described in the DEIR. The design change from halide to LED fixtures reduced estimated light spillover onto Coldwater Canyon Avenue from 3.5 fc to 0.4 fc (RDEIR page 3.1-35), as compared to a threshold of significance of 2.0 fc. The full, updated lighting study is contained in RDEIR Appendix I. Please refer to **MR-4** for the basis of the finding in the DEIR and RDEIR that the Project would not have a significant impact on aesthetics including the character of the area. Finally, as to access to the practice field when it is not in use, the practice field will be no different than other School facilities with the same type of security that would ensure proper use of the facility. Lastly, the RDEIR (Table 2-1 on page 2-7) states that for the property location cited by the commenter:

"The property line for this residence is adjacent to the Development Site; there is no line of sight from the residence to the practice field. The residence is below the level of the field and lights and the line of sight would be blocked by the Parking Structure itself. There is also an intervening vegetated hillside that would substantially block line of sight to the Parking Structure."

The commenter's expression of opposition to the pedestrian bridge will be forwarded to the decisionmakers for their consideration in taking action on the Project.

UU-6 Comment**Parking Structure**

I would also like to comment on the additional 750 new parking spaces the school is proposing. What is the need for this huge number? This isn't a shopping mall. The school previously has gone on record to state it has 30% more spaces than they require. This is why no one believes the school's claim that this is not the first step to increasing enrollment. Or perhaps is Harvard Westlake planning on building on their

existing parking lot? Neighborhood residents believe that the school will continue to expand on the westside of Coldwater; after all, Harvard Westlake claims to have no enrollment cap.

UU-6 Response

Please refer to **MR-1** regarding the daily insufficient supply of parking on the Campus. Harvard-Westlake has no plans for further expansion (refer to **Response to Comment D-51**). The comment does not dispute the adequacy of the DEIR analysis and, therefore, no additional response is required.

UU-7 Comment

Conclusion

I urge the city to give consideration of the residents in the surrounding neighborhood. It was enough living with the three years of construction work done by the DWP. Coldwater Canyon, along this stated area is in dire need of repaving. The street would benefit from sidewalks. Please, consider something positive to give to the residents living in this neighborhood. If this project moves forward, the home values of the entire neighborhood will be diminished.

UU-7 Response

Please refer to **MR-1** regarding non-CEQA issues such as property values. Traffic was analyzed in Chapter 3.8 of the DEIR and RDEIR. The analysis concluded that construction traffic impacts would be less than significant based on the construction grading and material exportation phase, construction traffic distribution, construction intersection analysis, existing conditions, existing conditions with construction traffic, future cumulative without Project construction traffic conditions and future cumulative with Project construction traffic conditions. (See DEIR commencing at page 3.8-11 and RDEIR commencing on page 3.8-13.) The commenter's concerns regarding the Project construction occurring shortly after the community has been exposed to three years of DWP construction on Coldwater Canyon Avenue, and the fact that Coldwater Canyon Avenue is in need of repaving and that it would benefit from sidewalks, will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **Response to Comment 9.7R-13** regarding the limited (8-hour) closure of Coldwater Canyon Avenue during the initial installation of the bridge, to be conducted on a day of the week and time of day as specified by the Department of Building and Safety.

VV. Cathy Tardio, e-mail dated November 27, 2013

VV-1 Comment

I am vehemently opposed to the Harvard Westlake parking structure for a multitude of reasons.

This project is non-residential use, in an exclusively residential area. The land on the West side of Coldwater is zoned for very low and "minimum" residential use. Neither parking lots or athletic fields are currently allowed there! The parking structure proposed goes against the current land use. There is no need for an additional 750 parking spots in relationship to the number of students enrolled. This obviously is the first step in a future expansion plan for the school. How could the city veto a two story expansion of the Ralphs market and allow this monstrosity to occur in our neighborhood.

Other previous requests in the past to develop on this land were always denied!!

All other nearby schools function perfectly well by utilizing shuttle busses and car pools. Harvard Westlake continually abuses their conditional use permit with no regard for the neighborhood, allowing this plan to go forward will mean that Harvard Westlake can do whatever it wishes because money trumps virtue.

Harvard Westlake tried to sneak this project by without notifying the immediate neighborhood, this clearly illustrates their disregard for the community.

The project destroys property values and the character of the community. This garage will have absolutely no benefit to the community. The project will create major air and noise pollution in the surrounding area which will result in adverse health conditions, especially vulnerable are the young and older residents.

The project will be detrimental to the existing wildlife and habitat.

Three years of construction on Coldwater Canyon will create substantial congestion throughout the valley. This parking garage will dump 750 more vehicles onto Coldwater Canyon-how will this improve traffic gridlock?

VV-1 Response

The comment does not present evidence of any inadequacy in the DEIR analysis; however the commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to the following responses to the list of items of concern expressed in the comment: **MR-1** regarding the need for parking, the fact that Harvard-Westlake has acted in compliance with CUP conditions, the lack of an enrollment cap and non-CEQA issues such as property values; **MR-4** regarding the basis for finding that the Project would have no aesthetic impacts including on the character of the community; **MR-5** regarding the appropriateness of a school use in a residential zone; **MR-6** regarding impacts on biological resources, **MR-7** and **Response to Comment RR-19** regarding the adequacy of the alternative analysis including use of additional transportation management strategies and use of shuttle and carpools; **Response to Comment D-57** regarding the fact that Harvard-Westlake has no plans for expansion of enrollment or construction of additional facilities; **Response to Comment D-13** regarding public benefits; **Responses to Comments C-17 and II-15** regarding the less than significant air quality impacts and air quality health impacts; **Response to Comment D-82** regarding noise impacts; and **Responses to Comments D-57, D-65 and II-9** regarding the less than significant construction and operational traffic impacts and the differences between the Project construction and the DWP construction traffic impacts.

Other than the homes that were demolished in 2011 (permit numbers 11019-20000-00599 and 11019-20000-00600), Harvard-Westlake has not submitted any applications to develop the Development Site. Actions that may have been taken on a Ralph's market project are unrelated to the Project and do not impact the EIR analysis. The DEIR and RDEIR, Chapter 3.6 concluded that impacts to land use would be less than significant because the Project would not divide a community (it would be across Coldwater Canyon Avenue from the existing Campus and would be topographically separated from residential development to the north, south and west), and would generally be consistent with the Community Plan. The EIR process requires wide notification to adjacent neighbors and the community. The DEIR and RDEIR complies with CEQA and City requirements regarding public notice. The NOP and Scoping Meeting notice as well as Notices of Availability for the DEIR and RDEIR were mailed to owners and occupants within 500 feet of the Project Site.

VV-2 Comment

Harvard has not considered less intrusive options to present to the neighborhood. They do not need a practice field (what have they been using for the past 10 years?) They built a new regulation athletic field at the middle school location which they can continue to use. I live directly across from the campus on Galewood Street. The lights from the athletic field light up my entire yard and throughout my home. I no longer can enjoy my own yard for dining or entertaining. The lights are on every evening regardless of whether or not there is a game or practice on the field. During weekends the school allows outside soccer club teams to utilize the field. The lights and noise will be times 2 with an additional practice field-how disrespectful to the St Michael's church and surrounding neighborhood.

VV-2 Response

Please refer to **MR-7** regarding the adequacies of the Alternatives analysis, **MR-1** and **Response to Comment D-12** regarding the need for the practice field and outside use of the Ted Slavin Field by one organization during school days. Use of the Ted Slavin Field by non-Harvard-Westlake entities on weekends and the summer do not negate the need for the Project since the demand for practice field space primarily occurs during the week. Also refer to **MR-3** regarding the differences between the uses of the Ted Slavin Field and the practice field, especially related to light and noise impacts, and **MR-4** regarding the basis for the determination that the aesthetic impacts from the Project, including light and glare, would be less than significant. As explained in **MR-7** as well as Chapter 5 of the DEIR and the RDEIR, a reasonable range of alternatives were considered and the reasons they were rejected enumerated. See Chapter 3.7, in particular Table 3.7-11, of the DEIR and RDEIR for analysis of operational noise impacts (also refer to **Responses to Comments D-82 through D-85**).

VV-3 Comment

The congestion and closure of Coldwater will also adversely impact local businesses in the area.

Harvard has an old building on campus. I was informed by an alum parent (possibly an old theatre arts building) which is not being utilized, and could easily be converted into parking spaces.

What does it say when the only people in favor of this project are those people with an agenda who will personally benefit monetarily or who have been offered favors by the school. Not one neighbor, not affiliated with the school is in favor of this project. Harvard's argument is that students will not have to cross Coldwater Canyon, I have lived in my home for 15 years and have never ever seen one person crossing Coldwater Canyon nor any accident involving a pedestrian crossing Coldwater Canyon.

I would hope that the best interest of the Community is taken into account in determining the outcome. Please do the right thing by the tax paying residents and stop this proposed plan!!!!!! I assure you that no one benefits from the Harvard expansion, except Harvard. Please protect our neighborhood!

VV-3 Response

Please refer to **MR-1** regarding opinions in opposition to the Project, **MR-6** regarding the basis for concluding that aesthetic impacts are less than significant, **MR-7** regarding the adequacy of the Alternative analysis, and **Response to Comment VV-1** regarding the less than significant traffic impacts from the Project. Traffic impacts of the Project are discussed in Chapter 3.8 of the DEIR and the RDEIR. Any closure of Coldwater Canyon Avenue due to construction of the Project would be limited to approximately 8 hours on a date and at a time that is specified by the Department of Building and Safety (refer to **Response to Comment 9.7R-13**) and, therefore, would not be expected to impact local businesses. A reasonable range of alternatives, including an alternative with a new structure on the east side of Coldwater Canyon Avenue is discussed in Chapter 5 of the DEIR and the RDEIR, as are the use of multiple smaller

structures on the east side of Coldwater Canyon Avenue. Use of the theatre arts building (the only theater on the Campus) for parking is not feasible. It is a theater building that is not suitable for a parking structure, is located in an area of the Campus that is largely inaccessible to cars, and is presently in use for teaching. See also **Response to Comment D-13** regarding the benefits of the Project and **Response to Comment 9.6R-14** regarding the improvement to safety that will result from the Project. In taking action on the Project, the decisionmakers will weigh the adverse impacts of the Project and concerns of the community against overriding considerations that will be identified in a Statement of Overriding Considerations, the commenter's opinion in opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

WW. Cathy Tardio, letter submitted to the City, October 15, 2013

WW-1 Comment

I live on Galewood St. On Saturday, Sept, 7 the noise level from your school was exceptionally loud. From approximately 11:30 am to 7:45 pm the noise level was so great that we could not enjoy our outdoor space for dining or relaxing. The amplified sound was so loud that we could also hear it inside the house with windows closed and AC running. Again on Thursday, Sept, 12 the field lights illuminated our entire property preventing us from dining on the patio. The lights penetrated through our bedroom, kitchen, and bathroom windows. Loud drums and cheering was heard throughout our home from 5:30 pm to 9:30 pm which prevented us from enjoying our television. On Sunday, Sept, 15 during our dinner hour of 5:00-7:00pm, there was loud messaging from the PA system which again prevented our family from enjoying and outdoor dining experience on our patio, and opening our windows to enjoy the outdoor summer breeze. Last Saturday evening October 5, from approximately 12:00 pm-10:15pm, we had to leave our home for the evening due to amplified sound of banging drums and cheers, and the bright field lights and amusement ride lights that illuminated our property ruining the quiet enjoyment of our home.

I would greatly appreciate your cooperation for a remedy to this light & noise disturbance as soon as possible.

WW-1 Response

The letter addresses concerns regarding light and noise emanating from Ted Slavin Field during September and October 2013 (please refer to **MR-1** regarding non-CEQA issues). Please refer to **MR-3** regarding how use of the practice field will differ from use of Ted Slavin Field including differences in light and noise emissions, the lack of bleachers, and the use as a practice field only. In addition, a mitigation measure has been added to prevent use of a public address system on the practice field and playing of music of any kind, including band instruments or other instruments (see FEIR Chapter 4, Corrections and Additions, Project Design Feature PDF-N-1).

XX. John Van Tongeren, e-mail dated November 5, 2012**XX-1 Comment**

As a long time homeowner/resident of Studio City (27 years) I would like to voice my approval of the project. This proposed HW parking project makes perfect sense to solve a very serious situation that plagues this area. There is so much activity going on at this school that brings so many vehicles into the immediate areas surrounding the campus. This project will actually minimize this situation and focus the traffic into a small area away from the neighborhoods. The street improvements, lane widening and pedestrian bridge will totally help traffic flow, not impede it. And how can you say that this will bring more traffic into the area? They're not adding houses and families, they're adding places to park that now are in our neighborhoods!

The EIR says that all of the facets of the project are feasible and that is a good thing. Granted, there will be more noise during construction, but we've dealt with this many times to ultimately get a better situation for our community.

I am in favor of this project and the SCNC should be as well.

XX-1 Response

Please refer to **MR-1** regarding support for the Project. The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

YY. Wes Winter, resident, e-mail dated December 5, 2013**YY-1 Comment**

I oppose the construction of the Harvard Westlake garage. I live immediately west of Coldwater, direct view of the campus and field, for more than 10 years. We have constantly complained to their school officials about the failure to comply with their conditional use permits with regard to stadium lights past 8 PM, excessive noise, and loud music. They are not an asset to your community. The taxpayers of studio city continue to rally at the council meetings to properly illustrate their position, backed by environmental reports, safety and traffic concerns. There are only 65 students who attend Harvard that are families of the Studio City community. Wealthy families from BevHills, Brentwood, WestLA who attend the school show support for HW because they are not impacted by the massive construction nightmare that will occur, from environmental pollution to traffic congestion on Coldwater for three years. The garage is not necessary for current enrollment. It is being built so that Harvard can expand. Did you know that Harvard owns 12 homes surrounding their property. Families bought out to silent them as the construction will continue for 15 years. They do not need a parking garage and a practice field. Did you know that their adjacent resident The St. Michaels Church strongly opposes the construction of the garage? The very church that has a senior member of the board of directors of Harvard school. The lack of respect shown by Harvard for this religious facility with a 80 year history is sad. Support the taxpayers, voice your concern, help us reject this proposed growth. Thanks

YY-1 Response

Please refer to **MR-1** regarding opposition to the Project and non-CEQA matters, the need for the Project, and Harvard-Westlake's compliance with its Conditional Use Permit, **MR-3** regarding the differences between use of the Ted Slavin Field and the practice field including light and noise emissions, **Responses to Comments D-12 and D-51** regarding the need for the practice field including the lack of plans for expansion of the Campus or enrollment, and **Response to Comment VV-1** regarding the less than significant construction traffic impacts. Note also that the FEIR Chapter 4, Corrections and Additions,

contains a new Project Design Feature, PDF-N-3, which prohibits the use of music, musical instruments or amplified sound on the practice field. The DEIR and the RDEIR thoroughly analyze environmental impacts including Aesthetics in Chapter 3.1, Air Quality in Chapter 3.2, Noise in Chapter 3.7 and Traffic in Chapter 3.8. The comment contains no evidence demonstrating the inadequacy of the DEIR analysis of these issues. The commenter's opposition to the Project and concerns will be forwarded to the decisionmakers for their consideration in taking action on the Project. The letter of opposition from the pastor at St. Michael's Church is included as Letter DD herein (see **Responses to Comments DD-1 through DD-9**).

ZZ. Dana Kathryn Witt, resident, e-mail dated December 11, 2013

ZZ-1 Comment

Hello I'm Dana witt and I live on Potosi. I feel very strongly that The Harvard Westlake plans to build a parking structure. Would endanger my home. My street is in very bad shape and one third of the road is showing signs of sinking. This is due to the area being a landslide induced area. I have submitted a report from LA city planning from 2003 that States it is an earthquake fault landslide area. I believe it is a very bad idea to remove this much dirt from the hill. I also feel that the bridge looks very ugly, like something found in Las Vegas. This will forever change the look of Studio City and be an eyesore when driving down Coldwater Canyon. Please don't let this ruin Studio City, Coldwater Canyon is beautiful. And the traffic flow is bad enough already.

I am also a business owner in Studio City. That has been affected by the closures on Coldwater by DWP. I believe this will be even worse for me and other business owners that are already struggling. Thank you for your time. And you Hold Studio City's beautiful future in your hands

Note: The commenter included photographs of Potosi – one from 15 years ago and two from around November of 2013 with the newer photographs showing cracking of the pavement, which can be viewed by reviewing the comment letter; original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

ZZ-1 Response

Please refer to **MR-1** regarding opposition to the Project; the commenter's opposition will be forwarded to the decisionmakers for their consideration in taking action on the Project. The e-mail includes photographs taken in 1998 and 2013 which seem to show cracking of the pavement. However, these pictures do not demonstrate any inadequacies in the geological or hydrological analysis contained in Chapter 3.5 of the DEIR and the RDEIR. As stated in the RDEIR, page 3.5-6, the most significant fault in the proximity of the Development Site is the Hollywood Fault located approximately 3.4 miles south of the Development Site. Blind thrust faults may produce ground shaking at the Development Site, but there is no potential for surface rupture given the distance to the nearest known fault. See also, **Response to Comment D-126** regarding the safety of excavation of the Development Site and **Responses to Comments C-4, C-5, and D-77** regarding the safe construction of the Project, including design elements that are specifically intended to increase surficial stability of the hillside and allow the Parking Structure and pedestrian bridge to resist seismic movement.

Please refer to **MR-4** regarding the reasons for the DEIR and RDEIR's conclusion that the aesthetic impacts of the Project, including the pedestrian bridge would be less than significant and **Responses to**

Comments D-139 and UU-5 regarding the design of the pedestrian bridge and the fact that it will only be visible to motorists for a limited period of time due to the curves on Coldwater Canyon Avenue and intervening hillsides. Please also refer to **Responses to Comments D-57, D-65 and II-9** regarding the less than significant traffic impacts and **Response to Comment VV-3** regarding the lack of impact on area businesses.

AAA. Jon-Erik Akashi, former resident, e-mail dated December 18, 2013

AAA-1 Comment

I am a former resident of Galewood street where my mother grew up. As a child I frequently visited the lot where the proposed parking structure is to be built. Taking one visit to Galewood you'll immediately notice how narrow the street is. The road is a small and removed neighborhood from the rest of Studio City and has for 70 years prided itself on that. The proposed parking structure would ruin all that and more. As I'm sure you're already aware the school is unable to create any legitimate reason for the creation of this parking structure, while the number of negative impacts continue to rise. Galewood street would be the only main entrance and would destroy the natural wild life, and puts residents and local visitors at great risk. Even with the extremely careful drivers on the street, the street has frequent accidents due to the extremely narrow and sharp turns. A parking structure would only increase these accidents.

I urge you to reconsider the disastrous project. This project will help no one and hurt everyone around it. I am a former resident of the area and will visit the area this Christmas holiday. I have moved away from the city due to its continued record of poor public planning options, and I truly hope this does not add to the list.

AAA-1 Response

Please refer to **MR-1** regarding need for the Project and comments in opposition to the Project. It appears that the commenter's main concern is that the Project would worsen and/or change conditions on Galewood Street. However, as identified in the DEIR and the RDEIR, access to the Parking Structure would be limited to Coldwater Canyon Avenue; there would not be any access from Galewood Street. Further, the traffic analysis contained in the DEIR and RDEIR, and reviewed and approved by the LADOT, concluded that the Project would not generate additional vehicular trips (refer to **Response to Comment D-57**). Therefore, the Project would not result in any adverse traffic and safety impacts on Galewood Street. Please refer to **MR-6** regarding the Project location and impacts on biological resources and **Response to Comment D-13** regarding the benefits of the Project. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

BBB. Alex Izbicki, resident, e-mail dated December 16, 2013

BBB-1 Comment

I live on Galewood Street in a house that will be tremendously negatively impacted by this proposed project. I oppose the Harvard-Westlake parking expansion plan.

I'm writing you this letter as a neighbor of the Harvard Westlake school and in response to DIER regarding the Harvard Westlake parking garage, sports field and private bridge proposal.

I think it's important to start by asking the important question as to where has the school substantiated any need for even one extra parking space.

As a reasonable person, if the school really was to show that they are truly overwhelmed with cars on their campus and have a lack of parking, I would first try to ascertain how many more spaces are needed, and then try and find a solution to accommodate this amount. I would ask which carpooling programs Harvard Westlake has utilized to alleviate parking needs (such as those being used by 80 percent of the student body at Archer school in Brentwood and Buckley School in Sherman Oaks). After all other options were exhausted, we would try to ascertain how many more spaces were needed then work on creating a plan for such a accommodation....

But Harvard Westlake has never substantiated any number of spaces it needs. It just designed a large three story 750 parking garage with a lit playing field and private bridge all under the conjecture of a certain parking need and student safety. Is that all it takes?

I was listening to Harvard Westlake's parking needs and truly wanted to see for myself as to the schools need. So I took it upon myself to visit the Harvard Westlake parking facilities. I was dismayed to find out that upon four different visits to Harvard Westlake's parking lots during school hours this last October, I counted no less than 20-50 empty parking spaces at any given time on Harvard Westlake parking lots. In addition, I also observed no irregular parking (from student or otherwise) in the surrounding streets as the school has also claimed. I have video to substantiate these observations for your Planning Department to review. I invite the Planning Department to confirm my observations of the lack of additional parking needs by Harvard Westlake by visiting the campus unannounced any time and see for themselves. Even with without a compulsory carpooling programs and no parking currently allowed on Coldwater Canyon, that Harvard Westlake needs no additional parking spaces.

As one can imagine, after my observations I felt a level of deception and misrepresentation by Harvard Westlake. I asked myself, if not for current parking needs, then what is this proposal really for?

I understand what Harvard Westlake's "want" is, but I am still currently confused about what Harvard Westlake's actual "need" is.

While everyone is trying to substantiate all of the countless repercussions such an egregious project will have on a protected open space, why is it that no one is questioning Harvard Westlake's actual need for this proposal? Of course after tens of thousands of dollars have been spent and many "people hours" being logged to show that the current DEIR impact findings are in fact, not accurate and being that the short and long term repercussions and impact upon the proposed area will be significant, irreversible and devastating to the surrounding area, why hasn't anyone been asking this most pertinent question to Harvard Westlake yet?

When one considers that parking has never been an issue for for the school. as stated in permit applications Harvard Westlake has submitted to the LA city over the past 20 plus years, Why suddenly a "need" for more parking? What has changed in the school's curriculum or enrollment which would necessitate a doubling of their current parking capacity?

As I mentioned before, through the use of compulsory carpooling and other creative car programs, private schools such as Buckley and Archer, have actually lowered their dependency on their onsite campus parking. Why has Harvard Westlake's parking needs gone against such trends? Why has Harvard Westlake's onsite parking dependency suddenly increased? Is it due to their lack of commitment towards a student carpool program? ? Is it possible that Harvard Westlake has not utilized its current campus parking in the most efficient manner? Is it because the school chooses to keep each paid parking space reserved rather than open? Is the school not embracing compulsory carpooling because by doing so, the school stands to

lose collecting a \$1200 fee for each reserved student parking space? While it is of utmost importance to find the true impact of the Harvard Westlake Proposal, The Planning Department must bring Harvard Westlake to task and have Harvard Westlake actually show a need for more parking and prove an actual need for this project as a whole... Except for conjecture, where is it that Harvard Westlake has actually proven to demonstrate a lack of parking on their campus?

It is imperative to compel Harvard Westlake to show the community a need for more parking is germane to any further investigation as to the feasibility of such a proposal by the school. And if it can be shown that more spaces are needed, then a plans that correlate with numbers of need should then be considered. Harvard Westlake needs to be asked to show any increased need for more parking, much less 750 spaces, and how does an additional lighted playing field come under the umbrella of a school's "need" rather than a school's "want"? When the immense gravity and impact of such an egregious project is considered, I demand the answers to such questions.

BBB-1 Response

Please refer to **MR-1** and **Response to Comment D-12** regarding the need for the Parking Structure and the practice field, **MR- 6** regarding the location of the Development Site and impacts on open space and to biological resources and **MR-7** regarding the adequacy of the Alternatives analysis including the expansion of Harvard-Westlake's transportation management program. As discussed in **MR-7** and on DEIR page 3.8-7, RDEIR page 3.8-6, Harvard-Westlake currently undertakes a number of voluntary measures to reduce vehicular trips, and as a result of Harvard-Westlake's transportation demand management plan, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Comparisons to the Buckley School and Archer are not entirely relevant due to the differences in location (see **Response to Comment D-90**).

Given the ability for Harvard-Westlake seniors and employees to leave campus during the school day, potential student absences, off-campus student activities, and visitors who are on campus for limited durations, it is reasonable to assume that a number of parking spaces, out of the total supply on campus, will be unoccupied at any given point in time. However, such unoccupied parking spaces do not indicate an ongoing excess supply or obviate the need for the Project.

Please refer to **Response to Comment D-10** regarding the use of neighborhood streets to the north of the Campus for overflow student parking. Information provided by Harvard-Westlake to the Lead Agency indicates that student counts were undertaken by Harvard-Westlake security teams during the last week of May, 2016 and that, on average, over 110 students parked on the street or were dropped off in the neighborhood to the north of the Campus and east of Coldwater Canyon Avenue. Several residents in that area contacted Harvard-Westlake about the traffic conditions, leading Harvard-Westlake to place security/compliance monitors in the area during the morning peak hour.

The commenter's opinion concerning alternative parking strategies as well as his opposition for the Project will be forwarded to the decisionmakers for consideration in taking action on the Project.

BBB-2 Comment

Harvard Westlake's lack of consideration of its residential neighbors over the years has grown to the point of that we are now absolutely being ignored by the school. As a neighbor of the school, I can person attest to that. Over the past 5 years, Harvard Westlake' actions have shown a complete disregard over how the schools operations have impacted its neighbor. The school's strategy of secrecy and underhandedness in its operations has suddenly become commonplace for me...Actions that hardly reflect the school as a

community participant...These actions by Harvard Westlake has caused an increasingly contentious relationship with me and my neighbors. For example, Harvard Westlake never made their surrounding neighbors aware of the school's application for a Conditional Use Permit in 2006 as it applied to add stadium lighting and PA system for their current Ted Slavin football field.

I can tell you that over the last 5 year that the stadium lights and PA system has been operating, the evening noise and light intrusion from the school onto my home has increased with each passing month. I know find myself not using my backyard anymore. I initially chose to live in this area due to the natural surroundings and the peace and quiet. Harvard Westlake's actions over the past 5 years has slowly deteriorated this environment for me. This intrusion into my home has resulted in my personal depression as I can no longer enjoy my home life as I initially had as the peace and quiet has been removed and the lights, noise and screams which emanate from the football field has made the use and enjoyment of the outside of my home almost impossible. The lights and noise of the current football field has also decreased the amount of wildlife I see in and around my home as well. The noise and light intrusion by Harvard Westlake's field lights and PA and noise, has markedly decreased the amount of nesting birds and scared away many of the deer and other small and larger wild animals.

Sadly, as the noise impact has grown, so has the indifference by Harvard Westlake to seriously deal with the current noise and light intrusion complaints I have filed with the school.

In addition, Harvard Westlake has never made any attempts to reach out to its neighbors regarding any aspect of how their recent addition of their Olympic pool expansion and of course, this new Parking Garage Proposal. This clearly demonstrates the lack of consideration and respect Harvard Westlake affords its residential neighbors currently and in the future.

BBB-2 Response

The commenter's expressions of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding non-CEQA issues (such as the commenter's view that Harvard-Westlake is not a respectful neighbor). Harvard-Westlake complied with the City's requirements for permitting lights on the Ted Slavin Field (installation of a public address system was specifically excluded by the permit but continued use of the portable public address system was allowed) and for renovation of the pool. For the Proposed Project, the Notice of Preparation for the EIR along with the Scoping Meeting Notice, as well as Notices of Availability for the DEIR and RDEIR were mailed to owners and occupants within 500 feet of the Project Site. A Scoping Meeting was held at the Sportsmen's Lodge on April 25, 2013.

Please refer to **MR-3** regarding the differences in uses between the Ted Slavin Field and the practice field including differences in light and noise emissions. The commenter's concern regarding his experience with light and noise intrusion into his backyard, and displacement of wildlife resulting from usage of the Ted Slavin Field will be forwarded to the decisionmakers for their consideration in taking action on the Project.

BBB-3 Comment

In the case of this latest Parking Garage Proposal, Harvard Westlake once again has embraced an exclusionary stance with its neighbors. Rather than being concerned with living in harmony with their neighbors and reaching out to them in expressing their needs to find a viable solution that will satisfy the community at large, Harvard Westlake has elected a strategy of secrecy in its attempts to push this immense parking garage plan without seeking any consideration from its neighbors

Like Darth Vader, it appears that Harvard-Westlake thinks that a secretive approach will allow the school to spring their intentions upon the community in the hopes they can quickly steamroll over neighborhood and public opposition with their money, power and influence and shamelessly hope that our city government will not have the time to do its proper investigation and give the school a rubber stamped approval under the guise of child safety and under the absurd assertion that such a ludicrous project will have some sort of public benefit. Common sense will question the how adding 750 parking spaces along the west side of Coldwater would improve traffic flow along our canyon. If one can honestly believe this, then there's a Rebel Alliance leader I will get them in touch with to better explain Harvard-Westlake's underhanded strategy.

While Harvard Westlakes lack of concern for their neighbors and surroundings has already alienated and angered the majority of its neighbors, we as a community cannot support Harvard Westlake to continue to operate in a segmented secretive 10 and 20 year business plans in its quest to feed an insatiable appetite for expansion and growth in a low density residential area thus rewarding a school for keeping their community in the dark and allow. The interest of the community as whole must be paramount to that of one commercial entity like Harvard Westlake..

Harvard Westlake actions to not inform its neighbors of its plans most likely stems from the fact that they felt that their latest proposal would probably not fare well with its neighbors. In such a case, what better strategy than to "spring" the plan upon their neighbors along with the general public at once in the hopes that they will have not time to vet their claims thus allowing them to not have the time to formulate a proper thought out options and defense against this proposal. When one considers how poorly Harvard Westake has behaved with their neighbors over the past 6 years embracing a secretive posture by Harvard Westlake is possibly the only way the school feels it can get anything done. To bypass public opinion and hope for the best from the city powers that be..

Being how Harvard Westlake has behaved with its neighbors over the past 6 years, an assumed cautious response from it neighborhood and community at large would be no surprise to the school. Of course, this mistrust by Harvard Westlake's neighbors has only been reconfirmed and magnified by this latest outrageous proposal.

Harvard Westlake is once again demonstrating its lack of concern fo their neighbors and whose only goal is to push their power and influence above the heads of their community in the quest for expansion and the creation of a mega school with a state-of-the-art Sports Complex and program. Such a program that will necessitate expansion and parking to accommodate the many more people who will be coming to the campus in the future.

This is, of course, a plan many years in the making, and a plan to take Harvard Westlake well into the next 50 years of operation. Yet with so much expenditures, Harvard Still maintains that they do not have a Business Plan could not be done without a master business plan. Actions by any commercial entity to this magnitude as demonstrated by Harvard Westlake's purchase of many properties surrounding their campus which now includes the latest purchase of properties adjacent to the proposed development site on Potosi Avenue just above the proposed development site as recently as last April of this year, would most certainly would include such a plan.. Millions of dollars spent without a 10 year or 20 your plan? Now that sounds odd. I am asking your City Planning department to begin asking the right questions. What is Harvard Westlake's 10 and 20 year business plan? We in the community have a right to know the truth!

I also would like to point out to the planning department that the Coldwater Canyon community is a protected natural open space community. Further commercial expansion will forever change the dynamic

of this sensitive area. The area is a canyon and the slightest changes in noise and light has a exponential impact on the area. We live in a echo chamber of sorts and any increase in commercial expansion and increase in negative impacts on density / noise / industrial use, will have a devastating effect on the surroundings, which will of course reverberate in the areas appeal and it property values.

As a real estate agent, I can tell you that the more this canyon becomes impacted by commercial noise and lights, the greater the impact will be on the area's peace and quiet. As a result of this decrease in area appeal and desirability, property values will be negatively impacted as well. Such an impact will be far reaching to all the homes that face Coldwater Canyon due to the dynamic of how sound and light travel in this area. In this case any noise increases will be magnified substantially. Currently I can hear a loud speaking voice on Harvard Westlake's Ted Slavin field from 1000 feet away on the east side of Coldwater Canyon.

BBB-3 Response

Please refer to **MR-1** regarding non-CEQA issues such as property values and the commenter's belief that Harvard-Westlake has acted in secrecy with respect to the current Project. The EIR process and subsequent discretionary action process includes legal requirements for outreach to the public. The Notice of Preparation for the EIR along with the Scoping Meeting Notice, as well as Notices of Availability for the DEIR and RDEIR were mailed to interested parties and to owners and occupants within 500 feet of the Project Site. A Scoping Meeting was held at the Sportsmen's Lodge on April 25, 2013. Please also refer to **MR-6** regarding the Desirable Open Space designation, the disturbed nature of the Development Site, the condition of the walnut trees and impacts to biological resources, **MR-7** regarding the differences in the uses between the Ted Slavin Field and the practice field including differences in light and noise emissions, **Responses to Comments D-57 and D-106** regarding the improvements to traffic flow, **Responses to Comments D-82 through D-85** regarding the noise analysis including the study on potential echo effects and **Response to Comment D-13** regarding the benefits of the Project. Harvard-Westlake has no plans to develop the balance of its property. Harvard-Westlake has purchased properties around the School in order to provide housing for faculty and staff. The comment contains no evidence challenging the adequacy of the DEIR analysis; however, the commenter's lack of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. In taking action on the Project, the decisionmakers will weigh the impacts of the Project and the concerns of the community against overriding considerations.

BBB-4 Comment

Currently the greatest impact we have had in the area is not by the droning sounds of cars and traffic travelling along Coldwater Canyon, but actually it is from the noise and light impact coming from Harvard Westlake's Ted Slavin football field. Since the 2006 C.U.P. made it possible for Harvard Westlake to host night games and use a PA system 6 years ago, the peace in this area has been compromised significantly. Not only has the area wildlife been impacted negatively, but my own state of health has been negatively impacted as well as I can no longer go outside and enjoy my home as the din of referee whistles, horns, cheers, coaches yelling at their players during practice now ensconce my life.

As Harvard Westlake is again asking for more from our city, I feel it is time for our city place the interests of the community as a whole first and foremost and put a stop to any further expansion by Harvard Westlake. We must realize that this is not a commercial zone. It is not an area intended for further commercialization and any desires to do so by Harvard Westlake must be pursued in another location, somewhere that isn't designed for low residential use in an area deemed protected open space.

Because Harvard Westlake continues to demonstrated that they have no interest in the concerns or opinions of their neighbors as it relates to their operation and future plans as demonstrated by their actions of not keeping any of their neighbors informed of their intentions before they brought them to the city, it is of utmost importance that your department ask the right questions.

BBB-4 Response

Please refer to **MR-1 and Response to Comment BBB-3** regarding non-CEQA issues and statements of opposition to the Project, **MR-3** regarding the differences between the use of the Ted Slavin Field and the practice field, including light and sound emission, and **MR-6** regarding the Desirable Open Space designation and impacts on biological resources. See also **MR-5** regarding the zoning designation of the Development Site and the appropriateness of school uses in a residential zone and **MR-7** regarding the adequacy of the Alternatives analysis and the infeasibility of off-site improvements to meet the Project objectives. The commenter's concerns will be forwarded to the decisionmakers for their consideration in taking action on the Project.

BBB-5 Comment

Why is Harvard Westlake suddenly asking to double their current parking capacity? And why is the addition of another lighted playing field (which no other school house in the canyon area possesses) a "need" as well? Again, we were talking about the difference between a schools "wants" and its "needs" Harvard Westlake, like many other commercial entities has plenty of "wants" Many commercial entities would like to grow and expand and be on the forefront of their industry. But when that commercial entity operates under a C.U.P. in the midst of low density protected open space, it is a privilege, and any plans for growth must be tempered with the entire community's wishes as a whole so that the others who are also part of the community can also fulfill their desires to live in an area that remains what was originally intended. as peaceful open space for the other in the community can also is part can also continue live unmolested and to be allowed to continue to enjoy the surroundings unmolested from artificial sound and light and noise.

We are in fact a community and everyone's interests must be considered..But when one member of the communities interests encroaches upon the interests of the rest of the community, and such interest threatens to permanently change the dynamic of the rest of the communities interests, then this "need" must be intensely assessed and its validity and heavily scrutinized.

Harvard Westlake is part of a community The object for the city is to insure that everyone who lives in a community is protected from intrusion and infringement from all the others in the community. Hence the purpose of establishing zoning and guidelines established by our city plans over a hundred years ago.

This is a canyon setting, and not a commercial one..We as a community demand that we be allowed to enjoy all the above and demand that the city squelch Harvard Westlake's aspirations for expansion in our protected open space on the backs of the rest of the community who also have a right to the peaceful enjoyment of their homes and surroundings. For if our city doesn't do this, then no one will.

Harvard Westake's lack of concern for its impact on its neighbors up to this point cannot be ratified and rewarded. In light of the devastating impact the school proposal will have in the area, I ask your office to compel the school to substantiate any need for even one more parking space as well as asking Harvard Westlake, what compelling "need" is there for an additional playing field with lights on top of it and a private bridge visually cutting through the beautiful expanse of Coldwater Canyon

We as a community cannot allow Harvard Westlake to underhandedly by pass the concerns and opinion of their neighbors and community. For accepting their "wants" as "needs" would be a grave mistake

In light of the arguments above and the devastating impact such a project will have on the surrounding wildlife, neighbors and peace, it is imperative that Harvard Westlake be compelled to keep the land they purchased years ago as low residential zoned, to remain as such. Thank you

BBB-5 Response

Please refer to **MR-1** and **Response to Comment D-12** regarding need for the Project. Harvard-Westlake has no other plans than the currently proposed Project for the Campus. Please also refer to **MR-4** regarding the basis for the DEIR and RDEIR conclusion that the Project would create no significant impacts including from construction of the pedestrian bridge, **MR-5** regarding the Development Site's zoning which permits school uses, and **MR-6** regarding the Desirable Open Space designation of portions of the Development Site, the condition of the Development Site and impacts on biological resources. In taking action on the Project, decisionmakers will balance community concerns and impacts of the Project against overriding considerations. The commenter's expressions of opposition to the Project and opinions will be forwarded to the decisionmakers for their consideration in taking action on the Project.

CCC. Jennifer Rothman, resident, e-mail dated February 14, 2014

CCC-1 Comment

I hope all is well with you. I am writing to provide some useful information. As you may recall, the DEIR (and the supporting studies) erroneously concluded that the project site is not a location at risk for slides or flooding and that the neighborhood has adequate drainage. Save Coldwater Canyon! (SCC) and its now nearly 1,000 members have already questioned these mistakes in the analysis, but in the spirit of providing additional information in your environmental review, I thought it would be of particular use for the City to be aware of the following.

CCC-1 Response

Please refer to **Responses to Comments C-4** and **D-126** regarding the stability of the Development Site, **Response to Comment D-79** regarding the updated hydrology study in the RDEIR, and **Response to Comment RR-17** regarding the drainage of the Development Site. Both the geological and hydrological studies and analysis contained in the DEIR were updated in the RDEIR (see RDEIR Appendices E.1 Parts 1 through 4, the Final Geologic Soils and Engineering Report, Appendix E.1a, the Geology Report Peer Review, Appendix E.1b, the City of Los Angeles Geology and Soils Approval Letter, E.2, the Final Hydrology Report, Appendix E.3 the Final LID Report and Appendix E.4 the Subterranean Parking Structure Engineering Assessment and FEIR Chapter 4, Corrections and Additions, Appendix E.5, the Professional Opinion Regarding Effect of Project on Groundwater Flow).

CCC-2 Comment

Today, February 28, 2014, I and other members of SCC witnessed the following:

(1) Flooding on Ventura Blvd. & Coldwater Canyon throughout the day. The flooding was so severe that the entire south/right lane of eastbound traffic was not passable by traffic this morning, as well as periodically throughout the day. Mudflows and water streamed down Coldwater Canyon from the project site down north of Ventura. Water flooded on to sidewalks both north and south of Ventura and the crosswalks in some places were impassable. One member informed me that she witnessed a person wading into an apartment building on Coldwater (just north of Ventura) with pantlegs rolled up and his shoes in his hands.

CCC-2 Response

Please refer to **Responses to Comments D-79 and RR-17** regarding the updated hydrology study in the RDEIR. Rock fall and debris flow from hillsides on to canyon roads is a common occurrence. The Parking Structure and supporting storm water management system infrastructure provide rock and mudslide protection to Coldwater Canyon Avenue since the Parking Structure would be between the hillside and the roadway. The Project would not be expected to cause new flooding.

CCC-3 Comment

(2) Rocks, mud and other debris from the hillside could be seen along Coldwater Canyon today North of Mulholland all along the road to the project site.

CCC-3 Response

Please see **Response to Comment CCC-2** regarding the drainage system which would be constructed as part of the Project which should reduce, not increase mud and debris flows from the Development Site onto Coldwater Canyon Avenue. RDEIR, Appendix E.2, the Final Hydrology Study, utilized the procedures, criteria and standards set forth in the Los Angeles County Hydrology Manual to perform the pre- and post-construction hydrology study. The Final Hydrology Study determined that the drainage area is approximately 15.34 acres and calculated pre- and post-construction hydrology based on 50, 25, 10 and 2 year storms. The RDEIR concludes that the Project would not only help secure the previously exposed soil and natural landscaped areas from potential landslides, it would also help slow high storm runoff flows from the adjacent hillside to Coldwater Canyon Avenue, especially during large storm events. Therefore, the new Parking Structure and supporting storm water management system infrastructure would provide additional flood control and mudslide protection to Coldwater Canyon Avenue. (See RDEIR page 3.5-27.)

CCC-4 Comment

Today's experience is not out of the norm for this area during rainstorms and I have witnessed it many times before. I hope this information is useful to you and the City. Obviously, the impact of the removal of so much permeable soil (as proposed by the project), the instability of the current hillsides and the frequent flooding of the area during any significant rainstorm (demonstrating both a propensity to flood and the inadequacy of drainage) must be taken into serious consideration by the City as these aspects of the project present a potential danger to both persons and property.

I know the comment period for the DEIR has closed. Nevertheless, I think it appropriate to add this information to the record. Regardless, the City is on notice of this information and is obligated to fully investigate it and consider it when evaluating the environmental impact of this project as well as the safety risks it poses to the community.

CCC-4 Response

Please see **Responses to Comments CCC-2 and CCC-3** which explains why the Project would improve, not worsen drainage and potential mud and debris flow from the Development Site onto Coldwater Canyon Avenue. See also **Response to Comment C-4** regarding the analysis in the RDEIR of the stability of the Development Site hillside. As is evident from the additional analysis presented in the RDEIR, the concern of the commenter and others who expressed similar concerns was taken into account in providing the final design for the drainage system for the Project.

DDD. Save Coldwater Canyon!, Sarah Boyd, Vice President, letter dated April 22, 2014**DDD-1 Comment**

Although the comment period has closed, new information has come to light that requires additional scrutiny by the City. Since the close of the comment period, there have been a number of earthquakes that suggest there is a heretofore unidentified fault line that runs through the Santa Monica mountains, near the project site. The city (and state) must fully map this fault line and consider the risk of approving any major future developments near such a fault line before concluding the environmental review process.

The following quakes and their coordinates are examples of quakes that have been recorded by the U.S. Geological Survey and the California Geological Survey in the Santa Monica mountains since January of 2014 . Please see Appendix I for more details, maps and excerpts of press coverage of these quakes.

(Clustered in the Santa Monica Mountains between Coldwater and Laurel Canyon)

January 17, 2014 Magnitude 2.5, 4km WSW of Universal City
February 3, 2014 Magnitude 1.9, 5 km WSW of Universal City
February 21, 2014 Magnitude 1.1, 4km W of Universal City

(Clustered in the Santa Monica Mountains just W of the 405)
March 17, 2014 Magnitude 4.4, 10 km NW of Beverly Hills, CA
March 19, 2014 Magnitude 1.5, 8 km NW of Westwood, CA
April 18, 2014 Magnitude 1.8, 5 km S of Encino, CA
April 20, 2014 Magnitude 1.4, 4 km S of Encino, CA

These quakes indicate that this fault could have a major event on it. We all know that the Northridge quake was on a previously unknown fault. Since these could be precursors to a major quake, a full analysis of the fault is appropriate and prudent and we hope the City will be proceeding with great caution before approving a bridge over Coldwater Canyon that has been flagged by Wilson Geosciences as “likely to fail” in a moderate to large seismic event.

Note: The commenter included seven exhibits with the title “2014 Earthquakes near Harvard-Westlake campus suggesting unmapped fault line”, which can be viewed by reviewing the comment letter, attached in FEIR Appendix K. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

DDD-1 Response

Both the DEIR and the RDEIR examined the geological setting and potential for earth movement in Chapter 3.5. As explained in the RDEIR, page 3.5-6, Southern California is a seismically active area where there are many known faults, as shown in Figure 3.5-1, as well as faults which have no surface expression (known as “blind thrust faults”). The RDEIR acknowledged that blind thrust faults can produce significant earthquakes such as the Northridge earthquake of 1994 and the Whittier Narrows earthquake of 1987. However, the RDEIR concluded that while blind thrust faults may produce ground shaking at the Development Site, there is no potential for surface rupture given the distance of the Development Site to the nearest known fault (RDEIR page 3.5-6). The relatively minor earthquakes cited by the commenter routinely occur in one portion or another of Southern California (RDEIR Appendix E.1 Part 1 identified 1,044 seismic events with a magnitude of 2.0 or larger within 32 kilometers of the Development Site over

a 26 year period), but are not an indication of an unmapped fault line. Rather, they are the result of accumulated strain that is placed on subsurface rock formations as the San Gabriel and Santa Susana Mountains are pushed southward by compressional forces, periodically causing bedrock in the San Fernando Valley and along the Santa Monica Mountains to break and producing a micro earthquake. The RDEIR also acknowledged that two homes were removed from the Development Site as a result of damage from the Northridge earthquake (RDEIR page 3.5-3), not altogether unusual since the homes were of a simple wood-frame construction and built in the first half of the 20th century, decades prior to the earthquake. However, comparisons between the homes and the Parking Structure, soil nail wall retaining systems, or pedestrian bridge are not appropriate given that the Project elements were designed in accordance with modern engineering practices, specifically accounting for seismic events, and including an assumption of seismic loads 50 percent greater than is required by the 2017 City of Los Angeles Building Code.

Liquefaction and other ground failure as well as subsidence (seismically induced settlement), and slope instability and erosion were discussed in the DEIR and RDEIR (see RDEIR pages 3.5-5 through 3.5-9 and pages 3.5-19 through 3.5-26). The additional borings conducted for the RDEIR indicate that there is no evidence of any active faulting (RDEIR, page 3.5-19) and the design of the retaining wall system incorporated all the site conditions encountered during the borings and due to expected ground motions during the life of the Project; that is, slope stability analyses and soil-nail wall design were performed considering the ground motion potential and City-required safety factors (RDEIR, page 3.5-20). The additional borings also investigated a questioned landslide encompassing the ridgeline on the southern portion of the Development Site but no evidence of a landslide was found (Id.). The Final Geologic and Soils Report represents a comprehensive examination of prior Development Site and area geologic studies, as well as the inclusion of new borings, pits, and laboratory tests that were specifically chosen for their applicability to the Development Site and design. Moreover, the geotechnical design incorporates the recommendations contained in final geotechnical reports, peer review and City approvals. As stated in the RDEIR, page 3.5-21, these studies conclude, based on evidence and analysis that exceeds the level of detail typically required during the entitlement process, that the Project would be constructed and operated in a safe manner in accordance with the City's building code and safety standards. See also **Response to Comment D-197 and D-201** regarding the design of the soil nail retaining walls and **Response to Comment C-5** regarding the design of the pedestrian bridge, both of which exceed City safety requirements at the insistence of Harvard-Westlake. The commenter's lists of earthquakes and articles attached to her comment were considered in the RDEIR analysis but do not change the conclusions based on actual geotechnical analysis, borings, and strict engineering standards.

The following comments (beginning with comment letter 1R and ending with comment letter 208RL (comments identified with the letter L were received after the close of the public comment period and are out of alphabetical order) were received by the Lead Agency in connection with the RDEIR up to and including March 31, 2017.

1R. State Clearinghouse, Scott Morgan, Director, Letter dated March 22, 2016

1R-1 Comment

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on March 21, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

1R-1 Response

No response is required.

2R. Los Angeles Department of Water and Power, Charles Holloway, Manager of Environmental Planning and Assessment, Letter dated March 18, 2016

2R-1 Comment

The property owner will need to be in compliance with certain California groundwater regulations and/or water rights as decreed by California Superior Court. The subject property is located within the San Fernando Basin where the water rights have been determined by adjudication and Court judgment. California recently enacted the Sustainable Groundwater Management Act (SGMA) in January 2015. A regional groundwater management agency may be formed pursuant to SGMA to manage groundwater in this basin. This management agency may require property owners who discharge groundwater to periodically report their discharge volumes.

Fees may also be assessed to groundwater pumpers and dischargers in order to allocate the cost of SGMA compliance, related basin management infrastructure, and groundwater replenishment.

2R-1 Response

The Lead Agency acknowledges the Project's location in the San Fernando Basin and the potential requirement for Harvard-Westlake to report groundwater discharge volumes, as applicable. The Project would also be required to implement a Standard Urban Storm Water Mitigation Plan (RDEIR page 3.5-28, 3.5-31 through 3.5-35, and Appendix E.3).

2R-2 Comment

3.5 Geology. Soils and Hydrology. (Including Storm Water Drainage); Existing Conditions; Local Geology and Soils (pg. 3.5-5) and Liquefaction and Related Ground Failures (pg. 3.5-8):

It is stated that groundwater was encountered in connection with excavation for recent construction. It is understood that no ongoing water extraction occurs within either Campus and no structures are currently within the groundwater level requiring dewatering. If these conditions change, beneficial reuse of dewatering discharge (as an alternative to discharging to the storm drain or sewer) on or off site is

encouraged as a conservation measure. In addition to water conservation, beneficial reuse may reduce or eliminate costs associated with storm drain and sewer permitting and monitoring. Common applications of Beneficial Reuse include, Landscape irrigation, Cooling tower make-up, and Construction (dust control, concrete mixing, soil compaction, etc.)

2R-2 Response

The Lead Agency acknowledges that, if groundwater is encountered during excavation and construction of the Project, beneficial reuse of the groundwater by Harvard-Westlake shall be encouraged.

3R. Fernandefio Tataviam Band of Mission Indians, Caitlin Gulley, Director, Letter dated February 23, 2016

3R-1 Comment

The Fernandefio Tataviam Band of Mission Indians (Tataviam) thanks you for the opportunity to comment on the above referenced project (Project). Tataviam finds that a known tribal village site is located within sensitive proximity to the Project site and warrants further mitigation measures than those established in the DEIR. Therefore, Tataviam respectfully requests that the following be adopted as into the mitigation plan for the Final EIR for the Project:

3R-1 Response

No response is required as the specific suggestion offered by the Fernandefio Tataviam Band of Mission Indians is addressed in **Response to Comment 3R-2**.

3R-2 Comment

"Professional Native American monitoring shall be contracted by the applicant to oversee all ground disturbing activity performed on behalf of the project, for all native soil (not fill) up to 9 feet deep. One Native American monitor shall be present for each excavation team."

3R-2 Response

Potential impacts to archaeological resources, including impacts on Native American burials, associated with the Project are addressed in RDEIR Chapter 3.4, beginning on page 3.4-1. Appropriate mitigation measures are identified beginning on RDEIR page 3.4-7.

The RDEIR concluded that implementation of the Project is not anticipated to result in a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines since a majority of the development will occur on previously-disturbed land. Nonetheless, mitigation measures are identified to ensure that in the event that unanticipated resources are encountered during excavation, an archaeologist and/or Native American Heritage Commission will be consulted and impacts would remain less than significant. No additional mitigation measures are required.

4R. Soboba Band of Luiseño Indians, Joseph Ontiveros, Cultural Resource Director, Letter dated March 22, 2016

4R-1 Comment

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified

areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies.

4R-1 Response

As the comment acknowledges that the Project is within the Tribe's Tribal Traditional Use Areas, no additional response is required.

4R-2 Comment

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band wishes to defer to Gabrieleño Tribal Consultants, who are closer to the project area. Please feel free to contact me with any additional questions or concerns.

4R-2 Response

Potential impacts to archaeological resources, including impacts on Native American burials, associated with the Project are addressed in RDEIR Chapter 3.4, beginning on page 3.4-1. Appropriate mitigation measures are identified beginning on RDEIR page 3.4-7.

The RDEIR concluded that implementation of the Project is not anticipated to result in a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines since a majority of the development would occur on previously-disturbed land. Nonetheless, mitigation measures are identified to ensure that in the event that unanticipated resources are encountered during excavation, an archaeologist and/or Native American Heritage Commission is required to be consulted and impacts would remain less than significant. No additional mitigation measures are required or appropriate.

5R. Citizens for Los Angeles Wildlife, Alison Simard, Chair, Letter dated March 21 2016**5R-1 Comment**

Citizens for Los Angeles Wildlife (CLAW) is a non-profit advocacy environmental organization concerned with the wellbeing of wildlife and open space habitats for the City of Los Angeles and beyond. A citizenry of more 3000 individuals now supports our multiple calls for biodiverse practices and policies.

CLAW was asked to weigh-in on this project and after reviewing the Revised Draft Environmental Impact Report, the only two alternatives that we would support are environmentally superior Alternative #1 (i.e. no project) or Alternative #2 (i.e. four homes compatible with residential use.)

5R-1 Response

The commenter's opposition to the Project, and support of Alternatives 1 and 2, is noted and will be forwarded to decisionmakers for their consideration in taking action on the Project.

5R-2 Comment

Indeed, we oppose alternatives for the Harvard Westlake “improvement” project that replace sensitive habitat with a practice field and parking structure. Final analysis of such an expansion should more clearly and correctly address:

1. real solutions and compensation for disruption of an undisputable habitat block of pristine natural land
2. impacts to all wildlife – reptile, bird and mammal populations

5R-2 Response

The RDEIR evaluates the Project’s impact on wildlife in Chapter 3.3 and Appendices D.1, D.1a, and D.4. Site surveys were conducted on March 16 and 29, 2011, March 18, 2015, and July 29, 2015 by a professional biologist with over 30 years of experience in the field. The scope of the surveys included an inventory of all plants, invertebrates, fish, amphibians, reptiles, birds, and mammals observed on the Development Site at the time of the surveys and those wildlife species expected to occupy the Development Site but were not observed. Based on the analysis, the RDEIR concluded that the Project would have a significant and unavoidable impact on the San Bernardino ringneck snake and coastal western whiptail lizard and would make a cumulative considerable contribution to a significant impact to loss of oak-walnut woodland and associated sensitive species that forage in the habitat (RDEIR pages 3.3-22 and 3.3-23). Based on the various analyses, the Biological Resources evaluation identifies several Project Design Feature and Mitigation Measures to further reduce impacts.

Please refer to **MR-6** and **Response to Comment D-23** for further information regarding the Development Site’s current environmental state and the basis for the conclusions in the RDEIR.

5R-3 Comment

Final analysis of such an expansion should more clearly and correctly address:

1. accurate tree counts and real mitigations for the loss of many, many native trees that will not fully rebound in our lifetime

5R-3 Response

The commenter does not provide support for the claim that tree counts were performed inaccurately. As noted in the RDEIR (Appendices D.2a, D.2b, and D.3), surveys were conducted in March and April, 2011, November 12, 2014, December 10, 2014, April 8, 2015, and May 20, 2015. Professional arborists were provided with the site plan by the Project architect in order to determine which protected trees would be removed, encroached upon, or unaffected by the Project. The surveys conducted for the tree resources on the Development Site, where each tree was accurately located using GPS and CAD mapping, far exceeds any vegetation or habitat survey guidelines. Accordingly, the protocol used in the RDEIR complies with both the Protected Tree Ordinance and CEQA.

Harvard-Westlake would be required to replace protected trees removed as part of the Project in accordance with LAMC 17.05 §R (4 & 5) as amended by Ordinance Number 177404 and to the satisfaction of the City’s Chief Forester and the Board of Public Works. Replacement of protected trees in this manner is the appropriate mitigating measure. Please refer to **MR-6** regarding mitigation for tree loss. As indicated therein, the replacement of the 147 trees to be removed (most of which are diseased, and 15 of which are already dead) with 528 healthy trees could result in improved woodland health and value to wildlife once the replacement trees reach maturity.

The part of the comment regarding replacement of trees not fully rebounding in our lifetime does not take into consideration the ecological principle known as habitat equivalency analysis. This approach essentially views habitat functions and values in a manner that incorporates multiple dimensions, not just one such as numbers of trees or acres of habitat. It incorporates considerations for other, perhaps, more important metrics such as the health of trees, their sustainability, and value to wildlife. It is important to note that it is not the number of replacement trees that matters, it is the habitat value they provide that is of site, area-wide, and region-wide biological and ecosystem importance. As mentioned above, replacement with healthy trees could result in greater habitat values than existing conditions (as defined in CEQA) and it is the existing conditions that are the baseline upon which impacts and mitigation are based.

5R-4 Comment

Final analysis of such an expansion should more clearly and correctly address:

1. alternative night light solutions – an impact that is extremely disruptive to the well-being of wildlife.

5R-4 Response

RDEIR Appendix D.1a, prepared by a professional biologist with over 30 years of experience in the field, addresses the potential for wildlife to be disrupted by the lights above the practice field (which shall, as noted in the RDEIR, only be used until 8 p.m. on weekdays). Page 7 of that appendix states:

“The lighting proposal for the Project includes most of the mitigation measures ordinarily proposed to decrease the effects of night lighting on wildlife to a less than significant level. As the Project is designed, there is one exception to the standard measures. The light poles are higher than would be recommended to reduce the spread of light into the surrounding natural areas. However, based on the lighting impact map, none of the natural areas that would remain would be subject to direct lighting from the field. The lighting analysis acknowledges that indirect lighting, i.e. “a glow” would be visible from much of the surrounding area. Given the suburban nature of the Development Site, it is expected that wildlife in the region are accustomed to the glow of city lights and would not be significantly impacted by the additional lighting. Some of the nocturnal wildlife remaining on the site may be adversely affected by the field lighting, but based on the limited spill of the lighting, restricted hours of lighting (to 8 pm on weekdays), and the small area that would be affected, that impact is not considered significant.”

Please also refer to **Response to Comment D-168** regarding the less than significant impact biological impact of the Project lighting.

5R-5 Comment

Additionally, CLAW takes the position that any project that creates impacts that are “significant and unavoidable” with “no mitigation” is a project that just simply cannot be called an “improvement” project. A project such as this is most definitely a project that should not go forward in the Santa Monica Mountains -- the environmental heart of our city.

5R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter’s expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

6R. Federation of Hillside and Canyon Associations, Marian Dodge, President, Email dated March 21, 2016**6R-1 Comment**

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 45 homeowner and resident associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

This letter supplements the Federation's letters of August 16, 2013 and December 10, 2013 regarding the original Draft Environmental Impact Report (DEIR), and our letter of November 9, 2015 to the City's Street Vacation Investigation Section (attached).

The Federation considered the Recirculated DEIR (RDEIR) of the Harvard-Westlake parking expansion plan at its February 2016 meeting and voted to send this comment letter based on the following: (1) the astonishing number of exceptions to statutory Hillside protections and the City's Baseline Hillside Ordinance, (2) the scale of such a project in an open-space hillside area, and (3) new information in the RDEIR regarding significant negative impacts to the hillside oak and walnut woodland, protected trees, and sensitive species.

6R-1 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency.

Biological resources are analyzed in RDEIR Chapter 3.3 which found the Project would have significant impacts to two sensitive species and contribute to cumulative impacts as described below. Please also refer to **MR-6** for information on the current state of the Development Site's environment.

The RDEIR indicates that the Project would result in a significant impact after mitigation on the coastal western whiptail lizard and San Bernardino ringneck snake, and that the Project would make a cumulatively significant contribution to significant impacts on the sensitive oak-walnut woodland habitat and associated sensitive species that forage in that habitat (RDEIR pages 3.3-22, 3.3-23 and 3.3-29). The Project would involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts, and would be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23), resulting in a significant number of additional trees to be located on the Development Site that would be monitored by a qualified arborist for at least three years. Further, as described in Chapter 4, Corrections and Additions, of this FEIR, Regulatory Compliance Measure RC-BIO-1, 2.s has been expanded to state that "[f]ollowing the initial three-year monitoring period, additional monitoring, if any, shall be determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland." With implementation of the revised Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7 all other biological impacts resulting from the Project would be less than significant.

Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics.

6R-2 Comment

Harvard-Westlake's Vesting Conditional Use Permit application proposes a number of far-reaching exceptions to the City's zoning code, including:

1. A 90-foot 5-inch tall retaining wall, in lieu of 30-foot height limit otherwise required;
2. Zero foot setbacks, in lieu of 17-foot side yard setbacks otherwise required;
3. Grading export of 2,500 cubic yards in a Hillside Area, in lieu of the ordinary 1,600 cubic yard limit;
4. Residential Floor Area of approximately 79,261 square feet, in lieu of the maximum residential floor area limits otherwise required by the BHO;
5. Vacation of paper street West Hacienda Drive, the granting of which serves no public purpose and forever removes land from the public.

6R-2 Response

The commenter cites some of the discretionary actions requested in connection with the Project but does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

6R-3 Comment

With respect to the grading export of 2,500 cubic yards in lieu of 1,600 cubic yards permitted, the application request should be for the actual export of 137,000 cubic yards required for the project. Based on a very dubious reading of the applicable Baseline Hillside Ordinance (BHO) provision, the applicant claims that 134,500 cubic yards of grading export are entirely exempt from the strict limitations of the municipal code.

The relevant BHO language, in its entirety, states:

“Cut and/or Fill underneath the footprint of a Structure(s) (such as foundations, understructures including Basements or other completely subterranean spaces), as well as for water storage tanks, required stormwater retention improvements, and required animal keeping site development that do not involve the construction of any freestanding retaining walls.”

LAMC § 12.21.C.10(f)(3)(i) (emphasis added).

The applicant apparently seeks to invoke a rule of statutory interpretation known as the “last antecedent rule,” to suggest that the final clause of the subdivision (“that do not involve the construction of any freestanding retaining walls”) applies only to the previous clause (“required animal keeping site development”) but not to the other structures listed. Read in this limited way the parking garage structure would be almost entirely exempt from grading limitations. But such an interpretation is absurd and would do great violence to the meaning of the ordinance. The California Supreme Court has identified exceptions to the last antecedent rule. “One provides that when several words are followed by a clause that applies as much to the first and other words as to the last, the natural construction of the language demands that the clause be read as applicable to all. Another provides that when the sense of the entire act requires that a qualifying word or phrase apply to several preceding words, its application will not be restricted to the last. This is, of course, but another way of stating the fundamental rule that a court is to construe a statute so as to effectuate the purpose of the law.” *Renee J. v. Superior Court* (2001) 26 Cal. 4th 735 (internal citations and quotation marks omitted, emphasis added).

The correct interpretation of the BHO, and the only interpretation that makes sense in the context of the entire legislative scheme, that “effectuate[s] the purpose of the law,” is that because freestanding retaining walls are necessary for this project (indeed, the proposed retaining walls themselves require outrageous deviations from ordinary maximum height restrictions) the parking garage structure is not exempt from the grading limitations of the BHO.

Properly interpreted, the cited exemption clearly does not apply to the proposed project. The Harvard-Westlake garage proposal is, in fact, precisely the type of massive project that the Baseline Hillside Ordinance was intended to restrict. In order to build this project the applicant must apply for and receive a variance from the BHO, along with the other required entitlements.

6R-3 Response

The comment does not question the adequacy of the analysis contained in the DEIR or RDEIR and does not raise any CEQA issues. The application of the City’s Baseline Hillside Ordinance to the Project is consistent with the City’s interpretation of the Baseline Hillside Ordinance for all projects located within the boundaries of the Baseline Hillside Ordinance. The comment will be forwarded to the decisionmakers for their consideration in taking action on the Project.

6R-4 Comment

The scale and scope of the project do not belong in a hillside open-space area.

The Hillside Federation’s previous letters contend that the proposed parking structure and athletic field are “grossly out of character with the natural hillside environment” and that the pedestrian bridge would “destroy the character of the hillside environment.” The bridge will have a “substantial adverse urbanizing impact of the natural hillside environment and the scenic vista at all times of the day and night.” Nothing about the revised project improves this analysis. Indeed, even higher retaining walls and deeper cuts into the hillside are now proposed.

6R-4 Response

Please refer to **MR-4** and **Response to Comment D-139** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics and **MR-6** regarding the Project’s location, scale, and biological impacts. Included in the analysis of the pedestrian bridge’s potential impact on aesthetics, as described in **MR-4**, was that it:

1. Was designed to reduce the appearance of massing, including substantial use of non-reflective materials and perforated/open side panels to diminish the appearance of bulk. In addition, the pedestrian bridge’s top would be transparent, which would minimize visual impacts.
2. Would be visible for a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides.
3. Uses glass along the north and south sides of the elevator tower on the east side of Coldwater, providing the ability for motorists to see through the tower (RDEIR Figures 2-12, 2-14, and 2-15).

Further, as provided in Project Design Feature PDF-AES-5 (RDEIR page S-14), “Pedestrian bridge lighting shall be integrated within the handrails and mounted at a height below the adjacent solid metal panels to eliminate any source of glare from the bridge. Light from the handrails shall illuminate the bridge walkway only and not spillover onto Coldwater Canyon Avenue.” Mitigation Measure MM-AES-5 (RDEIR page S-15) requires “All outdoor lighting (including athletic practice field lighting, security and

landscape lighting) shall be designed and installed so that the lighting at residential and open space properties is minimized and in no event exceeds 0.0 fc (this mitigation measure shall not apply to property owned by Harvard-Westlake).” The result of these measures is that light from the pedestrian bridge would be perceived as a glow, visible to motorists along a brief stretch of Coldwater Canyon Avenue but not exceeding 0.4 fc (RDEIR page 3.1-38).

The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City’s Building Code (RDEIR page 2-5). The commenter correctly notes that additional Project-related excavation resulted from relocating the southernmost retaining wall 15 feet further south in order to provide the required 20 feet of airway. Not included among those changes, however, were higher retaining walls. On DEIR page 3.5-20, the maximum height of the retaining wall system is 87 feet. On page 2-11 of the RDEIR, the maximum height is listed as 90 feet, including a 3-foot high protective fence that will sit atop the soil nail retaining walls. Please refer to **Response to Comment C-15** regarding the design and landscaping of the retaining walls.

6R-5 Comment

The Federation remains concerned about the precedent-setting nature of a private pedestrian bridge over Coldwater Canyon, a designated scenic highway. Such a bridge would set a dangerous precedent that other institutions are likely to rely on to seek approval of similar structures across scenic roadways within the Santa Monica Mountains. The precedential impact must be considered as part of the project’s cumulative impact analysis.

6R-5 Response

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City’s CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

6R-6 Comment

The RDEIR dismisses the possibility of parking demand reduction and satellite parking for major school events, even though other schools have successfully instituted such programs. The neighboring Buckley School, for example, recently abandoned its parking expansion plans and instead successfully reduced demand and uses satellite parking for major events. The applicant’s inexcusable dismissal of viable parking alternatives means that it has failed to substantiate the need for its massive and impactful project.

6R-6 Response

Please refer to **MR-1** regarding the need for the Project and **MR-7 and Response to Comment RR-19** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures and satellite parking. The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction. Please also refer to **Response to Comment D-89** regarding the differences between Harvard-Westlake and the Buckley School including the differences in student composition and schedules affecting the ability to use satellite parking opportunities to reduce onsite parking demands.

6R-7 Comment

The proposed project has unacceptable unmitigated significant biological impacts.

The RDEIR admits a significant negative impact to the oak/walnut woodland located at the proposed project site. The RDEIR still discounts the loss of habitat to the numerous sensitive species of birds found at the site, including many that are “threatened and declining” and “range restricted,” including the Oak Titmouse, the Rufous Hummingbird, the Nuttall’s Woodpecker, and Cooper’s Hawk. (RDEIR Sec. 3.3 pp. 7-8). The RDEIR’s ultimate conclusion regarding the breadth of the “significant” impact on wildlife is inconsistent with the underlying data. Compare RDEIR sec. 3.3 pp. 7-8 with sec. 3.3 pp. 22-23.

6R-7 Response

Impacts on biological resources, including without limitation the Oak Titmouse, Rufus Hummingbird, Nuttall’s Woodpecker, and Cooper’s Hawk, are addressed in the RDEIR and would be reduced through Project Design Features (PDF-BIO-1), measures that would be implemented pursuant to City regulatory requirements (RC-BIO-1, which has been renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR) and where significant impacts have been identified, through implementation of seven Mitigation Measures (MM-BIO-1 through MM-BIO-7). Notably, Mitigation Measure MM-BIO-7 (refer to page 3.3-29 of the RDEIR and Chapter 4, Corrections and Additions, of this FEIR) provides for vegetation removal outside of the nesting season or, for removal of vegetation during the nesting season, a pre-construction survey to identify nests that may be present, weekly monitoring of construction activities and notification to the City if Project activities have the potential or do damage active avian nests. The mitigation measure would protect bird species from direct mortality due to Project construction.

The RDEIR evaluates the impacts of the Project regarding the species cited in this comment on page 3.3-23, cross-referencing the data on pages 3.3-7 to 3.3-8. As indicated in that analysis individual mortality of birds is unlikely and impacts to habitat are minor and would be less than significant to the species in question because the birds are able to move to areas of similar habitat. Additionally, mitigation for the oaks and walnuts lost would eventually replace lost habitat.

With respect to Cooper’s Hawk as a Sensitive Biological Resource, the analysis notes that most of the habitat for the species would be preserved onsite, the loss of 1.43 acres of this habitat is not significant to the species, and that in recent years the species has been breeding successfully in suburban environments with mature trees. For the reasons stated in the RDEIR analysis, including consideration of Mitigation Measures for reducing impacts, impacts on the cited species would be less than significant.

Regarding the utilization of the oak walnut woodland habitat by a number of avian species, some of which are considered sensitive by resource conservation agencies and organizations, the RDEIR concludes (page 3.3-23) that: “[t]he Project’s impact to oak/walnut woodland and associated sensitive species (primarily birds) that forage therein are considered to be cumulatively considerable contributions to significant impacts on 1) the sensitive oak-walnut woodland habitat and 2) associated sensitive species.”

Please refer to **Response to Comment Q-3** regarding the habitat range for the Rufous Hummingbird and the unlikely use of the Development Site by the Rufous Hummingbird for nesting.

6R-8 Comment

The RDEIR acknowledges that an increased number of protected trees are impacted. The tally of impacted trees is now 65 Coast Live Oaks and 273 California Black Walnut trees. The RDEIR also exaggerates the poor state of the protected trees—only 15 of the 147 trees the school is proposing to destroy are F rated. But even D-rated trees “support partial foliage” and although not all may survive for the average species

life-span, some “are expected to survive in a reduced state over the long term.” RDEIR Appendix D.3, p.16.

6R-8 Response

The comment’s citation regarding trees surviving in a reduced state is taken out of context. That statement on page 16 of Appendix D.3 refers to trees that are damaged by fire, not TCD. Moreover, damaged trees such as those affected by TCD are stated in Appendix D.3 to generally support partial foliage, compromised structure, and/or excessive infestations and would not be expected to survive to the average lifespan of the species. (See **Response D-15H** for photographs of trees on the Development Site taken in 2011 and 2016 illustrating how the condition of some trees has deteriorated over the past five years.)

The importance of oak and walnut trees to wildlife as a source of food and shelter is acknowledged at page 3.3-2 of the RDEIR. At the same time the diseased condition of 78 percent of the walnut trees must be noted to accurately reflect existing site conditions and the actual existing value to wildlife. As pointed out at page 3.3-2 of the RDEIR, the disease that has infected the walnuts is ultimately fatal to walnut trees and there are currently no control methods available. With the concurrence of the California Department of Fish and Wildlife, the University of California Statewide Integrated Pest Management Program prescribes that infected trees be removed and destroyed by grinding or burning immediately after removal in order to prevent the spread of TCD.

Despite these existing conditions the RDEIR conservatively determined that the removal of 147 trees (13 oaks and 134 walnuts of which 76 percent and 30 percent, respectively, are graded as below average/poor condition or severe decline/dead) would represent a significant impact. Moreover, these tree removals will be mitigated in accordance with the LAMC, as amended, at a 4:1 replacement ratio, as stated at page 3.3-24 of the RDEIR. As such, the RDEIR’s appropriately concludes that this mitigation is sufficient to reduce potentially significant impacts to a level that is less than significant. That is, the replacement of the 147 trees to be removed (most of which are fatally diseased) with 528 healthy trees will result in substantially improved woodland health and value to wildlife. As to permanent encroachments to an additional 20 trees, the RDEIR provides additional measures to minimize impacts at page 3.3-24 and it would be speculative to assume these trees would be lost as well. Also see **MR-6** for further information regarding impacts on protected trees and the reduced biological and habitat value of unhealthy trees.

6R-9 Comment

The Federation disagrees with the RDEIR’s characterization of the wildlife corridor at the site. The RDEIR discounts the project’s negative impact to wildlife movement, stating that “the Project is on the periphery of an open space area; substantial interference with wildlife movement/migration corridors to the extent that the project would diminish the chances for long-term survival of any sensitive species is not anticipated because the Development Site is located at the east edge of the northern end of a finger or peninsula of open space within surrounding suburban development . . . This impact is not considered significant.” RDEIR Sec. 3.3 p. 21.

Yet the RDEIR admits that “[t]he southern 3/4 of the Development Site is within the ‘Desirable Open Space Special Boundary’ [internal citation] and the Development Site is immediately adjacent to land owned by the Santa Monica Mountains Conservancy. The Project’s impact to oak/walnut woodland and associated sensitive species (primarily birds) that forage therein are considered to be cumulatively considerable contributions to significant impacts on 1) the sensitive oak-walnut woodland habitat and 2) associated sensitive species. RDEIR 3.3 p.23. Further, the RDEIR acknowledges that even with proposed mitigations, “impacts to coastal western whiptail and San Bernardino ringneck snake and cumulative impacts to oak/walnut woodland would remain significant.” Id. (emphasis added).

6R-9 Response

As described at page 3.3-10 of the RDEIR, the character and context for wildlife movement across the Development Site is accurate. The Development Site is at the northern edge of an open space area that is surrounded by single-family residences to the northwest, north, east, southeast, and east. As such, it is a “dead end” for wildlife movement on an area-wide scale and cannot be considered as a vital linkage point for wildlife movement between larger open space areas (more detail may be found at page 3.3-9 of the RDEIR). Undoubtedly, the woodland habitats within the Development Site provide adequate cover and forage space to support wildlife movement for an array of wildlife species; however, as commonly described, the larger open space areas to the south generally along an east to west axis is the “hallway” and the Development Site is a “room” off of the hallway used for local wildlife movement only. It is primarily for this reason that the RDEIR considered potential impacts to wildlife movement to be less than significant. It is also important to note that Desirable Open Space is a City General Plan advisory term that is not intended to prohibit development if such development is consistent with the unique characteristics of land so designated. Regarding the comment’s reference to sensitive oak-walnut woodland habitat, please refer to **Response to Comment 6R-8** above. Finally, the comment’s statement that impacts to coastal western whiptail lizard and San Bernardino ringneck snake and cumulative impacts to oak/walnut woodland would remain significant after mitigation accurately reflects the determination of the RDEIR pages 3.3-22 and 3.3-23.

6R-10 Comment

Based on review of the Recirculated Draft EIR, the Hillside Federation still comes to the inescapable conclusion that the proposed three-story, 750-car parking structure with an illuminated fenced-in athletic field and pedestrian bridge across the scenic corridor are grossly out of character with the natural hillside environment, and their approval would destroy the character of the hillside. We renew our strong opposition to the project, which would set a dangerous and unwelcome precedent that places the natural integrity of hillside areas throughout the Santa Monica Mountains at risk.

6R-10 Response

Please refer to **MR-4** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics including the character of the surrounding area and **MR-6** regarding the Project’s location, biological impacts, and relationship to adjacent uses.

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City’s CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

6R-11 Comment

The Hillside Federation urges the City to consider alternatives only on the east side of Coldwater Canyon. The City must consider feasible project alternatives that would be less impactful to the environment and character of the hillsides, which would also be more likely to conform to the requirements of the municipal code.

6R-11 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. Such analysis has also been expanded as part of Chapter 4, Corrections and Additions, of this FEIR.

6R-12 Comment

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 45 homeowner and resident associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

The Federation considered the Harvard-Westlake School's proposed vacations at its October 2015 meeting and voted to oppose the proposed air rights and street vacations based on the following: 1) the unwelcome precedent created by an approval for a private bridge over a designated scenic highway, especially one in the foothills of the Santa Monica Mountains; 2) the applicant's failure to follow the required multiple approvals process in the City's municipal code; 3) the street vacation for private use not considering present and future public uses; and 4) the fact that the requested pedestrian bridge is not necessarily adequate to resolve the safety concerns that the garage project itself creates.

6R-12 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. The commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations does not relate to the adequacy of the RDEIR or question the analyses contained therein, but will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**. The comment relating to the street vacation only providing private benefits is addressed in **Responses to Comments 6R-13 through 6R-18**.

The commenter's reference to concerns about the Parking Structure's safety is presumed to relate to the opinion that pedestrians could cross Coldwater Canyon Avenue at grade and without a crosswalk rather than use the pedestrian bridge. Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure would contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

6R-13 Comment

The proposed vacations are clearly part of the "Parking Improvement" Plan proposed by the Harvard-Westlake school in the 5.5 acres of hillside west of Coldwater and south of Ventura. The airspace vacation over Coldwater is for the proposed pedestrian bridge (163-ft long and for the exclusive use of the school), and the street vacation for the Hacienda Drive right of way, which is either to allow the applicant to meet setback requirements or to allow construction of the southernmost 20-60 ft. high retaining wall. *Footnote:* It is unclear from the various drawings/renderings submitted to the City as part of the DEIR.

6R-13 Response

The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City's Building Code (RDEIR page 2-5). Relevant to this particular comment, the southernmost retaining wall was moved 15

feet further south in order to provide the required 20 feet of airway, resulting in the Development Site including a portion of the planned but unimproved street Hacienda Drive. The commenter is therefore correct that the airspace vacation for the pedestrian bridge and vacation of the planned but unimproved street Hacienda Drive are requested as part of the Project (RDEIR page S-9, 2-23, and 4-4).

6R-14 Comment

Approval of an airspace vacation creates an unwelcome and ill-advised precedent on a scenic highway located in the Santa Monica Mountain foothills.

The Federation is not aware of any location in the City of Los Angeles where a private bridge has been allowed over a public roadway that is in the hillside of a designated scenic highway.

All approved bridges spanning public roads have been in commercial areas or on large boulevards, not on scenic canyon roadways. This airspace vacation would create an unwelcome and dangerous precedent, which would threaten similar hillside canyon roads with future urbanizing development.

The photo below depicts the view looking south on Coldwater Canyon where the bridge would be constructed. The proposed bridge would destroy the bucolic canyon aesthetic.

Note: The commenter included a photograph of the Development Site, taken by Kathryn Donohew, October 2015, which can be viewed by reviewing the comment letter. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

6R-14 Response

The commenter refers to one of the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

Please refer to **MR-4** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics and **MR-6** regarding the current state of the Development Site and the Project's impact on biological resources.

6R-15 Comment

The Hacienda Drive vacation violates the City's multiple approvals process and likely constitutes piecemealing under CEQA.

The DEIR does not reference the Hacienda Drive west right-of-way request as part of the discretionary actions for this parking project. The DEIR does mention the southern area and southwesterly areas of the proposed project as "encroaching" or having less than allowed setbacks (zero, as opposed to the 17 ft required). Yet this right-of-way request was not included as part of the multiple-approvals.

Section 12.36.B of the Municipal Code provides that “[a]pplicants shall file applications at the same time for all approvals reasonably related to complete the project.” The Federation objects to the City separately considering this right-of-way vacation from the other required components of the project. Such an approval would likely constitute piecemealing under longstanding state law. See, e.g., *Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora*, 155 Cal. App. 4th 1214 (2007).

6R-15 Response

The vacations of the planned but unimproved street Hacienda Drive and the airspace for the pedestrian bridge are discretionary actions that Harvard-Westlake has requested as part of the Project. Similar to the Project’s other such discretionary actions (RDEIR page 2-21 through 2-23), it is within the City’s purview to approve or deny all or a portion of the requested discretionary actions based upon consideration of the Project’s cumulative benefits when weighed against the environment impacts. As noted in **Responses to Comments 6R-13 and 9.7R-3**, the impact of the requested vacations was included as part of the RDEIR analyses and it is therefore appropriate to consider the Project and alternatives that may rely upon the vacations as part of their design.

6R-16 Comment

The present and potential future public uses of Hacienda Drive foreclose its vacation for private use.

The City does not own and therefore cannot give away property held in trust for the public benefit. Per the Streets & Highways Code sec 8324(b), the City would need to find that the street is unnecessary for present or future public use.

6R-16 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding non-CEQA issues such as the commenter’s opinion about the requested vacation and **Response to Comment 6R-15** regarding the requests for vacations. Therefore, no further response is required.

6R-17 Comment

Hacienda Drive has many present and future uses other than as a locus for a massive retaining wall and/or setback for a 3-story parking garage. Granting this part of Hacienda Drive to the school for its private use would not result in any public use or benefit. In fact, vacation would permanently and irrevocably preclude any public use of a future roadway for access to the hillside west of Coldwater. Future potential uses include improved access for fire safety for residents who live on Potosi Avenue (which dead-ends above the paper road). Even if not paved, it could be used for emergency evacuation of Potosi residents, brush clearance and trailhead access to Santa Monica Mountains Conservancy lands, as well as access to the other parcels of land that Harvard-Westlake owns.

6R-17 Response

Please refer to RDEIR Appendix J regarding a statement from the Los Angeles Fire Department, Bureau of Fire Prevention and Public Safety, that the Department has no opposition to vacating the planned but unimproved (“paper”) street Hacienda Drive. The Lead Agency also notes that the elevation at the intersection of Coldwater Canyon Avenue and paper Hacienda is 714 AMSL and the elevation at the end of paper Hacienda is 785 AMSL (an elevation gain of 71 feet). Given the length of paper Hacienda at approximately 290 feet, the change in elevation implies a 24% slope if the street were to be developed, significantly steeper than the City typically engineers. Please also refer to **Response to Comment 6R-15** regarding the requested vacations.

6R-18 Comment

State law protects the public's right of equal access to public streets, and precludes municipalities from impeding such access. "The streets of a city belong to the people of the state, and every citizen of the state has a right to the use thereof..." Rumford, 31 Cal.3d at 499 (quoting Ex Parte Daniel, 183 Cal. 636, 639 (1920)).

Vacation is proper only "if the controlling purpose was the convenience of the general public," such as for reasons of general public safety. *Constantine v City of Sunnyvale*, 91 Cal. App. 2d 278, 282 (1949). In this case, safety issues necessitate the public's access to this roadway land.

Furthermore, the Court in *Whitley Heights* noted, "a street may not be vacated for exclusive private use." *Whitley Heights*, 23 Cal. App. 4th at 820 (quoting *Constantine*, 91 Cal. App. 2s at 282). That is exactly what the School intends with this right of way request.

6R-18 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

6R-19 Comment

The airspace vacation creates foreseeable safety hazards.

Without the bridge and parking structure on the west of Coldwater there are no safety issues for students and visitors accessing the campus, since there is no need to cross the street near a blind curve in the road that has no traffic control devices. However, a three-story parking structure (accommodating 750 cars) and bridge would require hundreds of students and campus visitors to cross Coldwater Canyon. There are numerous foreseeable dangers caused by this arrangement, including students dashing across Coldwater when late for class or for a campus event, when the bridge is crowded or backed up, as well as the possibility of the bridge failing in an earthquake or significant seismic event. These scenarios were outlined in two expert reports submitted to the City as part of the DEIR in Nov 2013. According to Brohard and Associates Report, "Physically preventing at-grade pedestrian crossings of Coldwater Canyon Avenue from the parking structure to the campus and vice-versa is not possible." (p.8).

6R-19 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. Refer to **Response to Comment R1-7** regarding the use of two elevators on each side of Coldwater Canyon Avenue, in addition to access stairwells, that will allow the pedestrian bridge to remain open even when undergoing routine maintenance. Please also refer to **Responses to Comments C-4 and C-5** regarding the safety of the pedestrian bridge, including seismic safety and design standards exceeding City requirements.

6R-20 Comment

Additionally, "The potentially significant difference in foundation properties [of the ground soil on each side of Coldwater] could cause each side of the bridge to react differently during a moderate to large earthquake...potentially causing the bridge to fail on to Coldwater Canyon Avenue." (Wilson Geosciences

Report, p.2) These foreseeable scenarios are a danger both to the school community and the public, and are self-imposed by the applicant.

6R-20 Response

RDEIR Chapter 3.5 discusses the geotechnical testing and modeling performed for the Project and the conclusion that “the Project could be constructed and operated in a safe manner in accordance with the City’s building code and standards.” (RDEIR page 3.5-21). The potential for the pedestrian bridge to fail during an earthquake as a result of differing soil conditions, as the commenter notes from the Wilson Geosciences report, is not applicable given that both eastern and western pedestrian bridge abutments will derive support from drilled, cast-in-place foundations that are anchored at least 8 feet into bedrock and are not subject to liquefaction (RDEIR page 3.5-21). Please also refer to **Responses to Comments C-4 and C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

6R-21 Comment

Based on the above, the Federation urges the Bureau of Engineering to deny both the vacation of public airspace and vacation of a public roadway for private use.

6R-21 Response

The commenter’s expression of opposition to the vacation of the planned but unimproved street Hacienda Drive and the airspace vacation for the pedestrian bridge, both requested as part of the Project, will be forwarded to the decisionmakers for their consideration in taking action on the Project.

7R. St. Michael and All Angels Episcopal Church, The Rev. Dan Justin, Rector, Letter dated March 18, 2016

7R-1 Comment

I write this letter in response to the Recirculated Draft EIR (File No. ENV-2013-0150-EIR SCH NO .2013041033). I represent the 300+ members of St. Michael and All Angels Episcopal Church who continue to oppose this project.

The Recirculated Draft EIR fails to adequately address the concerns of the parish. This project threatens the future viability of St. Michael's, a parish that has operated in our current location since the late 1940's. In previous letters I have outlined many different concerns. We continue to oppose this project for the following reasons.

7R-1 Response

The commenter’s expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **Responses to Comments U-3 through U-5** regarding the Project’s impact on St. Michael’s.

7R-2 Comment

We are concerned about the cumulative impact on traffic on Coldwater Canyon Ave if the construction projects at Harvard-Westlake and the Sportsman's Lodge are happening simultaneously.

We are concerned about the impact of the noise generated by this project on the daily operations of the parish which include prayer services, rehearsals, meetings, times of study and reflection, weddings, funerals, and special services.

7R-2 Response

The Project's impact on traffic included consideration of numerous related projects, including the proposed redevelopment of Sportsmen's Lodge (RDEIR Appendix G.2). Factoring in such related projects, as well as the Project's own vehicular uses, the RDEIR found that the Project's construction would have a less than significant impact on traffic due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours (refer to **Response to Comment C-7**). The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Response to Comment C-3 and D-57**).

Please refer to **MR-2** regarding the analysis that was used to conclude, conservatively, that Project construction would result in a temporary noise increase at St. Michael's of 5.5 dBA at the outside point closest to the Development Site, above the CEQA threshold of 5.0 dBA, and the likely less-than-significant noise impact inside St. Michael's buildings.

7R-3 Comment

We are concerned about safety issues associated with building a parking garage on the west side of Coldwater Canyon. Currently students are not required to cross the busy street. The school cannot guarantee that students will use the walking bridge at all times.

7R-3 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

7R-4 Comment

We are concerned about the impact on traffic with the vast number of trucks that will travel on Coldwater Canyon and the plan to stage those trucks on the Southern Parking Lot so close to the church property.

We are concerned about the air quality during construction and its impact on those of us on the church campus on a daily basis.

7R-4 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

Please refer to **Response to Comment C-17** regarding the Project's less than significant impact upon air quality during construction. Notably, through implementation of the revised Mitigation Measure MM-AQ-10 which requires stringent emissions controls on most construction equipment and the new Mitigation Measure MM-AQ-10 (included in Chapter 4, Corrections and Additions, of this FEIR), air quality impacts have been further reduced from the levels cited in the RDEIR.

7R-5 Comment

We are concerned about potential damage to our campus, in particular our sensitive pipe organ, due to dust, dirt, and debris during construction.

7R-5 Response

Please refer to **Response to Comment C-17 and U-3** regarding the finding that the Project's construction and operation would have a less than significant impact upon air quality, including from potential fugitive dust. Further, RDEIR Table 3.2-7 indicates that only PM2.5 and PM10 emissions screening thresholds would be exceeded, resulting in additional analysis to determine whether localized concentrations at nearby sensitive receptors would exceed concentration thresholds. Concentrations at St. Michael's and Sunnyside were determined to be 1.3 µg/m³ PM10 and 1.0 µg/m³ PM2.5, significantly below the threshold of 10.4 µg/m³ (RDEIR page 3.2-30).

Regulatory Compliance Measure RC-AQ-1, compliant with SCAQMD Rule 403, requires (among other dust prevention measures) the application of water or other stabilizing agents at least three times per day to prevent generation of dust plumes. Mitigation Measure MM-AQ-2, as amended in Chapter 4, Corrections and Additions, of this FEIR also states that "the construction contractor shall minimize dust using available techniques including, but not limited to, the application of water to remove cuttings."

7R-6 Comment

We are concerned about the environmental impact of this project on plant and wildlife in the area.

7R-6 Response

The Project impacts to plant and wildlife in the area have been evaluated in Chapter 3.3 of the RDEIR; and impacts have been mitigated to the extent feasible. The Chapter 3.3 analysis is supported by RDEIR Appendices D.1 Biological Resources Report, D.1a Floral and Faunal Compendia; and D.2 Protected Tree Report; and RDEIR Appendices D.3 Native Tree Report 2015 Update and D.4 Update to Biological Resources Report. The Biological Resources evaluation identifies Project Design Features and Mitigation Measures to reduce potential impacts. The analysis concluded the Project would result in a significant impact regarding two species and would make a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland area and sensitive species (primarily birds) that forage in oak-walnut woodland. Please refer to **MR-6** for a description of the Development Site's biological condition and the impacts of the Project on plant and wildlife in the area.

8R. Santa Monica Mountains Conservancy, Irma Muñoz, Chairperson, Letter dated March 29, 2016**8R-1 Comment**

As stated in the Notice of Completion and Availability, the Conservancy confirms that its prior comments on the Notice of Preparation and Draft Environmental Impact Report will be addressed in the Final Environmental Impact Report. The Conservancy remains opposed to the subject project because all of the project changes represented in the Recirculated Draft Environmental Impact Report (RDEIR) expand the footprint of either the direct or indirect project impacts. No impact avoidance was integrated into the project modifications and additions.

8R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City's Building Code (RDEIR page 2-5). Some of the changes include but are not limited to:

1. Addition of a debris basin west of the Parking Structure
2. Changes in location and height of the southern retaining wall system
3. Addition of deflection walls to the northwest of the Parking Structure
4. Use of LED fixtures to light the practice field, rather than conventional halide fixtures
5. Restrictions on truck trips
6. Required use of construction equipment that meets USEPA Tier 3 emissions standards, where available
7. Salvage efforts are to be undertaken during initial clearing of the Development Site to remove species of low mobility

As a direct result of changes one through three above, the RDEIR conservatively acknowledges the Project's significant impact on the coastal western whiptail lizard and San Bernardino ringneck snake and cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat (RDEIR pages 3.3-22, 3.3-23, and 4-1). Changes four through seven, contrary to the commenter's assertion, are Project modifications intended to reduce environmental impacts. In particular, the use of USEPA Tier 3 emissions standards was a significant contributing factor in the reduction of air quality impacts, lowering such impact from the level of significance (even with mitigation) cited by the DEIR to a less-than-significant impact. Further, as described in Chapter 4, Corrections and Additions, of this FEIR, Harvard-Westlake has incorporated even more exacting emissions standards for construction equipment, in most cases utilizing equipment that is USEPA Tier 4 compliant (the most stringent standard). Refer to the revised Mitigation Measure MM-AQ-10 and new Mitigation Measure MM-AQ-11.

8R-2 Comment

The RDEIR range of alternatives remains deficient. All of the development project footprints, other than the four-home-Alternative 2, have the same basic original horizontal footprint of the proposed project.

8R-2 Response

The RDEIR incorporated eleven potential Project alternatives (five of which were analyzed in detail and six of which were rejected from further consideration given their speculative nature, infeasibility, failure to achieve one or more primary Project objectives, and/or failure to materially reduce environmental impacts). Alternatives included structures to the east of Coldwater Canyon, which follow a more vertical orientation as suggested by the commenter:

1. Smaller Parking Structures Throughout the Harvard-Westlake Campus (Senior Lot, Rugby Lot)
2. Alternative 5 - Southern Parking Lot

Please refer to **Response to Comment 8R-6** and RDEIR pages 5-5 and 5-24 through 5-31 regarding reasons why these alternatives fail to achieve one or more primary Project objectives or increase the potential project's environmental impacts (e.g., views and aesthetics, operational noise and lights). Please also refer to **Response to Comment D-127** regarding the infeasibility of a stair-stepped design for the Parking Structure. Lastly, refer to **MR-7** regarding the sufficiency of the Alternatives analysis.

8R-3 Comment

Alternative 4 apparently has a 25 percent reduced project footprint but the RDEIR included no dimensions and did not describe where such reduction would occur. The alternatives analysis claims its ecological impacts would be similar to that of the proposed project. How can a decision maker analyze Alternative 4 as reduced impact alternative without an adequate visual or written project footprint description?

8R-3 Response

Alternative 4 to the Project is described on RDEIR pages 5-19 through 5-24 and renderings are provided with Figures 5-3 and 5-4 (RDEIR pages 5-20 and 5-21). In comparing Figure 5-3 (Alternative 4) with a rendering of the Project from the same perspective (RDEIR Figure 2-11 on page 2-33), the Lead Agency notes that the location of the pedestrian bridge, building setback from Coldwater Canyon Avenue, and location of the western-most retaining wall appear to be the same. Alternative 4 shortens the length of the Parking Structure by 25% from the south terminus included in the Project design. Please refer to Chapter 4, Corrections and Additions, of this FEIR for the clarification to RDEIR page 5-19.

Approximately 20% to 30% fewer trees would be removed as part of Alternative 4 as compared to the Project, given the reduced footprint, although the RDEIR reached the conservative conclusion that the impact on biological resources would be similar to the Project as a result of the cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and a significant impact on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). RDEIR Table 5-4 on pages 5-32 through 5-34 summarizes the differences between the Project and its alternatives, again noting several areas of reduced biological impacts with Alternative 4.

Please also refer to **MR-7** regarding the analysis of Alternative 4.

8R-4 Comment

As requested by Conservancy in earlier comments, the range of alternatives needs to include a reduced footprint, non-residential development in which the footprint is pulled dramatically (approximately 50 percent) closer to Coldwater Canyon Avenue to dramatically reduce grading, biological, and visual impacts. That development could include parking or various building space that would either free up space within the east campus for desired uses or meet a portion of the proposed parking objectives.

8R-4 Response

CEQA and the CEQA Guidelines do not specify the number or type of project alternatives that should be considered. The requirement that an EIR identify and discuss alternatives to the project stems from the fundamental statutory policy that public agencies should require the implementation of feasible alternatives or feasible mitigation measures to reduce the project's significant environmental impacts. According to the CEQA Guidelines, an EIR must describe a reasonable range of alternatives to the proposed project, or to its location, that would feasibly attain most of the project's basic objectives while reducing or avoiding any of its significant effects. Afforded such information, decisionmakers can accurately understand the magnitude of the action(s) to be undertaken, if any.

The alternatives considered as part of the RDEIR included a 25% smaller footprint parking structure with five levels and no rooftop practice field (Alternative 4, RDEIR pages 5-19 through 5-24). The footprint reduction would be achieved by reducing the length of the structure beginning at the southern terminus. Please also refer to **MR-7**. This alternative would require the removal of approximately 20% to 30% fewer protected trees and would involve approximately 25% less grading, but the remaining impacts (aesthetics, noise, lighting) would be similar to or greater than the Project. Alternative 4 also fails to meet one of the most important Project objectives (the provision of enhanced recreational opportunities for Harvard-Westlake students).

The commenter's suggestion that the structure's width be reduced by 50%, rather than its length by 25% (as analyzed in Alternative 4), results in the same conclusions as Alternative 4 and would be inferior to the Project given the few environmental benefits it would bring and the reduced ability to meet the Project

objectives. Specifically, while grading would be reduced and fewer trees would be removed (though the Project would appropriately mitigate tree removals at a 4:1 ratio):

1. The structure would need to contain six levels of parking in order to provide the same number of spaces as the Project. A six-level structure would rise to almost 90 feet in height (relative to AMSL of 710 feet) if no practice field is provided, and to 130 feet with a practice field, catchment fence, and field lights.
2. While grading would be reduced, along with the height of the soil nail retaining walls, a 90-foot structure would exceed the height of the retaining walls and its visibility to the west and northwest would be increased.
3. If the structure were to remain at three levels of parking, approximately 400 spaces would be lost and would no longer provide a sufficient number of spaces to meet demand (please refer to **MR-1** regarding the need for the Project).
4. Practice field dimensions would become 330 feet long by 100 feet wide, reducing its utility given the irregular (i.e., narrow) shape.
5. Service and emergency responder access to the roof would be impaired given the difference in height between the practice field and the nearest hillside point.

Please also refer to **Response to Comment D-132** regarding the commenter's similar suggestion, submitted in response to the DEIR.

8R-5 Comment

The Conservancy remains opposed to a bridge across this scenic roadway, due to the significant adverse visual and biological impacts it would have on this natural area in the foothills of the Santa Monica Mountains.

8R-5 Response

Please refer to **MR-4 and Response to Comment D-139** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics and **MR-6** regarding the Project's location and biological impacts.

8R-6 Comment

Another alternative that has not been suggested or analyzed in the RDEIR is a one story addition on an existing East Parking Lot.

8R-6 Response

The placement of a parking structure on Harvard-Westlake's South Lot (just to the north of St. Michael's) was included in the DEIR and RDEIR as Alternative 5 (RDEIR pages 5-24 through 5-31). As also described in **MR-7**, Alternative 5 fails to achieve the major project objective of increasing opportunities for recreational activities for Harvard-Westlake students, fails to improve the flow of traffic since buses would continue to be park on Coldwater Canyon, and does not materially reduce the environmental impacts of the Project.

Placing the parking structure on one of Harvard-Westlake's other two parking lots was also evaluated in the RDEIR, but both options were rejected from consideration. The small Rugby Lot at the northeast corner is only accessed by a single lane driveway, closely bordered by buildings, topography, and a City-maintained stormwater drainage channel (RDEIR page 5-5). A structure placed on this lot would not be large enough to accommodate a practice field (a primary Project objective) and would be located immediately adjacent to a large number of residences.

Building over the Senior Lot (located to the north of the South Lot) was rejected for consideration for many of the same reasons as Alternative 5 (RDEIR page 5-5). Given a number of public comments requesting additional detail to support this conclusion, Chapter 4, Corrections and Additions, of this FEIR includes such consideration. In summary, the alternative would require a structure with 6 levels of parking, and reach heights of 67 feet 10 inches to the practice field level and 104 feet 10 inches to the top of the field lights. It would be visible for a significantly greater distance than the Project and to a greater number of residences in all directions, and would result in increased operational impacts from noise and lights. Other environmental impacts would be similar to the Project. It would also only partially meet one of the primary Project objectives of providing additional recreational opportunities to Harvard-Westlake students because the smaller footprint would restrict the size of the practice field. For these reasons, the RDEIR appropriately rejected this alternative from consideration.

Limiting development on the South, Senior, or Rugby Lots to one story, as the commenter suggests, would reduce the visual and aesthetic impacts. However, in the case of the South and Rugby Lots, no practice field could be accommodated (one of the Project's primary objectives) and only 75 additional parking spaces would be gained. With a one-story development on the Senior Lot, a half-size practice field could be built but only 125 parking spaces would be gained and operational noise and light impacts would not be reduced. All three options, with 75-125 incremental spaces gained, are well below the 750 spaces included with the Project and are insufficient to meet the daily parking demand that results from Harvard-Westlake's existing operations (please refer to **MR-1** regarding the need for the Project).

8R-7 Comment

This much smaller alternative, on the East side, in conjunction with an actual Traffic Demand Management (TDM) program, would be an environmentally superior option.

8R-7 Response

Please refer to **Response to Comment 8R-6** regarding the analysis of project alternatives on the east side of Coldwater Canyon Avenue, including the use of a single-story structure over an existing lot.

As described in **Responses to Comments RR-19 and 11R-76**, increased reliance on student carpools, bus transportation, and other TDM measures will not reduce the demand for parking such that a one-story structure will be an adequate solution. Such options also do not meet, or only partially meet, one of the Project's primary objectives (increased recreational opportunities for Harvard-Westlake students).

8R-8 Comment

The proposed project and most of its development alternatives would result in the most severe native woodland impacts in the Santa Monica Mountains east of the 405 freeway in at least three decades. The woodland proposed to be lost is part of the largest contiguous block of habitat on the north face of the range between the Cahuenga Pass and the 405 freeway -- absent only the Fryman Canyon core habitat area. These few remaining core habitat blocks are critical stepping stones and refugia for eastern Santa Monica Mountains wildlife populations. Often the extreme outer boundaries of such refugia provide special habitat value either for predators avoiding intra-species aggression, bearing of young, or prey seeking sub-refugia that is situated as far as possible from the most frequented game trails and travel paths.

8R-8 Response

The Project impacts to plant and wildlife in the area are evaluated in Chapter 3.3 of the RDEIR; and impacts are mitigated to the extent feasible. The Chapter 3.3 analysis is supported by DEIR Appendices D.1 Biological Resources Report, D.1a Floral and Faunal Compendia; and D.2 Protected Tree Report; and

RDEIR Appendices D.3 Native Tree Report 2015 Update and D.4 Update to Biological Resources Report. Please refer to **MR-6** for further information regarding the Development Site's current environmental state and the basis for the conclusions in the RDEIR. Approximately half the Development Site has been previously developed and disturbed, with grading, home development, paving and storage uses by Harvard-Westlake and the Los Angeles Department of Water and Power. Further, the majority of the area within the construction limits consist of disturbed or ruderal vegetation that provide minimal benefit to wildlife; the majority (78%) of the walnut trees constituting the oak walnut woodland on site are diseased and dying, reducing their value as a source of food and shelter for wildlife; the proximity of residential development on three sides of the site largely limits its use as a resident habitat to species that are common to suburban environments; and the location of the site at the tip of a finger of vacant land prevents it from being a linkage between large habitat blocks.

The appropriate context for addressing the loss of woodland habitats is the Santa Monica Mountains, Santa Susana Mountains and Simi Hills (all interconnected ecosystems), because losses of a particular natural community/habitat region-wide is a more meaningful way to look at overall population sustainability. Notwithstanding, as set forth in the CEQA Guidelines, when looking at region-wide impacts it is most meaningful to analyze cumulative impacts and an individual project's contribution to cumulative impacts in terms of whether they are "considerable." The RDEIR identifies that the Project would make a cumulatively considerable contribution to a significant impact with respect to the loss of oak/walnut woodland in the region (see RDEIR page 3.3-29).

8R-9 Comment

The carrying capacity of the eastern Santa Monica Mountains for most medium and large sized mammal species and many reptile species is not known. Permanent habitat loss in this area occurs on a near-daily basis and no new habitat is added. The ongoing drought has dramatically affected the canopy cover in native walnut woodlands. Wildlife water sources become more ephemeral each subsequent year as groundwater reserves are not replenished. Recreational use in the woodland areas of Wilacre Park continues to expand and adversely impact wildlife carrying capacity. The subject part of the range could well be at a tipping point for the continued permanent presence of bobcats and grey fox.

8R-9 Response

It is speculative to suggest that the bobcat and grey fox in the area are at or near a tipping point when the carrying capacity of the area for these species is not known. Please refer to **MR-6** regarding the biological value of the Development Site. Furthermore, tree removals would be mitigated in accordance with the LAMC, as amended, at a 4:1 replacement ratio, as stated at page 3.3-24 of the RDEIR. As such, the RDEIR appropriately concluded that mitigation would be sufficient to reduce potentially significant impacts to a less than significant level. That is, the replacement of the 147 trees to be removed (most of which are fatally diseased) with 528 healthy trees could result in improved woodland health and value to wildlife. On balance, the biological value of the Development Site post-construction, with approximately 4.6 acres of healthy, native landscaping, could be considered greater than its current state (3.5 acres of disturbed areas or ruderal vegetation and 3.33 acres of declining or dead woodland). Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Please also refer to **Response to Comment 5R-3** regarding the reduced value of unhealthy trees for nesting, food sources, and shelter.

8R-10 Comment

The proposed project and all of its development alternatives (other than Alternative 2) would permanently remove a substantial area of native woodland and have permanent indirect adverse impacts on surrounding offsite lands including land owned by the Mountains Recreation and Conservation Authority (MRCA).

8R-10 Response

The amount of native woodland that would be removed has been properly identified in Chapter 3.3, Biological Resources, of the RDEIR and the impacts of the removal have been properly evaluated in accord with CEQA Guidelines, inclusive of on-site and off-site impacts. Please refer to **Response to Comment 8R-9** above and see **MR-6** for a description of the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland.

As shown in Figure 3.3-2 of the RDEIR at page 3.3-18, the Project's limits of disturbance is generally set back from adjacent properties (including public lands) by distances of 40 to 80 feet. It is acknowledged that some edges of proposed disturbance are less than this distance and along two portions of the disturbance, the Project will abut neighboring properties along distances of 40 to 50 feet. In the short-term and temporarily, adjacent habitats are likely to be impacted by elevated noise levels from heavy equipment. However, in the long-term, these impacts will not be an issue to neighboring properties/habitats because of the amount of space which would remain undisturbed or would be planted with mitigation trees and other native vegetation. Therefore, permanent impacts would be less than significant. Please refer to **Response to Comment D-174**.

8R-11 Comment

An acre of woodland typically has much more per-acre habitat value than grassland, chaparral and coastal sage scrub.

8R-11 Response

In terms of biomass and structural diversity, the comment is generally accurate for those wildlife species that are not obligate to grasslands, chaparral and coastal sage scrub. Further, as pointed out in **MR-6** the per-acre value of the woodland habitat within the Development Site has and will continue to decline due to TCD infestation. Please also refer to **Response to Comment 8R-9** regarding the biological value of the Development Site post-construction.

8R-12 Comment

It is also a less common habitat type as reflected by its special community status with the California Department of Fish and Wildlife.

8R-12 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR and the comment does not affect the conclusions presented in the RDEIR. Therefore, no further response is required.

8R-13 Comment

The RDEIR is deficient for not addressing the substantial incremental degradation of a key habitat block on the north and south slope of the Santa Monica Mountains between the Cahuenga Pass and the 405 freeway. There are few places where the habitat blocks on the north and south slope of the range in this east-west segment have strong connectivity across Mulholland Drive. One of the largest such connectivity zones is the southern end of the subject habitat block leading into Franklin Canyon and Franklin Canyon Park.

8R-13 Response

The comment identifies two issues: first the cumulative loss of natural habitat in the region and second the use of the remaining habitat as wildlife corridors. The cumulative loss of habitat in the region is addressed in the RDEIR, Biological Technical Report and Biological Resources Update and the conclusion is that the regional loss of oak-walnut woodland habitat is significant and that the project would make a cumulatively considerable contribution to this significant loss of habitat. Based on a review of historical aerial photos available at Google Earth, (see **Response to Comment 15H**) the area surrounding the Campus was cleared of large blocks of habitat and developed with single-family residences well before 1989, and is much more suburban today than it was years ago. The comment implies that the Development Site (surrounded on three sides by suburban development, including Coldwater Canyon Avenue) is an important part of a connectivity zone, which is not accurate. It is a “dead end” for wildlife movement on an area-wide scale and is not considered a vital linkage point for wildlife movement between larger open space areas (more detail may be found at page 3.3-9 of the RDEIR).

8R-14 Comment

Without question – tree replacement – the only proposed biological mitigation measure that addresses permanent habitat loss and degradation does not offset the direct, permanent loss of at least 3.3 horizontal acres of walnut woodland and its unique soils. The 3.3 acres probably translates into almost 4 acres when slope acres are considered.

8R-14 Response

The comment incorrectly cites the loss of 3.3 acres; rather, 1.43 acres of woodland impacts would result from the Project. The figure of 3.33 acres reflects the amount of woodland found on the Development Site at this time. 1.87 acres of the existing 3.3 acres of woodland would be preserved as part of the Project.

It is standard practice in the planning industry to use plan views to determine acreages in planning, design, impact analysis and mitigation planning; and, as often as this approach may result in an underestimation of impacted acreage, it may also result in the underestimation of mitigation acreage. That is, if the 1.43 acres of impacts mentioned in the comment were for mitigation, it could also translate into an acreage that could be greater than what is actually required. As to the number and placement of mitigation trees, please refer to **Response to Comment 8R-9**. If biomass and structural diversity were the key metrics in determining habitat value, the number of trees and not the actual acreage could be more important in determining the effectiveness of mitigation. Please refer to **MR-6** regarding for a description of the Development Site’s biological condition, the impacts of the Project on oak-walnut woodland, and proposed Mitigation Measures.

8R-15 Comment

New habitat cannot be created, but more existing habitat can be protected as mitigation with a direct nexus to the reduction of high quality habitat in a key core habitat block. An earlier Conservancy letter suggested that the proposed project include a mitigation measure to permanently protect a minimum of 50 acres of habitat between the Cahuenga Pass and the 405 freeway. That suggested mitigation further specified that at

least ten of the fifty acres support existing native walnut woodland and that twenty-five of the acres be provided if fee simple to a public park agency. To provide adequate mitigation the 50 acres would need to be connected to some other habitat block between the Cahuenga Pass and the 405 freeway.

That mitigation acreage could be accumulated in many fee simple pieces and conservation easements as long as it meets the prescription and objective of the habitat mitigation measure as finally adopted. Such mitigation could be costly but the visual impacts of the project and the resulting unknown permanent decrease in the carrying capacity of the subject portion of the Santa Monica Mountains warrant significant mitigation. The MRCA is an optimal agency to assist the school in finding and accepting such mitigation land interests.

If the school demonstrates that it is prohibitive to acquire such mitigation land interests between the Cahuenga Pass and 405 freeway, the field of acquisition area should be expanded to include the unprotected lands surrounding Griffith Park east of the Cahuenga Pass. Fifty percent of such land must be protected within two months of the issuance of any grading permits. The remainder must be protected within the next eight months. For every acre not permanently protected with a conservation easement or fee simple to a public agency by each of those deadlines, the school would have a letter of credit that guarantees \$500,000 per acre to the MRCA available to be put into land acquisition escrows and to reimburse appraisal and title report costs for properties that meet the mitigation criteria. Such a significant cost per acre is necessary to insure adequate incentive for the school to complete the mitigation requirements.

8R-15 Response

The commenter's suggestion that Harvard-Westlake acquire and permanently protect 50 acres of land will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9R. Save Coldwater Canyon!, Inc, Sarah Boyd, President, Letter dated March 20, 2016

9R-1 Comment

Save Coldwater Canyon!, Inc. (SCC) is a neighborhood non-profit group whose mission is to preserve and protect the Coldwater Canyon foothills. SCC submits the following comments on behalf of the 1,100 concerned citizens that have joined our cause.

We have previously submitted comments to the DEIR, yet this recirculated DEIR (RDEIR) has most of the same deficiencies and faulty assumptions, as well as a number of new issues of concern that we will address in this comment letter.

We are submitting as part of this letter four independent expert reports: air quality, safety, noise, and traffic.

9R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The commenter's inclusion of air quality, safety, noise, and traffic reports are addressed in **Responses to Comments 9.1R-1 through 9.1R-29** (air quality), **9.9R-1 through 9.9R-22** (safety), **9.8R-1 through 9.8R-4** (noise), and **9.6R-1 through 9.6R-27** (traffic).

9R-2 Comment

Three of these four reports indicate the gross underestimation of the impacts from soil excavation and truck trips necessary to and from the Project site.

9R-2 Response

Please refer to **Response to Comment 9R-1**. Claims of underestimated impacts will be addressed in responses to each report.

9R-3 Comment

We are also attaching a copy of our online petition, wherein over 1,300 citizens voice their concern over the Project's negative impact to designated desirable open space land.

9R-3 Response

The petitioners' expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-6** regarding the current state of the Development Site and the Project's impact on biological resources.

9R-4 Comment

The RDEIR does not consider the impact of providing so many exceptions to city building codes and limits (especially the Baseline Hillside Ordinance) for this Project, nor the precedential effect that approval of this Project would have on future development.

9R-4 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

9R-5 Comment

We continue to have serious concerns about the negative impact of this Project to Air Quality, Construction and Operational Noise, Biological Resources, Traffic, Aesthetics, Land Use Compatibility, Expansion, and Safety hazards created by the Project.

9R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. To the extent that these concerns are the same as the concerns expressed in the DEIR, please refer to **Responses to Comments D-1 through D-203, E-1 through E-7, F-1 through F-23, and DDD-1**. Specific concerns are addressed in the following responses to comments.

The RDEIR analyzes the impact on air quality resulting from the Project's construction on pages 3.2-26 to 3.2-31, and the impact on air quality from Project operation (including from the relocation of school buses) on pages 3.2-31 to 3.2-34. With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded, nor would the Project conflict with implementation of the applicable air quality plans, nor violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor expose sensitive receptors to substantial pollutant concentrations, nor create objectionable odors affecting a substantial number of people, and, therefore, appropriately found that there would be no significant impact on air quality from Project construction or operation. As noted in **Response to Comment C-17**, Mitigation Measure MM-

AQ-10 has been modified to require the use of stringent emissions standards for most construction equipment and new Mitigation Measure MM-AQ-11 has been added to require that haul trucks be of model year 2010 or newer or, such trucks cannot be obtained, that trucks meet USEPA 2007 standards for NOx emissions.

Noise impacts are addressed in RDEIR Chapter 3.7. The RDEIR states that 16 residences adjacent to the Development Site and 34 residences on the east side of Coldwater Canyon as well as St. Michael's (which includes Sunnyside) would be significantly impacted by temporary construction noise during the overlapping construction phases of grading, soil nailing, and shotcrete activities (RDEIR page 3.7-24). Please refer to **MR-2** regarding the noise analysis for St. Michael's and Sunnyside and the conservative assumptions that were incorporated into the analysis. Additionally, Regulatory Compliance Measures RC-N-1 through RC-N-3 and Mitigation Measures MM-N-1 through MM-N-11 would be imposed to reduce noise impacts, including less than significant impacts, resulting from construction and operation of the Project. FEIR Chapter 4, Corrections and Additions, also includes a new Project Design Feature PDF-N-3 that prohibits the playing of any music on the practice field, whether through an amplified source or not. With implementation of these Regulatory Compliance Measures and Mitigation Measures, impacts related to construction noise, other than to the identified residences and St. Michaels, were found to be less than significant, and operational noise impacts from all sources (mobile, practice field, parking and bus activity) were found to be less than significant.

Biological resources are analyzed in RDEIR Chapter 3.3 which appropriately found the Project would contribute to cumulative impacts as described below. Please also refer to **MR-6** for information on the current state of the Development Site's environment. The RDEIR identifies the Project's cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). The Project would involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts, to be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23, renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years. Note that RC-BIO-1 (MM-BIO-8), 2.s was modified as part of Chapter 4, Corrections and Additions of this FEIR to provide that "[f]ollowing the initial three-year monitoring period, additional monitoring, if any, shall be determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland." With implementation of the revised Regulatory Compliance Measure RC-BIO-1 (MM-BIO-8), Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7 all other biological impacts resulting from the Project would be less than significant.

The impact on traffic from the Project's construction and operation are analyzed in RDEIR Chapter 3.8 and Appendices G.1 and G.2. With implementation of Regulatory Compliance Measure RC-TR-1, Project Design Features PDF-TR-1 and PDF-TR-2 (amended in Chapter 4, Corrections and Additions, of this FEIR), and new Project Design Feature PDF-TR-4, the DEIR appropriately found that construction traffic impacts would be less than significant and that there would be no operational traffic impacts. The traffic analysis was peer reviewed (RDEIR Appendix G.3) and approved by the Los Angeles Department of Transportation (RDEIR Appendix G.4 2). Please also refer to **Responses to Comments C-3 and C-7**.

Chapter 3.1 analyzes the aesthetic impacts of the Project and appropriately concludes that the Project will not exceed any thresholds of significance because it will not have a substantial impact on a scenic vista, substantially degrade scenic resources, substantially degrade the existing visual character or quality of the

site and its surroundings, nor create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Please refer to **MR-4** and **Response to Comment D-139** and RDEIR Chapter 3.1 regarding the Project's aesthetics and the finding that with implementation of Regulatory Compliance Measures RC-AES-1 through RC-AES-3, Project Design Features PDF-AE-1 through PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-9, the Project's aesthetics impacts would be less than significant. The use of lights on the practice field, in the Parking Structure, and on the pedestrian bridge are described in RDEIR pages 3.1-32 to 3.1-40 as well as RDEIR Appendix I. The RDEIR appropriately concluded that with implementation of Regulatory Compliance Measure RC-AES-3, Project Design Features PDF-AES-4 and PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-8 the impact from light was found to be less than significant. Please also refer to **Response to Comment D-15E, D-17, D-169, and D-173**.

Lastly, please refer to **MR-5 and MR-6 and Response to Comment D-42** regarding consistency with the City's land use policies, **Responses to Comments D-51 and D-57** regarding the commenter's assertion of a Harvard-Westlake expansion, and **Responses to Comments C-4, C-5, C-20, D-72, D-77 and D-78** regarding the safety of the pedestrian bridge and retaining walls.

9R-6 Comment

Air quality impacts during excavation and construction (now estimated at 30 months)

Information inadequate for fair public review

SCC is submitting an independent expert report from Greg Gilbert of Autumn Wind and Associates (AWA). Mr. Gilbert's report points out a number of inadequacies with the RDEIR and the current AQ Appendix. He was unable to get adequate information out of the Air Quality element and its Appendix to determine the assumptions they used for modeling and all the details involved with the modeling process. He requested this information from the Lead Agency but did not receive it in enough time to analyze the data within the comment period.

Even so, there are many issues of concern specific to the construction and operational air quality impacts.

9R-6 Response

This comment provides an introduction to specific comments on the adequacy and clarity of the analyses in the RDEIR. The specific concerns are presented and responded to below and also addressed in **Comments 9.1R and 56R**. As indicated in the responses below, additional information and clarification have been added to the FEIR regarding the concerns raised; and the FEIR supports the conclusions of the RDEIR that, after mitigation, impacts to air quality would be less than significant.

9R-7 Comment

No Health Risk Analysis/Modeling

"School children will be captive on-campus for many hours per day, day after day, month after month, with increased health risks as a result of the project's heavy reliance on extensive diesel-powered construction equipment and in combination with existing background TAC concentrations." (AWA report, p.6)

9R-7 Response

In light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) was performed and is now included as Appendix C.1 of the FEIR (see FEIR Chapter 4 Corrections and Additions for the addition of this appendix). The HRA is

based on the most recent OEHHA guidelines (March 2015) and includes an analysis of the Project's reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. The HRA incorporates revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards. When taking into account this mitigation measure, which would be enforced by the City as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. The HRA also concludes that risks of non-carcinogenic health impacts to off-site and on-site sensitive receptors due to TAC emissions from Project-related construction would be less than significant with implementation of mitigation measures. Therefore, the Project would result in a less than significant impact with regard to health risk. Please also refer to **Response to Comment C-17** for additional information on the finding that the Project would result in a less than significant impact to air quality, both during construction and operation.

9R-8 Comment

We ask that the Lead Agency insist on the use of AERMOD to characterize increased health risks of exposures to Toxic Air Contaminants (TACs).

9R-8 Response

Please refer to **Response to Comment 9R-7** regarding the finding that the Project's construction emissions will have a less than significant impact upon health risk at nearby sensitive receptors. As described on page ES-1 of the HRA, the HRA includes three separate components: 1) emissions inventory; 2) dispersion modeling; and 3) health risk calculations. Dispersion modeling was performed using the US Environmental Protection Agency (USEPA) AERMOD model with meteorological data from the closest representative South Coast Air Quality Management District (SCAQMD) monitoring station. The AERMOD concentration (dose) results were incorporated into the health risk calculations.

9R-9 Comment

The RDEIR alarmingly has failed to consider the health risks to school children and nearby residents from construction-related toxics and the cumulative TAC emissions that include operational emissions.

9R-9 Response

Please refer to **Response to Comment 9R-7** regarding the finding that the Project's construction emissions will have a less than significant impact upon health risk at nearby sensitive receptors, taking into account impacts on school children as well as nearby residents based upon the most recent OEHHA guidelines (March 2015). As analyzed in the construction HRA, Project-related construction emissions would result in a mitigated off-site cancer risk of 8.9 in a million at the maximum impacted receptor.

The Project's operation would not generate heavy duty truck trips or include long-term stationary sources of emissions. Therefore, Project increases to long-term operational TAC emissions are expected to be minimal. When taking into account operational and construction impacts, cumulative cancer risk would be below SCAQMD's 10 in one million cancer risk threshold.

9R-10 Comment

"In light of the overwhelmingly sensitive-receptor population—children—served by the school, with residents as close as 72' from the construction zone, and against the backdrop of more protective OEHHA and SCAQMD TAC and health-risk guidance changes made prior to issuance of the RDEIR, the Lead Agency should have put a priority on protecting public health by including a Health Risk Assessment in

the RDEIR. Without a bona fide HRA, the Lead Agency cannot justifiably conclude that the project's project-specific and cumulative TAC impacts are less than significant." (AWA report, p. 7)

Impacts to sensitive receptors must be updated to new OEHHA standards

"In February 2015, OEHHA (State Office of Environmental Health Hazard Assessment) released updated Risk Assessment Guidelines that outline risk calculations for specific age groupings, including a more protective breathing rate for children." (AWA report, p.7) The RDEIR must use these new standards to analyze whether the negative air quality impacts are even more significant.

9R-10 Response

Please refer to **Response to Comment 9R-7** regarding the finding that the Project's construction emissions would have a less than significant impact upon health risk at nearby sensitive receptors. As indicated in the HRA, and **Response to Comment 9R-7**, the analysis is based on the most recent OEHHA guidelines of March 2015 as suggested by the commenter.

9R-11 Comment

At RDEIR pg. 3.2-5 the RDEIR says diesel exhaust is only a "likely carcinogen". The RDEIR should be revised to properly categorize the diesel exhaust emissions as a toxic air contaminant based on its carcinogenicity. The RDEIR should not play fast and loose with our children's health.

9R-11 Response

The RDEIR at page 3.2-5 in its full version states:

"Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings."

Referring to diesel exhaust as a "likely carcinogen" is in line with the scientific conclusions from numerous sources. For example, the US EPA lists DPM as "likely to be carcinogenic to humans", the National Toxicology Program has classified exposure to DPM as "reasonably anticipated to be a human carcinogen", and the National Institute for Occupational Safety and Health has determined that DPM is a "potential occupational carcinogen"⁵. Notwithstanding, it can be acknowledged that the International Agency for Research on Cancer (IARC) did conclude that DPM "is carcinogenic to humans" and this conclusion has been acknowledged by the California Air Resources Board⁶. The sentence on page 3.2-5 is revised in Chapter 4 of this FEIR, Corrections and Additions, to reflect the IARC conclusion.

In line with recent ARB and OEHHA guidance, the FEIR presents a quantitative assessment of the incremental increase in human lifetime cancer occurrence risk from exposure to the Project's diesel emissions that recognizes DPM as a carcinogen. Please refer to **Response to Comment 9R-7** regarding the finding that the Project's construction emissions would have a less than significant impact upon health risk at nearby sensitive receptors.

9R-12 Comment

Considering the proximity not only of residents and the School itself, but also the proximity of a number of sensitive receptors (elderly, student athletes, preschool children, and children of 100s of nearby residents), the accurate information for modeling and the verification of the modeling by an independent outside

⁵ American Cancer Society. <http://www.cancer.org/cancer/cancercauses/othercarcinogens/pollution/diesel-exhaust-and-cancer>; accessed September 12, 2016.

⁶ ARB. <https://www.arb.ca.gov/research/diesel/diesel-health.htm>; accessed September 12, 2016.

source (provided not by the Applicant but by the City) should be of paramount importance to the Lead Agency.

9R-12 Response

The HRA performed as part of the FEIR adheres to the applicable guidelines of CARB, SCAQMD, OEHHA, and USEPA governing emission estimation, dispersion modeling, and health effects analysis. The quantitative analyses were performed, conservatively, by/under the supervision of seasoned qualified practitioners and adhere to accepted standards of the industry. Thus, the Lead Agency is satisfied as to the accuracy and appropriateness of the HRA.

9R-13 Comment

As further describe in the report, a number of the proposed mitigations are unenforceable, such as the supposed coordination of truck trips and excavation with Sunnyside Preschool. The Applicant seems to be suggesting favoring its relationship with Sunnyside (see MM-AQ09) while ignoring the impact to other sensitive receptors in the vicinity, such as young children in the nearby residences, the elderly (and children) who worship at St. Michael's church, and the School's own athletes.

9R-13 Response

Please refer to **Responses to Comments 9.1R-19 and 9.1R-20** regarding the enforceability of the air quality mitigation measures and the finding that, through their implementation, the Project's impact on air quality would be less than significant. As indicated in those responses, Mitigation Measure MM-AQ-9 was included as a best management practice but did not quantitatively factor into the air quality analysis.

9R-14 Comment

Truck trips have been underestimated, according to multiple experts; however, even if we take "160 truck trips" as legitimate, we question the feasibility of 160 daily truck trips being able to avoid both peak traffic hours (as suggested in the Traffic section) and times of day when these sensitive receptors are outside. Between athletic practices and events at Harvard-Westlake, weekday preschool hours, and St. Michael's church's weddings and other services on weekends, there are simply too many hours in the week when the community will be put at risk by the emissions caused by the enormous excavation and hauling of this Project.

9R-14 Response

As documented in RDEIR Chapter 3.8, Traffic, the number of daily construction truck trips is supported by reasonable assumptions and data. With regard to truck traffic in the Project vicinity, a number of Project design features and mitigation measures have been implemented to reduce impacts. Hourly truck trips would be limited by Project Design Feature PDF-TR-1, which would schedule the majority of construction haul trucks to travel to or from the site after 9 a.m. and before 4 p.m., avoiding peak hours. Project Design Feature PDF-AQ-1 would limit the majority of excavation and grading activity during weekday daytime hours when people are away from their homes. Mitigation Measure MM-AQ-7 would also schedule construction activities that affect traffic flow to off-peak hours. The mitigation measures and Project design features listed above would minimize construction traffic related impacts. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR (and further below the CEQA threshold by which air quality impacts are considered significant).

9R-15 Comment

Daily thresholds have changed in the RDEIR, by the Applicant deciding to draw the project out even longer and add more phases -- however, the new analysis in the RDEIR showed the NO_x went up. It went from 49 to 137 - and that's unmitigated. So the Applicant then apparently offered to change the diesel equipment to Tier 3 status, and the level dipped back under the daily thresholds. This is MM-AQ10. The problem with this suggested mitigation is that this shift to Tier 3 equipment is only "where available" -- there is no requirement and no enforcement in this mitigation measure.

9R-15 Response

Please refer to **Responses to Comments 9.1R-19 and 9.1R-20** regarding the enforceability of the air quality mitigation measures. Mitigation Measure MM-AQ-10 is refined in this FEIR to provide a greater level of specificity in the equipment standards that the City is requiring Harvard-Westlake and its contractors to meet during construction. These measures would be required as conditions of approval and implemented under the Project's MMP as presented in Chapter 5 of the FEIR. Please refer to Chapter 4 of this FEIR, Corrections and Additions, regarding the revised mitigation measure. As indicated, the revised mitigation measure reflects specified equipment where Tier 4 equipment must be used and further identifies Tier 3 equipment that must be enhanced with the use of diesel particulate filters to further reduce their emissions. Following implementation of the revised mitigation measures, air quality modeling indicates mitigated NO_x levels of 59 pounds per day (below the threshold of 100 and below the 76 pounds per day cited in the RDEIR).

9R-16 Comment

The underestimation and mischaracterization of Truck trips and Hauling distances could lead to significant impacts on Air Quality and must be further analyzed in the EIR.

9R-16 Response

Clarifications regarding analysis assumptions are provided in FEIR Chapter 4, Corrections and Additions and in the revised CalEEMod air emissions modeling in Appendix C.3. Please refer in particular to revisions to Tables 3.2-6 and 3.2-11 in Chapter 4. As indicated, the conclusion regarding air quality impacts in the FEIR supports the conclusion of the RDEIR. Please refer to **Response to Comment 9.1R-8** for further discussion regarding the number of haul trucks and distances traveled.

9R-17 Comment

Construction and operational noise pollution impacts
SCC reiterates its prior statements about the unmitigatable construction noise,

9R-17 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR, and correctly cites the Project's temporary construction noise impact (RDEIR page 3.7-24) for a number of sensitive receptors located in the proximity of the Development Site. However, as noted in **MR-2**, the construction noise analysis uses three conservative assumptions that result in a "worst-case" estimate:

1. All equipment relating to each construction phase is in simultaneous use. In actual operation, all of the construction equipment is not typically used simultaneously.
2. All equipment is located at the closest point (i.e., the construction limit line) to each sensitive receptor, rather than distributed across the Development Site, as will be the case during construction.

3. At each sensitive receptor site, noise impacts were calculated at the closest point along the property line to the Development Site, and such noise impacts were assumed to be the same throughout the entire sensitive receptor site even if there are intervening structures, vegetation, or hillside.

9R-18 Comment

SCC reiterates its prior statements about operational noise from cars, engines, car alarms, field whistles, yelling, tires screeching, etc.

9R-18 Response

Please refer to **Response to Comment D-82 through D-85** regarding the Project's less than significant operational noise impact.

9R-19 Comment

We further submit for the record a noise study done by Veneklasen Associates in December 2014. The Veneklasen report shows the noise impacts of the current Ted Slavin field, as well as documentation that the school's use of its current field makes noise in excess of the LAMC and Noise Ordinance, in violation of their current CUP. The report shows that game day noise raises the level of noise to a degree that is disruptive and creates a nuisance -- and it does so at distances far in excess of those allowable by ordinance.

9R-19 Response

Please refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property). Please also refer to **MR-3** regarding Harvard-Westlake's compliance with the conditional use permit issued in connection with the installation of lights for the existing Ted Slavin field, and compliance with Article 5, Section 115.02 and Article 6 of the LAMC (both relating to noise). Please also refer to **MR-3** regarding the differences between the use of the Ted Slavin Field and the practice field that would result in lower light and noise emissions.

9R-20 Comment

The study documents the Applicant's noncompliance of the parameters of the CUP for their existing field lights (CPC- 2006-2375-PAD), and suggests likely noncompliance on other game days. The Lead Agency should therefore take any assertion the Applicant makes about being a "good neighbor" with the appropriate-sized grain of salt.

9R-20 Response

Please refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property). Please also refer to **MR-3** regarding Harvard-Westlake's compliance with the conditional use permit issued in connection with the installation of lights for the existing Ted Slavin field, and compliance with Article 5, Section 115.02 and Article 6 of the LAMC (both relating to noise).

9R-21 Comment

Visual quality/aesthetics impacts to the scenic canyon and its natural views

SCC reiterates its prior statements about the visual blight of the private bridge, the 3-story, 4-level structure, the lighted practice field, and the parking garage on land that is currently a green hillside filled with open space, a rare oak and walnut woodland, and scenic natural views.

9R-21 Response

Please refer to **MR-4** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics and **MR-6** regarding the current condition of the Development Site, the Project's location, and its biological impacts.

As discussed in **MR-4**, a number of measures will be implemented in order to reduce the impact of practice field lighting to a level that is less than significant.

1. Nighttime illumination would be less than the illumination from the Ted Slavin Field (across Coldwater Canyon Avenue) as it would be lighted for practice (50 fc) and not game play (70 fc); as analyzed in the RDEIR on page 3.1-35, spillover lighting would not exceed 0.0 fc on adjacent homes and open space (substantially less than the City Code (LAMC Section 93.0117) that limits spillover lighting intensity to no more than 2.0 fc.
2. Practice field lighting would only be permitted weekdays until 8:00 p.m. and may not be used on weekends or on holidays that occur on a weekday (Project Design Feature PDF-AES-4, RDEIR page 3.1-41, and as amended in FEIR Chapter 4, Corrections and Additions).
3. Direct glare of the LED lights atop the practice field will be prevented (Mitigation Measure MM-AES-5, RDEIR page 3.1-42)

The RDEIR acknowledges the Project's cumulative contributions to significant impacts on 1) sensitive oak-walnut woodland habitat and the sensitive species that forages in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23 and 4-1). The Project will involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts, and will be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23), resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years. RC-BIO-1 2.s has been further modified to state that additional monitoring following the three-year period shall be determined by the City Forester. Please refer to Chapter 4, Corrections and Additions, of this FEIR. With implementation of revised Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7 all other biological impacts resulting from the Project would be less than significant.

9R-22 Comment

Biological resources impacts to protected trees and sensitive species

The RDEIR finally admits the "significant negative impact" the project would have on the rare oak and walnut woodland. Even so, the RDEIR still underestimates the impact to biological resources after proposed mitigations.

SCC echoes the concerns of the Sierra Club in their March 2016 comment letter, "The importance of saving healthy native trees becomes more urgent with each year of increasing drought and climate change."

"The project should be situated in a place that has no significant impact on the wild areas of the San Fernando Valley." (Sierra Club comment letter, March 15, 2016)

SCC reiterates the concerns raised in the independent expert report submitted by Land Protection Partners (LPP) (Comment letter, 2013) and once again asks that the many conclusions in that report be addressed in the FEIR.

9R-22 Response

The comment reflects the conclusion of the RDEIR that the Project would have a significant impact regarding two species and would make a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland area and sensitive species (primarily birds) that forage in oak-walnut woodland. The commenter's expression of opposition to the location of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The referenced letter from LPP, 2013 is a comment letter on the original DEIR. The text of that letter is included as **Comments D-153 through D-188** with corresponding responses. Responses to the comments received regarding the DEIR letter incorporate updated information that is presented in the RDEIR, developed in part to address previous comments on the Project. Also refer to **MR-6** for further information regarding the Project's effect on biological resources.

9R-23 Comment

Negative Impact to Sensitive Bird Species Still Underestimated

LPP pointed out, in their comment letter in 2013, the missing analysis of the impact to a number of species of concern for LA County that are present or likely to be present (Greater Roadrunner, Western Meadowlark, Golden-crowned Kinglet, Ruby-crowned Kinglet, California Towhee). Analysis of these bird species of concern remains missing from the RDEIR.

9R-23 Response

Please refer to **Responses to Comments D-158, D-159 and D-167** regarding species of concern. Generally speaking, and consistent with industry accepted practice, those wildlife species considered to be of concern under the CEQA Guidelines are those listed as federally- and State-listed endangered or threatened and those listed as species of special concern by the California Department of Fish and Wildlife. Exceptions can occur, however, when a local jurisdiction identifies a species as being of concern within its boundaries. For example, the City of Los Angeles has ordinances regulating certain native trees as well as street trees within roadway right-of-ways. In the case of the County of Los Angeles, it also has ordinances regulating certain native trees and it maintains a "watch list" of bird species of concern. While the County has elected to include its listed species in its CEQA analyses, the City has not developed a similar list and is not obligated to consider the County listed species in its CEQA analyses. Therefore, this is not a deficiency in the RDEIR.

All of the species listed in the comment are relatively common in the region and would not be significantly impacted by the Project. Both species of kinglets and the California towhee commonly occur in suburban developments and their regional population is not restricted to natural habitats. The western meadowlark occupies grassland and agricultural habitats which do not occur in the Development area. The greater roadrunner occurs in a wide variety of habitats ranging from coastal sage scrub and chaparral to desert habitats. Again, these species are not listed as federally- or State-listed endangered or threatened and/or as species of special concern by the California Department of Fish and Wildlife, and these species would not be significantly impacted by the Project.

9R-24 Comment

The RDEIR has added two sensitive species to the list of concerned species (San Bernardino ringneck snake and Coastal western whiptail lizard). The RDEIR Table (on page 3.3, 7-8) enumerates many bird species either “Found on Site” or “Very Likely” on site that are listed on the Partners in Flight watchlist (a coalition of NGOs including the National Audubon Society, National Fish and Wildlife Foundation) as “threatened and declining” and “range restricted”: the Oak titmouse, the Rufous Hummingbird, the Nuttall Woodpecker, the Cooper’s Hawk. (3.3-7,8) The underlying Biological Resources report found a “significant impact on these species region-wide” as result of loss of habitat. (RDEIR, Apdix D.4, p.6)

Yet somehow, in its Impact Conclusions, the RDEIR strangely focuses on the two species of Reptile but singles out only one (the Nuttall woodpecker) of the many sensitive species of birds found on site. For the RDEIR to conclude that the only “significant” impact on wildlife is to reptiles is inadequate and inconsistent with its own findings. (Compare 3.3-7,8 to 3.3-22,23) The Land Protection Partners report submitted to the DEIR in 2013 addresses the many reasons why the analysis of the impact to bird species is inadequate to address the negative impact of this project to wildlife.

9R-24 Response

As a clarification, the language referenced in the second paragraph of the comment refers to an assessment of direct impacts to sensitive species. As stated at page 6 of Appendix D.4, “the direct loss [i.e., mortality] of any sensitive species would be considered significant under CEQA; however, most sensitive species with the potential to occur on-site are expected to move away from construction and no direct impacts are anticipated (with exception of the ring necked snake and coastal western whiptail). The indirect negative effect of habitat removal on sensitive species [including birds] is considered a cumulatively considerable contribution to a significant impact on these species region-wide as a result of the loss of 1.43 acres of oak-walnut woodland.”

Please also refer to **Response to Comment 6R-7** regarding mitigation measure MM-BIO-7 that discusses mitigation of bird nests, ease of bird movement following the nesting season, and re-establishment of the woodland following tree mitigation; and the basis for the RDEIR significance conclusions for impacts on bird species.

9R-25 Comment

Mischaracterized Tree Damage and Wildlife Corridor

The RDEIR added to the number of protected trees that are on site and increased those which are proposed to be removed. Now it is 65 coast live oaks and 273 California black walnuts (total of 338 protected trees - - 147 to be removed). The RDEIR still exaggerates the poor state of the protected trees – only 15 of the 147 trees the school is proposing to destroy are F rated.

Even D rated trees -- most of which are semi-mature or mature -- “support partial foliage” and “are expected to survive.” (Appendix D.3, p 16). The Santa Monica Mountains Conservancy agrees that even trees with “thousand canker disease” still provide habitat, and food source for wildlife and continue to thrive. (SMMC Comment Letter, Nov. 4 2013) This fact is overlooked in the RDEIR.

9R-25 Response

The statement referenced by the commenter on RDEIR Appendix D.3, page 16, refers to trees that are damaged by fire, not TCD. Moreover, damaged trees such as those affected by TCD are stated in Appendix D.3 to generally support partial foliage, compromised structure, and/or excessive infestations and would not be expected to survive to the average lifespan of the species. Please refer to **MR-6 and Response to Comment 6R-8** regarding habitat quality and the viability of trees with TCD, and its

relationship to wildlife movement.

9R-26 Comment

We also disagree with the RDEIR's characterization of the wildlife corridor at the site. The RDEIR, in its discussion of wildlife corridors, discounts the Project's negative impact to wildlife movement, saying: "...the Project is on the periphery of an open space area...the Development Site is located at the east edge of the northern end of a finger or peninsula of open space within surrounding suburban development"... [therefore]... "This impact is not considered significant" (3.3-21).

9R-26 Response

As described at page 3.3-10 of the RDEIR, the character and context for wildlife movement across the Development Site is accurate. The Development Site is at the northern edge of an open space area that is surrounded by single-family residences to the northwest, north, east, southeast, and east. As such, it is a "dead end" for wildlife movement on an area wide scale and cannot be considered as a vital linkage point for wildlife movement between larger open space areas (more detail may be found at page 3.3-9 of the RDEIR). The woodland habitats within the Development Site provide adequate cover and forage to support wildlife movement for an array of wildlife species; however, as commonly described, the larger open space areas to the south generally along an east to west axis is the "hallway" and the Development Site is a "room" off of the hallway used for local wildlife movement only. It is primarily for this reason that the RDEIR considered potential impacts to wildlife movement to be less than significant.

9R-27 Comment

Experts have shown that wildlife use the full amount of the open space in this corridor; the fact that this part of land is on the Northern end, and up against Coldwater Canyon, does not diminish its impact to the wildlife corridor. Wildlife routinely crosses canyon roads throughout the Santa Monica Mountains. There are suburban residences surrounding the entirety of the Santa Monica Mountains' wildlife corridor, yet wildlife still make use of as much of the undeveloped land as there still is.

The RDEIR fails to take into account the cumulative impact to the wildlife corridor of developing this Site - if more and more Projects are allowed, with each one reducing wildlife habitat that is part of the wildlife corridor, the wildlife will have less and less land on which to roam, live and breed. Where will this encroachment to the wildlife corridor end?

Elsewhere, the RDEIR admits "The southern $\frac{3}{4}$ of the Development Site is within the 'Desirable open space Special Boundary' and is immediately adjacent to land owned by the Santa Monica Mountains Conservancy." (3.3-23) The site is almost entirely on open space land and it is part of the wildlife corridor, regardless of its location on the Northern peninsula.

9R-27 Response

The RDEIR accurately describes the utilization of the Development Site by local wildlife. Please refer to **Response to Comment 9R-26** regarding wildlife corridors. Also, it is also important to note that "Desirable Open Space" is a City General Plan advisory term that does not prohibit development if such development is consistent with the unique characteristics of land. Also, please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impacts on biological resources.

9R-28 Comment

Land use compatibility/open space impacts to this Desirable Open Space land
 SCC reiterates its prior statements about protecting our desirable open space land. The RDEIR shows that project has increased in acreage from 5.5 to 6.83, and now “The southern $\frac{3}{4}$ of the Development Site is within the ‘Desirable open space Special Boundary’ and is immediately adjacent to land owned by the Santa Monica Mountains Conservancy.” (3.3-23) As such, the Project is incompatible with the community plan and the current land use on the West side of Coldwater.

9R-28 Response

Please refer to **MR-5** regarding the Development Site’s zoning designation and **MR-6** for a discussion of the relevant sections of the City of Los Angeles General Plan and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. RDEIR Chapter 3.6 evaluated the condition of the Development Site and concluded that a significant portion of the Development Site does not contain Desirable Open Space characteristics since it was previously disturbed with development and used for construction staging, including storage of construction equipment and materials. As stated in the RDEIR analysis, page 3.6-10, the Parking Structure location on the Development Site, immediately adjacent to Coldwater Canyon Avenue, would maximize the amount of open space that would remain on the Development Site adjacent to land identified as being within the Desirable Open Space Boundary. As a result, as more fully explained in Table 3.6-1 and Table 3.6-2, the Project was found to be consistent with the intent of the Desirable Open Space Special Boundary in that the Project proposes to maintain a balance between the development on the Development Site and open space areas.

9R-29 Comment

This is land which has a higher standard for protection in our City’s community plan; its desecration should not occur absent some overwhelming public purpose.

9R-29 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Although the commenter does not specifically raise the issue, the Lead Agency assumes that the comment is addressing the fact that the Property is located within an area identified as “Desirable Open Space.” Please refer to **MR-5** regarding the Development Site’s zoning designation and **MR-6** for information on the current state of the Development Site’s environment and the characteristics that reduce the value of preserving the Development Site as open space.

9R-30 Comment

Story Poles and Transparency of Project’s Scale

In an effort to make this project known to the larger community, including all motorists who travel along Coldwater, and all residents included in our community plan (particularly those who are outside the 500 ft notification boundary, yet whose views will be severely negatively impacted by this Project, eg up Alta Mesa and Avenida del Sol), Save Coldwater Canyon supports the SCNC’s recommendation of erecting story poles. They are regularly used in other municipalities to make the public aware of the scale and scope of a project.

The Lead Agency, along with Councilmember Krekorian, should require the Applicant to erect story poles that visually demonstrate all components of the project. This must be done as soon as possible to alert citizens of what might happen to the canyon if Project goes forward.

9R-30 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics. Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no response is required. The comment will be forwarded to the decisionmakers for their consideration.

9R-31 Comment

Safety impact, moving students and visitors across Coldwater Canyon to the West side

The independent expert report from WEXCO enumerates many safety concerns with the proposed Project. These include: moving students and visitors across Coldwater; the dangers to students and visitors during an emergency with only the Bridge as an exit or Coldwater Canyon at grade; hazards of practice field netting; the gross underestimation of the soil excavation and truck trips necessary to and from the Project site.

9R-31 Response

Please refer to the responses to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**.

9R-32 Comment

The report analyzes the current pedestrian circulation and finds that the current bus loading and unloading is entirely safe and that keeping pedestrians on the East side of Coldwater Canyon is the safest choice for the School community.

Moving the school community across Coldwater Canyon is what would jeopardize them. "There is no legitimate safety argument for moving the campus community... across Coldwater Canyon to the West so that they must travel eastward across Coldwater Canyon at risk." (Wexco, p.8)

9R-32 Response

Please refer to **Response to Comment 9.6R-14** regarding the improvement to pedestrian safety.

9R-33 Comment

Hazards of Practice Field Netting

The 32-ft netting is insufficient to guarantee that athletic balls will not fall (with great velocity from a height of over 83 ft) onto oncoming motorists. Anyone who has ever witnessed a "goal kick" during a soccer game knows how high and far a soccer ball can be kicked.

9R-33 Response

RDEIR page 2-10 states that the catchment fence would be "around the perimeter and on top of the practice field". The netting is visible in RDEIR Figures 2-12 through 2-15 and is described in Figure 2-4 as "black woven mesh". Errant balls or other objects will be blocked by the netting and will not fall onto Coldwater Canyon Avenue.

9R-34 Comment

The netting is also a likely hazard to flying birds, especially given the suggestion that every effort is made for the netting to be camouflaged with the natural environment. Given the numerous threatened and declining species known to be on Site, and the numerous bird species on the LA County Watchlist, as well as the bats and butterflies known to be on Site, this netting causes a negative impact that has not been adequately analyzed.

9R-34 Response

The netting to be associated with the practice field enclosure is not a mist netting or a fine mesh material. It is intended to be of a material, strength, and design to stop balls, e.g. field hockey size or larger, that may strike the netting with some force. Therefore, it will be of a more open design and consist of small diameter, high-strength nylon black twine. In terms of its potential negative impact on birds, bats and butterflies, passage through, around and over the netting will be similar to the passage of such wildlife through, around and over trees, shrubs and hedges. It should be noted that there are fences designed for the same purpose throughout the City, and problematic bird, butterfly, and bat strikes have not been reported to the best of the City's knowledge.

9R-35 Comment

Expansion of school and its activities to the West side

Moving the parking across Coldwater is clearly the beginning of a larger effort to expand the campus West of Coldwater. One need only look at the parcels that have been bought by the Applicant in the past few years. Yet the Applicant is not releasing a 10-yr plan, nor has it linked this Project to other plans to build buildings on existing parking lots (or elsewhere) on the existing campus. If the Applicant is found to be developing piecemeal, this would amount to illegal segmentation. This is a serious concern for the community, and goes against the Applicant's claim to wish to be transparent to the community.

9R-35 Response

The commenter does not dispute the adequacy of the RDEIR's analysis. Please refer to **Response to Comment D-51** regarding the purpose of parcels purchased by Harvard-Westlake and Harvard-Westlake's lack of plans for future development on the Campus and **Responses to Comments N-5 and LL-1** concerning the Project's lack of segmentation from a larger project. No new structures on the Campus are proposed that would potentially generate new vehicle trips.

9R-36 Comment

Despite receiving permits based on enrollment at much lower numbers than the Applicant currently has, the Applicant has continued to increase enrollment since 1992, and alleges that they are not subject to an enrollment cap. Obviously, should the Project go forward, the Applicant must be held to an enforceable and clear enrollment cap at the current level of enrollment. Further they must be held to a 25 year building moratorium.

9R-36 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project. The commenter's opinion that Harvard-Westlake should be held to a 25-year building moratorium will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9R-37 Comment

Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside

SCC reiterates prior comments about negative impacts to residents and wildlife from lights. The community has documented the nuisance from both direct and indirect lighting from the current Ted Slavin field, even involving Dept of Building and Safety to demand that the Applicant shield and/or redirect their current field lights. The Applicant made small modifications (one resident did not even realize any adjustment had been made since light still shines into his home), and the Applicant received approval from DBS. Despite receiving approval from this agency, the lights from the Ted Slavin field continue to create significant glow to the hillside, and the lights themselves are still visible from many houses at grade on Van Noord, Alcove and Halkirk, as well as from the Western hillside. A number of Galewood Ave residents informed Save Coldwater Canyon that they still have light intrusion directly into their homes. Field lights “still shine on our front yard,” says one Galewood resident. “Direct lighting does still enter my property,” says another Galewood resident. Field lights shine into “multiple rooms of our house,” says a Van Noord resident.

9R-37 Response

Please refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property). Members of the public are encouraged to report ongoing or potential new violations to the Department of Building and Safety. Please also refer to **MR-3** regarding noise and use of lights at Ted Slavin Field and the relation of such to the Project and **Response to Comment D-15F** regarding the lighting of the Project including lighting for the practice field, parking levels, pedestrian bridge and landscaping.

9R-38 Comment

SCC therefore does not support lights of any kind on the proposed practice field. The Applicant alleges that the one of the main reasons they would like the practice field is so that more students on sports teams can leave school early – therefore having no lights on the field would help both student athletes as well as the residents and wildlife, by precluding practices after dark.

9R-38 Response

As discussed in **MR-4**, a number of measures will be implemented in order to reduce the impact of practice field lighting to a level that is less than significant.

1. Nighttime illumination would be less than the illumination from the Ted Slavin Field (across Coldwater Canyon Avenue) as it would be lighted for practice (50 fc) and not game play (70 fc); as analyzed in the RDEIR on page 3.1-35, spillover lighting would not exceed 0.0 fc on adjacent homes and open space (substantially less than the City Code (LAMC Section 93.0117) that limits spillover lighting intensity to no more than 2.0 fc.
2. Practice field lighting would only be permitted weekdays until 8 p.m. and may not be used on weekends or holidays that occur on a weekday (Project Design Feature PDF-AES-4, RDEIR page 3.1-41, and as amended in FEIR Chapter 4, Corrections and Additions).
3. Direct glare of the LED lights atop the practice field will be prevented (Mitigation Measure MM-AES-5, RDEIR page 3.1-42)

The commenter's opinion that lighting of the practice field be prohibited will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9R-39 Comment

Traffic impacts are much more significant than RDEIR suggests

Despite the fact that "Objectives" of the "Harvard-Westlake Parking Improvement Plan" include: "improve the flow of traffic on Coldwater Canyon Avenue," and "enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area," (RDEIR 2-8) the Project will accomplish neither of these objectives and would, in fact, have disastrous effect on traffic during at least 30 months of construction and continue to have negative impacts after completion.

9R-39 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). Please also refer to **Responses to Comments U-11 and 11R-2** regarding the improvement of traffic flow following Project completion.

9R-40 Comment

No established need

The attached report by Tom Brohard and Associates, dated February 29, 2016 concludes that there is "no justification... to double the existing number of parking spaces at Harvard-Westlake that were adequate in 1992, which are adequate today..."

9R-40 Response

Please refer to the responses to comments raised by Tom Brohard and Associates (dated February 29, 2016) which are addressed in **Responses to Comments 9.6R-1 through 9.6R-27**. Refer specifically to **Comment 9.6R-25**.

9R-41 Comment

Adopting a TDM Program including a progressive disciplinary system of enforcement, an alternative that has not been considered, would be a much more cost effective solution if parking issues develop in the future." (Brohard, p. 9)

9R-41 Response

Please refer to **MR-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

9R-42 Comment

The RDEIR (3.8-6) incorrectly states, “A total of 578 parking spaces are currently required and provided on the existing Harvard-Westlake Campus.”

578 parking spaces do exist, but they are not required.

In 1994, the School stated in its application for a proposed science building, (ZA-1992-0579-PAD) “A Campus parking study completed by Crain and Associates confirms that the 436 parking spaces currently provided on the Campus are more than adequate to meet the parking needs of the Campus, including the proposed Science Building.”

In 1992 the student population was 815 and has grown in 2016 to “about 900.” The School has never since secured nor properly justified a need for more parking.

Harvard-Westlake states that they “currently undertake a number of measures to reduce trips,” claiming that one-third of the 900 children are bused, that there are financial incentives to carpool, and ride-matching services are provided by the school. (RDEIR 3.8-6)

9R-42 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. Please also refer to **Response to Comment D-89** regarding the inapplicability of the 1992 Crain and Associates report findings as it relates to the Project.

9R-43 Comment

These actions are voluntary, as there is no reference elsewhere in the RDEIR to what the school claims is a TDM (Transportation Demand Management) program.

In Section 5.0 Alternatives, the RDEIR states that they have “rejected, not considered” the option of “Increased Traffic Demand Management,” stating that the “School has a complicated program of activities that includes a variety of afterschool programs.” The Brohard Report states:

“Alternatives to the very expensive parking structure should have been seriously considered but they were not...A TDM must be proposed, analyzed and instituted before any need for an increase in parking spaces can be established. TDM limitations have not been established for Harvard-Westlake...These strategies typically provide incentives for carpooling/ridesharing and significant penalties for noncompliance with program goals and objectives for trip and parking reduction. To be effective, TDM programs must have timely monitoring and must have a progressive disciplinary system of enforcement.”

Many private schools in the Los Angeles area, including The Buckley School in Sherman Oaks and The Archer School for Girls in Brentwood, operate successfully with comparably complex school activity schedules using strict Traffic Demand Management Plans. As schools operating in residential areas, these plans are mandated by each school’s individual Conditional Use Permit with the City of Los Angeles. The schools have been required to develop and implement plans that require up to 70% bus ridership on a daily basis, as well as mandatory 3 and 4 person car pools. These TDMs require monitoring and reporting, as well as penalties for noncompliance. Harvard-Westlake should be held to no less a standard.

9R-43 Response

Please refer to **MR-7 and Response to Comment RR-19** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. The RDEIR, page 3.8-6, describes the existing TDM program at Harvard-Westlake. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed (see **Response to Comment BBB-1**).

The commenter's opinion that TDM measures should be made mandatory will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9R-44 Comment

Underlying Traffic Studies/Traffic Counts

The RDEIR states, "Updated counts were taken in 2015, but they showed lower traffic volumes than 2011 and therefore in the interests of being conservative, the 2011 counts are used in this analysis for all intersections. See Appendix G.2." (3.8-2)

"Lower traffic volumes" are clearly in opposition to any direct observation by residents and commuters. But of course that's because at the intersection of Coldwater and Ventura, lower volume would be occurring due to greater traffic congestion. Traffic counts tally the number of cars that get through the intersection, so if traffic is stalled or stopped, fewer cars get through and the traffic count is lower.

The Brohard report states: (p 3) "Capacity Calculations Were Not Verified in the Field" "When the vehicle demand exceeds the capacity, traffic volumes actually drop as lengthy queues form and vehicles are unable to clear intersections. In some cases, calculations provide false indications of the actual operating condition (level of service) since traffic volumes over peak time periods actually drop below maximum flow rates. Minor disruptions cause significant queuing and further delays. Peak hours which had previously been limited to 7 to 9AM and 4 to 6PM have stretched well beyond those limits and typically range from 6 to 10 AM and 2 TO 7 PM."

Brohard goes on to point out the dramatic increase in incursions to adjacent south-of-Ventura Blvd. neighborhoods, amplified by access to WAZE, as desperate commuters look for any possible way to get to work (or school) on time. This is consistent with experiences of Van Noord and Greenleaf residents and others in the residential streets West of Coldwater Canyon.

Councilmember Krekorian acknowledged the dramatic increase in local traffic by securing funding for temporary assistance by traffic control officers during "peak" hours, saying:

"... there is often a massive volume of traffic backed up in all directions..... These busy intersections are jammed up for a number of reasons. Studio City is a popular place to live, Ventura is a bustling commercial corridor and these streets provide an alternative transit route to the basin for drivers who don't want to idle on the southbound 101 parking lot. But the main reason traffic is so bad is that there are far more vehicles traveling through these intersections during the morning rush today than they were originally intended to accommodate."

9R-44 Response

Please refer to **Response to Comment 9.6R-10** regarding the accuracy and applicability of traffic counts conducted in gridlocked or heavy traffic conditions.

9R-45 Comment

All impacted intersections should have been studied and calculations verified in the field.

9R-45 Response

It is unclear from the context of the comment which intersections the commenter believes should be studied. For intersections south of Ventura Boulevard and north of the Campus, since the Project would not increase student enrollment (refer to **Response to Comment 11R-31**) nor have any impact on traffic from operations (refer to **Response to Comment D-57 and K-1**), analysis of existing conditions on neighborhood roadways that will be unaffected by the Project is not required according to CEQA. RDEIR pages 3.8-1 and 3.8-2 describe the criteria for evaluating which intersections might be impacted by the Project and the results of that evaluation. Please also refer to **Response to Comment 11R-19** regarding why the intersection of Mulholland and Coldwater Canyon Avenue is not impacted by the Project.

9R-46 Comment

Traffic impacts during construction

Truck trips underestimated

The RDEIR offers as a mitigation strategy the suggestion of delaying truck trips until after 9am, however the peak traffic congestion exceeds the conservative 7am-9am. A total of 160 truck trips per day are scheduled during the excavation phase -- up to 28 an hour, or one every two minutes (3.8-13,14). How could this activity have no negative impact on traffic flow?

9R-46 Response

The analysis of potential traffic impacts due to construction of the Project is provided beginning on RDEIR page 3.8-12. The chapter describes the forecast number of vehicle trips generated by construction of the Project. As summarized on RDEIR Table 3.8-5, the traffic related impacts due to construction of the Project at intersections along Coldwater Canyon Avenue are expected to be less than significant. It is also noted that as part of Project Design Feature PDF-TR-1 (RDEIR page 3.8-30) the 9:00 a.m. to 10:00 a.m. hour is limited to 6 trucks (one truck departing the Development Site, on average, every 10 minutes) as compared to the 14-truck limit beginning at 10:00 a.m.

9R-47 Comment

As discussed in both the Wexco (WEXCO, p.6-7) and Autumn Wind expert reports (AWA, p.5), the truck trips and material hauling were grossly underestimated, which would effect the impact of this project throughout its 3+ year duration.

9R-47 Response

Please refer to the responses to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22** and comments raised by Autumn Wind Associates which are addressed in **Responses to Comments 9.1R-1 through 9.1R-29**. Refer in particular to **Comments 9.9R-9, 9.9R-13, and 9.1R-9**.

9R-48 Comment

Haul routes and distances underrepresented, length of Project not clear

Haul distances were underrepresented in Air Quality modeling (AWA, p.5), so traffic impacts must be carefully re-analyzed with this specific correction accounted for. No haul routes have been established yet, so it is premature for the RDEIR traffic reports to conclude an insignificant impact to traffic flow. Please provide clarification and specific details used for modeling haul truck emissions to resolve haul truck and trip-related discrepant information contained within the RDEIR's various elements and appendices.

9R-48 Response

Please refer to comments raised by Autumn Wind Associates which are addressed in **Responses to Comments 9.1R-1 through 9.1R-29**. Refer in particular to **Comment 9.1R-11**.

9R-49 Comment

The Autumn Wind report describes that although the RDEIR project increased in duration to 30 months, the Air Quality modeling shows construction across 4 years, with construction phases likely extending to 42 months. This discrepancy of Project duration must be addressed in the FEIR.

9R-49 Response

Comments raised by Autumn Wind Associates are addressed in **Responses to Comments 9.1R-1 through 9.1R-29**. Refer in particular to **Comment 9.1R-6** regarding construction duration.

9R-50 Comment

Damage to road from 4 years of heavy machinery

Coldwater Canyon Avenue is an essential commuter artery that serves the City of Los Angeles as well as other local cities including Beverly Hills and West Hollywood. The Applicant must demonstrate that they will be able to protect the street and underlying infrastructure from damage or destruction during Project. The Applicant should be required to present a contingency plan in case of closure of the road. All costs of repairing or replacing damage or destruction to street and underground infrastructure should be the sole responsibility of the Applicant.

9R-50 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage).

The RDEIR analyzed the potential for transportation-related impacts, and concluded that the Project's construction-related traffic impacts would be less than significant (please refer to **Response to Comment C-7**). Therefore, mitigation measures related to transportation are not appropriate. However, like all construction projects in the City, Harvard-Westlake will be required to provide the City a construction traffic management plan that addresses the potential for road closures and roadway repair.

9R-51 Comment

The Applicant must be required to supply a detailed daily and weekly Construction schedule including numbers of vehicles and their movement. This should demonstrate fully and accurately any overlaps in construction phasing as outlined in RDEIR 3.2-27. It should be required that this schedule and all revisions

to the schedule distributed to SCNC, SCRA, CD2, CD4, and nearby residents. (This was required, for example, in the Archer School’s FEIR)

9R-51 Response

The commenter’s request for a daily and weekly Project construction schedule will be forwarded to the decisionmakers for their consideration in taking action on the Project. In Chapter 4, Corrections and Additions, of this FEIR, Table 3.2-4 (Construction Schedule), applicable to RDEIR page 3.2-26, has been added.

9R-52 Comment

The Applicant must be required to prove the safety of running one 20 cubic yard, 5-axle truck, approximately every 2 minutes on Coldwater Canyon.

9R-52 Response

The RDEIR found that the Project’s construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

Further, as discussed in **Response to Comment D-62**, the Project includes the appropriate use of traffic controls in order to ensure the safe ingress and egress of construction vehicles. Mitigation Measure MM-AQ-6 provided in RDEIR Table 1-2 (page S-17) states: “The construction contractor shall provide temporary traffic controls, such as a flag person, during all phases of construct[sic] to maintain smooth traffic flows.” In addition, Regulatory Compliance Measure RC-GEO-24 in RDEIR Table 1-2 (page S-27) states: “Flag persons shall be required at the job site to assist the trucks in and out of the Project area. Flag persons and warning signs shall be in compliance with Part II of the latest Edition of ‘Work Area Traffic Control Handbook.’ The pedestrians shall be allowed to clear first prior to permitting the trucks to increase or egress.” Details of the worksite traffic control plan are typically determined prior to the start of construction. As stated in the November 16, 2015 letter from LADOT approving the supplemental traffic assessment prepared for the Project (RDEIR Appendix G.4.1): “DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.” The Project will comply with the LADOT recommendation.

9R-53 Comment

Traffic impacts after construction

By building a parking structure with the same operating hours as the school: Monday through Friday 6:30am – 11:30pm and “some weekends” 6:30am – 11:30pm, (RDEIR 2-15, "The Harvard Westlake Campus would continue to operate these same hours with the Project,") as well as a practice field with operating hours of 8am – 8pm Monday through Friday and weekends 8a – 5p, there will only be a seven-hour window of quiet every Sunday through Thursday nights and an eight-hour window Friday and Saturday nights. If the Applicant is allowed to rent out (or donate) the use of their parking structure or their practice field to other groups, an increase in vehicle trips would be inevitable. The garage would empty and fill through the 17-hour operational day and evening.

9R-53 Response

The community’s use of the Parking Structure (such as by St. Michael’s or Sunnyside) would not result in additional vehicular trips since the events or reasons that create such parking demand already exist. Harvard-Westlake would simply be providing an alternative parking location, the turning movements of

which would not represent a significant impact on traffic (refer to **Response to Comment 9R-54**). Please also refer to **Response to Comment D-57** regarding the Project not increasing the number of vehicular trips to the Campus. The operating hours cited by the commenter are correct; the Parking Structure would not increase the number of hours whereby the Campus would be in operation and the practice field would be subject to limitations on usage that aren't currently in effect for the Ted Slavin Field.

9R-54 Comment

There is notice on the School's website that the School would offer parking to selected community groups. This valiant effort to find some small community benefit to the Project also offers incentive to certain groups (such as Sunnyside Preschool) to support this project in return for the privilege of being one of those selected to use the Parking Structure. This additional use was not calculated in the RDEIR and presents an additional burden to neighbors and an additional traffic impact.

9R-54 Response

Use of the Parking Structure by Harvard-Westlake is considered to be the most intensive use and involves the most number of vehicles (including those traveling northbound on Coldwater Canyon Avenue during the morning peak hour and turning left into the Parking Structure). Therefore, the finding that Harvard-Westlake's use and corresponding left turn movements have a less than significant impact on traffic also apply to less intensive parking uses (such as is expected for St. Michael's and Sunnyside).

9R-55 Comment

Brohard's report already raised concerns about the lack of analysis of delays caused by the change of 100s of cars needing to cross Southern traffic. (Red represents proposed new Left turns) (Blue represents the way traffic flows now, right turn into campus) (Southbound Cars that turn into campus now have a very long turn lane in the middle of Coldwater).

Note: The commenter included a diagram of traffic movements along the Development Site, which can be viewed by reviewing the original comment letter in Appendix L. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

If more cars are added to this traffic (ie from allowing Sunnyside Preschool parents to park in Applicant's garage), the impact of this traffic pattern change must be considered. Furthermore, if the Applicant eliminates more of its on-campus, eastern parking in the future, (for example, by building on existing parking lots after acquiring 200% more parking spaces via this Project) the number of vehicles parking in the Structure will increase even further, and those impacts must be considered.

9R-55 Response

Please refer to **Response to Comment D-108** regarding the inclusion of northbound left turn movements into the Parking Structure and the finding of less than significant impacts.

The comment also states that if Harvard-Westlake decides to eliminate campus parking on the east side of Coldwater Canyon Avenue and replaces it with new buildings, the demand for parking at the parking structure will increase. The Project description is provided in RDEIR Chapter 2.0. Contrary to the assertion in the comment, the Project description provided in the RDEIR does not identify the development of new structures on the east side of Coldwater Canyon Avenue in conjunction with the Project. Accordingly, no new structures on the Campus are proposed by Harvard-Westlake that would potentially

generate new vehicle trips or create added parking demand. CEQA does not require analysis of speculative potential future development. Refer to **MR-1** regarding the need for the Project.

Please refer to **Response to Comment 9R-54** regarding the community's use of the Parking Structure and the less than significant impact on traffic such use would have.

9R-56 Comment

Insufficient turning lanes

RDEIR claims, "...Traffic turning into the new Parking Structure would not disrupt through traffic flow on northbound nor southbound Coldwater Canyon Avenue...". Brohard refutes this claim as unsubstantiated. (Brohard, p. 7) Applicant should be required to provide data breaking down numbers of students and staff entering from north and south, so cumulative delays can be properly calculated. "As proposed, the lengths of the turning lanes are too short to meet accepted standards and practice..." (Brohard, p.6)

9R-56 Response

Please refer to **Responses to Comments D-106 and D-108** regarding the inclusion of turn movements into the Parking Structure in the traffic analysis, the fact that the lengths exceed LADOT standards, and the finding of less than significant impacts.

The comment also states that data should be provided which breaks down the number of students and faculty entering the Parking Structure on the Development Site from northbound and southbound Coldwater Canyon Avenue. As discussed in RDEIR Appendix G, Chapter 8.2.2, a shift of existing school peak hour traffic volumes was conducted in order to determine the impact of the change in inbound and outbound traffic patterns on Coldwater Canyon Avenue and the Harvard-Westlake signalized intersection. Furthermore, RDEIR Appendix G.1, subappendix B provides the traffic volumes at the study intersections resulting from the localized distribution shift and assignment of traffic due to the placement of the structure on the west side of Coldwater Canyon Avenue and the change of a majority of school-related vehicle movements from northbound right-turns into the campus to northbound left-turns across southbound traffic during the AM Peak Hour.

9R-57 Comment

The RDEIR does not analyze the impact to east west traffic on Ventura Blvd. or local neighborhood streets not only during 3-4 years of construction, but also during normal operations, with insufficient turning lanes.

9R-57 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). The LADOT, in its approval of the RDEIR traffic analysis (RDEIR Appendix G.4.2, page 1), stated that:

"No increase in student enrollment, faculty, staff or guests for the Harvard-Westlake campus is being changed as part of this supplemental traffic analysis. The project does not propose to increase the number of athletic and school events that may generate vehicular trips for the Harvard-Westlake campus either. Therefore, the operational traffic generated by Harvard-Westlake school will not change as a result of the project."

As such, no traffic impact on the east-west lanes of Ventura Boulevard is expected and analysis of these traffic movements is not required.

Please refer to **Responses to Comments D-106 and D-108** regarding the sufficiency of turn lane lengths.

9R-58 Comment

ATSAC/ATCS Credit

“The LADOT Level of Service Worksheets allow a full level of service credit (0.10) for installation of ATSAC/ATCS traffic signal system equipment that changes traffic signal timing in response to real-time vehicle demands within a network of coordinated traffic signals.” However, the distance between signals is well beyond the range of coordinated traffic signal benefits... and “cannot be considered as being within a system of traffic signals along an arterial corridor.”

If the credit is eliminated from the calculations for future conditions with Project (Table 3.8-6 of page 3.8-23) “the Project causes a significant traffic impact at this location, operating at Level of Service “F” with an increase in the volume to capacity ratio from 1.051 to 1.138.” Increase is 0.087 and any increase of >0.010 is a significant traffic impact that required further mitigation. (Brohard, p.7)

9R-58 Response

Please refer to **Response to Comment D-107** regarding the appropriate inclusion of the ATSAC/ATCS credit.

9R-59 Comment

Truck Access

Brohard’s report finds that truck access has still not been evaluated. “ The RDEIR and Traffic Study do not discuss the traffic control to be used to facilitate construction trucks leaving the site... Proper study is required to properly analyze the exiting truck traffic during construction so that all significant impacts can be properly identified and analyzed, enabling feasible mitigation measures to then be developed.” (Brohard, p. 5)

9R-59 Response

Please refer to **Response to Comment D-62** regarding the traffic controls included in the construction assumptions.

9R-60 Comment

Traffic safety and speeding concerns

Traffic safety and speeding concerns have not been documented in the RDEIR. Further, “the claim that moving school buses off of Coldwater would increase safety is unsubstantiated. The 250-foot long area immediately north of the Harvard-Westlake traffic signal on the east side of Coldwater Canyon Avenue is at least 12 feet wider than the other portions of the roadway and provides an area – out of the travel lane – for vehicle parking and/or bus loading/unloading.” (Brohard, p. 6) Wexco confirms that the current bus loading/unloading is safe for the School community, and says, “There is absolutely no need to move bus loading and unloading within the campus.” (Wexco, p. 8)

9R-60 Response

Please refer to the response to the Brohard and Associates assertion (and similar assertion from Wexco) that the current bus staging area is safe which is addressed in **Response to Comment 9.6R-14**, as is the general potential for improved safety resulting from the Project.

9R-61 Comment

Brohard also raises the safety concern of “the impossibility of physically preventing at-grade pedestrian crossings of Coldwater Canyon from the parking structure to the campus and vice-versa” (Brohard, p. 7). Wexco Safety report reiterates exactly this same concern, both on ordinary operational days and especially in an emergency situation. “There is no guarantee that pedestrians travelling to/from the Parking Structure/Harvard Westlake campus will refrain from illegally crossing Coldwater...” (Wexco, p.1)

The Applicant recognizes that access to Coldwater Canyon at grade is “associated with the danger of speeding vehicles.” (Exec Summary, S-3, S-4)

Wexco affirms, “There is no legitimate safety argument for moving the campus community...across Coldwater Canyon to the West so that they must travel eastwards across Coldwater Canyon at risk.” (Wexco, p.8)

9R-61 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. Refer to **Response to Comment R1-7** regarding the use of two elevators on each side of Coldwater Canyon Avenue, in addition to access stairwells, that will allow the pedestrian bridge to remain open even when undergoing routine maintenance.

9R-62 Comment

Special events not properly studied

Special event parking and Traffic impacts were not properly studied and parking demand and traffic volumes should be observed, counted and analyzed. (Brohard, p.8) A separate TDM for large events should be developed and implemented. The community rejects the notion that shuttle parking is not feasible.

9R-62 Response

Please refer to the responses to the comments raised by Tom Brohard and Associates (dated February 29, 2016) which are addressed in **Responses to Comments 9.6R-1 through 9.6R-27**. Refer in particular to **Comment 9.6R-22**.

The commenter’s request for a TDM relating to large events and position regarding the conclusion that shuttle parking is not feasible will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9R-63 Comment

Discretionary actions/entitlements that negatively affect hillside

SCC is very concerned about the numerous far-reaching exceptions the School seeks as part of the Vesting Conditional Use permit, including:

90 ft 5 in tall retaining wall (in lieu of 30-ft height limit otherwise required). This is increased from the previous 87 ft high wall and would make it the tallest soil nail retaining wall in the entire City.

9R-63 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **Response to Comment C-4 and D-77** regarding the geotechnical testing and modeling performed for the Project's soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

9R-64 Comment

SCC is very concerned about the numerous far-reaching exceptions the School seeks as part of the Vesting Conditional Use permit, including:

0 ft setbacks (in lieu of 17-ft side yard setbacks otherwise required). Not having a shoulder/clearance for students to escape the Structure in an emergency leads to the safety hazard of students running into the street and the danger of speeding vehicles "...the lack of a designated shoulder is a safety hazard." (Wexco, p. 8)

9R-64 Response

Please refer to **Response to Comment 9.9R-1** regarding the Project's multiple points of safe egress for pedestrian use during an emergency.

9R-65 Comment

SCC is very concerned about the numerous far-reaching exceptions the School seeks as part of the Vesting Conditional Use permit, including:

Grading of 2,500 cubic yards in a Hillside area on a lot in the RE40-1-H Zone (in lieu of 1,600 cubic yard maximum). This number, already almost double the allowable maximum, is contested by both Save Coldwater Canyon and the Hillside Federation, since the actual amount of grading is an astounding 137,000 cubic yards. The Lead Agency has accepted the School's incorrect interpretation of the underlying statute when it argues that the School should be exempt from 134,500 cubic yards of excavation. (LAMC Section 12.21 C.10 (f)(3).) If the School's interpretation were correct, then the BHO would have been meant to be more restrictive to dwellings than for a giant parking structure. Clearly, the intent of the BHO was to limit the excavation of the hillside in out-of-scale projects just like this one. (For more details on the proper legal interpretation of this statute, see the Hillside Federation Comment letter, March 2016.)

9R-65 Response

The comment does not question the adequacy of the analysis contained in the DEIR or RDEIR and does not raise any CEQA issues. The application of the City's Baseline Hillside Ordinance to the Project is consistent with the City's interpretation of the Baseline Hillside Ordinance for all projects located within the boundaries of the Baseline Hillside Ordinance. The comment will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **Response to Comment D-3**.

9R-66 Comment

As the Wexco Report points out, this figure does not account for "swell" of the export soils. The actual figure is more likely 175,000 cubic yards, which would be 40,500 cubic yards in excess of the limit -- assuming the Applicant is able to prove its interpretation of LAMC Section 12.21 C.10 (f)(3) is defensible. If not, the amount is a shocking 173,400 cubic yards in excess of the Hillside limit.

9R-66 Response

Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions.

9R-67 Comment

SCC is very concerned about the numerous far-reaching exceptions the School seeks as part of the Vesting Conditional Use permit, including:

Earth export of 2,500 cubic yards in a Hillside Area (in lieu of 1,000 cubic yard limit otherwise required)

9R-67 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR and, therefore, no further response is required. The commenter's concern about the requests being made pursuant to LAMC Section 12.24F will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **Response to Comment D-3**.

9R-68 Comment

SCC is very concerned about the numerous far-reaching exceptions the School seeks as part of the Vesting Conditional Use permit, including:

Residential Floor Area of approx. 79,261 sq Ft in a Hillside Area (in lieu of the maximum residential floor area limits otherwise required by the Baseline Hillside Ordinance.)

9R-68 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR and, therefore, no further response is required. The commenter's concern about the requests being made pursuant to LAMC Section 12.24F will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9R-69 Comment

SCC is very concerned about the numerous far-reaching exceptions the School seeks as part of the Vesting Conditional Use permit, including:

Vacation of Airspace and Public Right of Way on Hacienda Drive West (the granting of which serves no public purpose and forever removes land from the public). SCC has submitted extensive comments on this subject to the Bureau of Engineering and cc'ed the Lead Agency in its 2015 Comment Letter RE: VAC-E 14012373. We are attaching a copy of that document to this submission as well.

9R-69 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **Responses to Comments 6R-17 and 6R-18**. Please also refer to **Responses to Comments 9.7R-1 through 9.7R-25** regarding the comments submitted to the Bureau of Engineering concerning the vacation of airspace and Hacienda Drive.

9R-70 Comment

These entitlement requests fly in the face of the tireless efforts of our City officials, and Neighborhood Council officers, as well as the Hillside Federation, to create the Baseline Hillside Ordinance and protect LA's hillsides from out-of-scale development. Absent some overwhelming public purpose, excavation and retaining walls on this scale should not be permitted. Exceptions and special treatment for this well-

connected, deep-pocketed private school would be inappropriate and set a dangerous precedent for Los Angeles development.

9R-70 Response

Please refer to **Responses to Comments D-42 and D-52** regarding the Project's compliance with City ordinances and municipal codes. The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. These requests are consistent with the statutory scheme developed by the City for approvals in conjunction with a request for a Conditional Use Permit as is required for school uses in a residential zone. Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6** regarding the concern that approval of the Project will create a precedent, as well as **MR-6** regarding the commenter's belief that the Project is out of scale.

9R-71 Comment

Inconsistent rejection of Alternatives

The RDEIR rejects Smaller Parking Structures on the existing Campus because they do not allow for a practice field, yet it does consider the alternative of no project and an alternative of 4 homes on the site (which doesn't meet their objectives either) and it does consider a 10-story alternative without a practice field. So the RDEIR inappropriately rejects many feasible alternatives for not meeting Project Goals while considering others.

9R-71 Response

The commenter is correct to note that the alternatives involving smaller structures on the Campus, east of Coldwater Canyon Avenue, would not be large enough to allow construction of a practice field (RDEIR page 5-5), or, as described in Chapter 4, Corrections and Additions, of this FEIR (amending RDEIR page 5-5), an adequately-sized practice field in the case of building over the Senior Lot. The lack of a practice field was just one of several reasons for the rejection of the alternative, and not the only reason as implied by the comment. This is consistent with CEQA guidance that alternatives should be evaluated, in balance, based on a) their attainment of most project objectives and b) potential to reduce or eliminate the Project's significant effects.

Development on the Senior Lot would impede student circulation, result in many of the same environmental impacts as the Project, fail to improve the flow of traffic since buses would continue to park on Coldwater Canyon Avenue, and would potentially have increased visual, lighting, and noise impacts (refer to RDEIR page 5-5 and **MR-7**).

Development on the small Rugby Lot, at the northeast corner of the Campus, is constrained by access that is limited to a single lane driveway and is closely bordered by buildings, topography, and a City-maintained stormwater drainage channel (RDEIR page 5-5). A structure placed on this lot would also be located immediately adjacent to a large number of residences, and would likely have increased operational noise and visual impacts as compared to the Project.

Section 15126.6(e)(1) of the CEQA Guidelines requires that the "No Project" alternative be included in any EIR and, by extension, Alternative 2 (Existing Zoning – 4 Homes) is included as a variant of the "No Project" alternative given that the elimination of the Project could feasibly result in the Development Site's

use by right (Section 15126.6(e)(3)(B)).

9R-72 Comment

The RDEIR rejects Shuttle Parking as “infeasible” and rejects “increased TDM,” yet the Applicant does not currently have a TDM. (Also discussed at length on p. 13, 14, and 19 of this comment letter). SCC asks the Lead Agency to seek further explanation from the School about its current voluntary parking plan. The School has said they use “75% carpooling and busing” (according to their lobbyist, Mr. Khalatian) yet have not broken those numbers down. There are a number of factors that need to be explained, such as the number of the 400 students drivers who carpool, as well as the number of parent carpools. Further they should explain whether they are 3-person or 4-person carpools. The School should be asked to provide the exact number of yearly bus permits as well as the number of reserved, dedicated spaces they provide for Juniors and Seniors.

9R-72 Response

Please refer to **MR-7 and RR-19** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

9R-73 Comment

The RDEIR rejects increased TDM and shuttle parking, going so far as to say there is something “unique” about the parking needs and activities of Harvard-Westlake school. Yet Archer School, Oakwood School and Buckley School, to name only a few of other private schools in residential areas have TDMs and use shuttle parking for large events. There is nothing unique about the parking needs of Harvard-Westlake.

9R-73 Response

Please refer to **MR-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures and use of shuttles to offsite and/or leased parking facilities. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed. Please refer to **Response to Comment D-89** regarding the reasons why direct comparison to other schools which may have off-site parking and **MR-1** regarding the need for the Parking Structure to meet current daily parking demand.

9R-74 Comment

The RDEIR analyzes two viable, environmentally superior alternatives.

Alternative 1 (no project) compares No project vs the Project saying incorrectly that the result of mitigation measures would be “many more protected trees [emphasis added] being located on the Development Site” – not only are none of the proposed mitigation trees Oak or Walnuts, but there is only enough room on the site after the Project is built for a fraction of these mitigation trees.

9R-74 Response

The Project would require the removal of 147 trees (of which 15 are already dead) and replacement of those trees with 528 mitigation trees. In consultation with the City’s Urban Forestry Division, protected oaks and walnuts that are removed as part of the Project must be replaced on-site by the same species at a

4:1 ratio. Regulatory Compliance Measure RC-BIO-1 (renumbered to be Mitigation Measure MM-BIO-8) has been modified accordingly and included in Chapter 4, Corrections and Additions, of this FEIR.

Incorporating these changes, a protected tree and landscaping plan is included as FEIR Appendix D.5. The plan depicts all replacement coastal live oak and black walnut trees proposed to be placed on the Development Site. Please also refer to **MR-6** regarding the health of site vegetation after implementation of the Project.

9R-75 Comment

In Alternative 2 (4 new homes) the RDEIR correctly states Alternative 2 would be “compatible with adjacent residential uses” and all impacts are less than significant. However, there is no reason to assume (as the RDEIR does) that the on-site walnut trees would die -- as we mentioned, even D-rated trees continue to provide habitat for wildlife and are likely to prevail.

The RDEIR correctly states that both Alternative 1 and 2 are “environmentally superior alternatives”.

9R-75 Response

The commenter’s expression regarding the compatibility of Alternative 2 with adjacent residential uses and conclusions regarding the “environmentally superior alternatives” are noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project; however, this alternative would not support any of the Project objectives. (Please refer to **MR-6**, and RDEIR Appendices D.3 and D.4 regarding biological resources). As indicated in the RDEIR, approximately 78% of the walnut trees on the site were identified as being visibly infected with TCD. This disease causes nearly 100% mortality in infected trees. Research indicates that the disease “causes mortality,” implying that there is no significant survivorship after infection.

Unfortunately, experience with TCD does indicate a reason to assume all infected walnut trees will decline and eventually die. Moreover, there is justifiable reason to assume TCD will spread to currently non-infected walnut trees and result in their decline and mortality as well if infected walnut trees are not removed. With the concurrence of the California Department of Fish and Wildlife, the University of California Statewide Integrated Pest Management Program prescribes that infected trees be removed and destroyed by grinding or burning immediately after removal in order to prevent the spread of TCD.

The RDEIR conclusions regarding habitat value of D-rated trees is accurate. As described on page 16 of Appendix D.3, D-rated trees generally support partial foliage, compromised structure, and/or excessive infestations and would not be expected to survive to the average lifespan of the species. Reference to trees surviving in a reduced state over time refers to trees that are damaged by fire, not TCD.

9R-76 Comment

Since the 2013 DEIR, the project has gotten bigger, taller, longer, and asked for even more entitlements, including a number of enormous exceptions to the municipal codes and the Baseline Hillside Ordinance. This project creates numerous significant negative environmental impacts and for the protection of our community only those Alternatives which seriously address those impacts and offer environmentally superior options should be allowed by the Lead Agency.

9R-76 Response

The comment refers to the Project’s cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts to the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1),

but does not raise any new environmental issues contained in the RDEIR. Please refer to **MR-7** regarding an evaluation of Project alternatives.

9.1R. Autumn Wind Associates, Greg Gilbert, Letter dated March 16, 2016

9.1R-1 Comment

Our review of the RDEIR reflects that the Harvard Westlake project will contribute substantial quantities of criteria and health risk related emissions and relies on poorly written, unenforceable mitigation as the basis for claims of reduced NOx emissions that will, as a practical matter, not materialize.

9.1R-1 Response

The RDEIR has disclosed and evaluated the potential impacts of the Project's air quality emissions. The FEIR has provided clarifications to the analyses and supplemented the analyses with the inclusion of a Health Risk Assessment (HRA) that is included as Appendix C.1 of the FEIR. The FEIR also includes revisions to mitigation measure MM-AQ-10 that provide added specificity regarding the requirements of the mitigation measure as well as providing new Mitigation Measure MM-AQ-11. Implementation of the Project's mitigation measures would be required as conditions of approval and implemented under the Project's MMP as presented in Chapter 5 of the FEIR. The comment provides no evidence that the Project's mitigation measures will not be implemented. The City will require that Harvard-Westlake comply with every mitigation measure. Please refer to **Responses to Comments 9.1R-19** and **9.1R-20** of this letter for further discussion regarding the implementation of mitigation measures.

9.1R-2 Comment

Lack of detailed project specific air quality related information in the RDEIR, its Air Quality Appendix (Appendix C), or via online access at the Lead Agency's website, identifying and explaining the Lead Agency's Choices regarding equipment related modeling inputs and their changes made to CalEEMod model defaults, greatly inhibited ours and the public's ability to validate and verify the emission reductions claimed in the Air Quality element. *Footnote: Our requested equipment-specific information affecting the RDEIR's estimates of emissions and used to calculate NOx reductions for MM-AQ-10 arrived after COB March 16, too late to permit a full re-review and re-analysis of the project prior to the March 21 deadline.*

9.1R-2 Response

The Air Quality Appendix C of the RDEIR provides detailed CalEEMod outputs that identify construction equipment and assumptions. For each CalEEMod output, please refer to Section 1.3, "User Entered Comments and Non-Default Data", which clearly identifies the default assumptions and those assumed for the Project. In addition, Section 3.0 "Construction Detail" of the CalEEMod output clearly identifies the construction schedule and the equipment utilized in the emissions analysis, along with the estimated equipment usage hours, horse power ratings, load factors, and the number of days of each phase of construction activity. This data provides the decision makers and the public with the ability to validate and verify the emission estimates provided in the Air Quality chapter of the RDEIR and satisfies the public disclosure requirements of CEQA with respect to the estimated construction emissions. The CalEEMod analysis has been revised as presented in Appendix C.3 of the FEIR and peer reviewed as presented in Appendix C.2 of the FEIR. The modeling parameters are likewise included in the revised CalEEMod analysis. Additionally, Table 3.2-5A (Construction Equipment) has been added to Chapter 4, Corrections and Additions, of this FEIR and includes a summary of the equipment to be used by construction phase, emissions requirements, horsepower, and quantity.

9.1R-3 Comment

Notwithstanding the lack of detailed information and explanation on how emissions were calculated from use of equipment, haul trucks, worker vehicle trips, etc., it appears that CalEEMod modeling used under representative numbers of truck trips and vehicle trip lengths; if this is the case, the project's emission estimate in the RDEIR are underestimated. In turn, underestimation would jeopardize the accuracy of the RDEIR's air quality impact significance determinations, actual emission impacts, the RDEIR's reasons for not performing a health risk assessment, and the efficacy of proposed mitigation measures (and especially MM AQ 9 and MM AQ 10).

9.1R-3 Response

Please refer to **Response to Comment 9.1R-2** regarding the construction assumptions provided in Appendix C of the RDEIR. As noted above in **Response to Comment 9R-7**, a quantitative HRA has been prepared and is included in the FEIR as Appendix C.1. The efficacy of the proposed mitigation measures, as amended in the FEIR, is demonstrated therein. As indicated, with incorporation of revised Mitigation Measure MM-AQ-10, impacts regarding mitigated health risk would be less than significant. Please refer to **Responses to Comments 9.1R-8 through 9.1R-11**, below, for discussion of the number of trips and trip lengths.

9.1R-4 Comment

Health risk modeling is conspicuously absent from the RDEIR; this is unacceptable considering the extent of construction equipment numbers and activity that will emit toxic air contaminants across the multi-year construction period to nearby students and residents, and because background levels of toxics in ambient air and to result from diesels routinely operating on or near school grounds will contribute additively and cumulatively with project emissions to student and resident health risks.

Individual points of concerns are noted below; overall, we have serious concerns about the RDEIR's analysis and proposed mitigation for the project's air quality impacts. If our concerns noted below prove to be on point, the RDEIR must be revised and then reissued for public review and comment.

9.1R-4 Response

In light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015) and includes a conservative analysis of the Project's reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. The HRA incorporates revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards. When taking into account this mitigation measure, which would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk. Please also refer to **Response to Comment C-17** for additional information on the finding that the Project would result in a less than significant impact to air quality, both during construction and operation.

This comment is introductory to the following more specific comments regarding the air quality analysis. Responses are provided for each more specific comment below.

9.1R-5 Comment

Starting at RDEIR Project Description element pg. 2-1 and elsewhere, the Harvard-Westlake project has grown and changed significantly in comparison to the project proposed and studied in the preceding DEIR. The construction components have been expanded and re-phased, with the project duration extended. New and/or changed components include addition of a debris basin; security office and an “ancillary 2,582 square foot enclosed structure for offices, restrooms and equipment storage use”; road and roadway access changes; addition to the site of 8 parcels and the Paper Hacienda; and new and/or relocated soil nails. No information in the RDEIR is found to show that those changes have resulted in changes to emissions estimates, although they may have been reflected as unexplained, unreferenced changes to defaults in the CalEEMod modeling prepared by the Lead Agency. At Air Quality element pg. 3.2-26 project duration is changed from 25 to 30 months, and three original phases are changed to eight. Newly added phases increase unmitigated construction emissions considerably over those estimated in the DEIR, with NOx estimated to exceed SCAQMD’s regional CEQA threshold of significance. Mitigation proposed to reduce NOx emissions, claimed in the RDEIR to bring emissions below regional significance thresholds, will actually do little for air quality since the primary mitigation measure (MM- AQ-10) is fatally flawed. (See comment IX, below.)

9.1R-5 Response

Chapter 3.2 of the RDEIR clearly marks the changes to emissions estimates in Tables 3.2-6 through 3.2-9 using strikethroughs and underlines. The updates to the modeling parameters are also clearly stated in Chapter 3.2 of the RDEIR starting on page 3.2-26. Please refer to **Response to Comment 9.1R-20** regarding the enforceability of Mitigation Measure MM-AQ-10 as well as for Mitigation Measure MM-AQ-11 that has been added to Chapter 4, Corrections and Additions, of this FEIR.

9.1R-6 Comment

At various locations in the RDEIR project duration is identified as 30 months, an increase of five months over that shown in the DEIR. However, CalEEMod modeling output sheets provided in the RDEIR’s Appendix C shows construction across 4 years (2016 – 2019), with construction phases likely extending to 42 months. This is a significant unexplained discrepancy between information found in the RDEIR and Air Quality Appendix C. Project timing and duration are important to emissions estimation, but because assumptions regarding inputs used in the CalEEMod model have not been provided by the Lead Agency, discrepant timing/duration information between the RDEIR’s elements and CalEEMod output sheets in Appendix C cannot be logically resolved by the RDEIR’s reader.

9.1R-6 Response

The commenter is correct in that the RDEIR identifies the construction duration as 30 months while the emissions modeling assumed a 34-month duration. However, the duration of Project construction is not directly relevant to the assessment of criteria air pollutant impacts, since SCAQMD thresholds are established for comparison with a project’s maximum daily emissions (regional impacts) or shorter time frame (i.e., 8-hour for localized CO, 1-hour for localized NO2, etc.).

Assumptions regarding inputs used in the CalEEMod model are detailed in RDEIR Chapter 3.2 starting on page 3.2-26. Inputs to the CalEEMod model can be found in the beginning of the output worksheet provided in RDEIR Appendix C. In Section 3.0 “Construction Detail” of the CalEEMod worksheets (i.e., page 30 of Appendix C), the construction phasing is provided and shows that construction is assumed to start June 1, 2016 and end on April 2, 2019. Further, the CalEEMod inputs include a month-long site preparation phase, activity which the RDEIR incorporates into the grading phase rather than as a standalone Project component. Therefore, the assumptions which were included in the CalEEMod model takes into account conditions of a worst-case which would result in maximum construction emissions.

As the CalEEMod analysis assumed longer construction duration (i.e., 34 months instead of 30), the total construction emissions presented in the RDEIR as well as this FEIR would be more higher than the actual Project, resulting in a more conservative analysis. Daily emissions would be unchanged given that the analysis has already assumed that all applicable construction equipment is in use throughout the entire day. As a result, the quantitative HRA and greenhouse gas analysis would also be more conservative.

9.1R-7 Comment

Emission-Related Details and Explanatory Information Has Not Been Provided in the RDEIR

Neither the RDEIR's Air Quality element nor its Appendix C provide narrative, descriptive, or graphical information identifying and explaining inputs chose for modeling the project's emissions, including those related to equipment types, horsepower, trip numbers, etc. Model inputs have a direct, consequential effect on emissions quantities estimated for the project, and for their relevance, in turn, to significance thresholds and for estimating mitigation effectiveness. Without providing to the public the CalEEMod input files used by the Lead Agency's modeler, we are unable to effectively determine all the input values associated with each construction phase. In addition, changes made to CalEEMod modeling defaults must be explained in the EIR. Our review reflects that numerous changes to defaults were made without explanation or justification, and because no detailed information is provided it is not possible to understand the details of each changed input. Changes to equipment types, horsepower, hours, and other parameters operating as defaults in the CalEEMod model have been made, and without explanatory information and detail, it is not possible to confirm the accuracy or validity of modeled emission estimates. To correct this significant defect, the EIR must be revised to include comprehensive changes that include the addition of, and online accessibility to, the CalEEMod input table(s) used by the Lead Agency's modeler, along with detailed identification and explanation for changes to model defaults.

9.1R-7 Response

Please refer to **Response to Comment 9.1R-2** regarding the construction assumptions provided in Appendix C of the RDEIR. Construction assumptions including horsepower and equipment type have also been provided in Appendix C.3 of this FEIR and in the new Table 3.2-5A (Construction Equipment) as part of Chapter 4, Corrections and Additions.

9.1R-8 Comment

Haul Trips Appear Underestimated and May Not Be Consistent with CalEEMod Guidance

The CalEEMod output sheet excerpted below (pg. 90 of 532) reflects 17,640 haul trips, but no information is provided in the RDEIR's Air Quality element to explain how this value was determined.

Note: The commenter included a partial image of a CalEEMod output sheet, which can be viewed by reviewing the original comment letter contained in Appendix L. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

At RDEIR pg. 3.2-27, haul truck and delivery truck trips/day are noted as 160. Total excavation of 140,000 cubic yards was identified for modeling purposes, and at RDEIR pg. 2-20 each haul truck is limited to no more than 14 yards of soil. Empirically, 10,000 one-way trips (140,000 cubic yards / 14 cubic yards/haul truck) from the project site to the landfill site should occur during the first substantial phase of the project--yet this trip estimate varies substantially from the unexplained 17,640 trips identified in the screen shot, above, and we are unable to tell how many yards were estimated per truck trip or whether the 17,640 value

in the excerpt above represents all hauling trips or some combination of hauling-plus-other trips, or as one- or two-way roundtrips.

CalEEMod Users Guide provides that “Hauling trips are based on the assumption that a truck can handle 20 tons (or 16 cubic yards) of material per load. Assuming one load of material, CalEEMod considers a haul truck importing material will have a return trip with an empty truck (2 trips). Similarly, the haul truck to take material away will have an arrival trip in an empty truck (2 trips). Thus, each trip to import and export material is considered as two separate round trips (4 trips) unless the “phase” box is clicked. Then, a haul truck trip to import material will be the same haul truck to export material (2 trips). We are unable to determine if the “phase” box was checked during the model runs for the RDEIR since the RDEIR fails to provide any explanatory information on how its modeling inputs were chosen. Regardless, our empirically-based estimate of 10,000 one-way haul trips would then either amount to 20,000 roundtrips or, based on CalEEMod’s default approach, 40,000 roundtrips, and these numbers vary appreciably from the unsupported, unexplained 17,640 haul trip value cited in Appendix C. Without having provided the CalEEMod input file with explanatory information on the selection of its inputs, the Lead Agency has hampered the public’s ability to verify the RDEIR’s emissions estimates, significance findings, and claimed effectiveness of proposed mitigations. An empirical approach to calculating the project’s haul trips also calls into serious question the accuracy of the 17,640 trip value used in the RDEIR’s CalEEMod modeling for emissions estimation.

9.1R-8 Response

The commenter is correct that 17,640 haul truck trips were used in the analysis. RDEIR page 3.2-27 refers to 72 round-trip haul trips per day (72 inbound and 72 outbound) as the worst case. The 17,640 haul truck trips is equivalent to 72 round trips multiplied by the 245-day duration of the grading phase, as assumed in the CalEEMod modeling. The 245-day duration is slightly longer than the duration referred to in the RDEIR (234 days, page 3.2-26). However, the assumptions included in the CalEEMod modeling are conservative and account for the worst-case day. As discussed in RDEIR Chapters 2.0 (Project Description) and 3.2 (Air Quality), the Project would result in a net export of soil. Soil import is not required for the Project.

9.1R-9 Comment

Truck Trip Numbers Appear to Be Underestimated and Concrete Truck Trips May Not Have Been Included with Haul Trips

At Appendix C pg. 28 of 532 the following table is provided:

Note: The commenter included a partial image of an assumptions table used in the CalEEMod model, which can be viewed by reviewing the original comment letter contained in Appendix L. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

The column labeled “Hauling Trip Length”, above, appears to indicate that all hauling trips were calculated only for the grading phase, but what hauling tasks are factored into the 17,640 trips? The reader is left to guess, since there is no explanatory information found in the RDEIR or Appendix C. However, the default capacity used in CalEEMod for haul trucks is 16 cubic yards, and if we divide 140,000 cubic yards by that value we arrive at 8 cubic yards/truck capacity. Doubling that capacity would result in 8820 truckloads—which then doubled to create a round trip (one trip to, one trip return) gets us back to the

17,640 hauling trip number shown in the screenshot above. If this approach is what was used in the modeling, it understates the total number of trips since the 16 cubic yard/truck haul default in CalEEMod should not have been used. Rather, the 14 cubic yard/truck haul value specified at various locations in the RDEIR should have been used to calculate numbers of truck hauls.

9.1R-9 Response

Please refer to **Response to Comment 9.1R-8** regarding the haul truck calculations provided in Chapter 3.2 and Appendix C of the RDEIR. Based on the calculations described in **Response to Comment 9.1R-8**, the value 17,640 refers to the number of haul trucks used for soil export. The total number of haul trucks is equal to the total number of round-trips taken by haul trucks. Using the assumption of 14 cubic yards per truck from Chapter 2.0 of the RDEIR, 17,640 haul trucks could transport up to approximately 246,960 cubic yards of soil. This would easily move the 140,000 cubic yards of soil needed and is therefore a conservative estimate. The CalEEMod emissions modeling has been updated to reflect the appropriate number of haul trucks and the haul truck trip distance as described in **Response to Comment 9.1R-8**.

9.1R-10 Comment

Additionally, the RDEIR states that there will be 16 trips/day during the grading phase, apparently applying to concrete trucks, although we are not able to determine if those trips were included for calculating “Trips and VMT” showing in the table above. If they were not, where were they calculated? If they were inadvertently omitted by the Lead Agency’s modeler, emissions estimates for the project have been under-calculated.

9.1R-10 Response

As stated on RDEIR page 2-20 and page 3.2-27, the additional 16 truck trips/day are for 8 delivery trucks. These trucks are typically entered into CalEEMod under “Vendor Trips.” As shown in Appendix C of the RDEIR, the 8 delivery trucks were included in the model as 3 trucks during the soil nailing phase and 5 trucks during the shotcrete phase. These phases overlap each other and the grading phase, meaning that the worst-case day would be when there are 72 haul trucks and 8 delivery trucks operating. Nevertheless, the CalEEMod unit of measure for “Vendor Trips” is the number of one-way trips, not trucks or roundtrips. Since the CalEEMod default one-way distance was used for the delivery trucks, the total trips entered into CalEEMod has been updated to reflect 16 trips per day. This revision has been incorporated into Chapter 4, Corrections and Additions, of this FEIR. As noted on RDEIR page 3.2-27, the Project will, at peak during the foundations/structure phase overlap, result in 100 concrete truck trips per day (50 inbound and 50 outbound).

9.1R-11 Comment

Haul Distances Appear Underrepresented in Project Modeling

At Project Description pg. 2-20, the hauling distance for disposal of the project’s ~140,000 cubic yards of excavated soil is noted as 35 miles, yet as noted in the screen shot above the default distance is listed as 20 miles. Lacking explanatory information in the RDEIR on input choices made by the Lead Agency, we are unable to explain the discrepancy. Did modeling for Appendix C count haul trips as one roundtrip per 14-cubic yard increment, or, as CalEEMod notes in its guidance on the issue, as 2 complete roundtrips? Using the empirically derived roundtrip estimate of either 20,000 or 40,000 roundtrips for the project’s soil disposal, the 30-mile increased roundtrip trip length would result in an additional 600,000 – 1,200,000 miles traveled. From the table above, a 40-mile haul roundtrip would actually result in 70 miles’ travel, an increase of 43%. So, too, would related heavy-duty truck emissions. If the RDEIR has undercut haul trip emissions by using the CalEEMod trip distance default, project emission estimates contained in Tables

3.2-6 and 3.2-7 are underestimated. Please provide clarifications and specific details used for modeling haul truck emissions to resolve haul truck and trip-related discrepant information contained within the RDEIR's various elements and appendices.

9.1R-11 Response

The hauling distance for soil export is 13 miles traveled from the Development Site to the Vulcan Materials facility in Sun Valley, California. Thus, the roundtrip distance for soil haul trucks is 26 miles. This value has been entered into CalEEMod in conjunction with the 17,650 roundtrip haul truck trips in order to adequately assess the total vehicle miles traveled by the haul trucks. This revision to the emissions table and text has been incorporated into Chapter 4, Corrections and Additions, of this FEIR.

9.1R-12 Comment

PM10/2.5 Concentration Modeling for Project-Specific Operational and Cumulative Impacts Is Poorly Explained and Ignores Relevant Cumulative Sources

RDEIR Tables 3.2-8 and 3.2-9 provide modeled pollutant concentrations at four sensitive receptor locations for emissions generated at the parking structure and where diesel school buses will pick up and deliver students. No information is provided in the RDEIR to show how those were selected or whether they were on the basis of "maximally exposed individual" (MEI) locations. Please provide clarification on why those locations were selected and whether they represent the most at-risk MEIs. Additionally, at pg. 3.2-29, PM10 and PM2.5 concentrations were modeled for the school pool area and "the single-family residence located directly northwest". Similarly, no information is provided that explains why those locations were selected for PM concentration modeling. Moreover, the RDEIR should have provided multiple pollutant concentrations at those locations, similar to what was undertaken in the tables referenced above.

9.1R-12 Response

As described on page 3.2-31 of the RDEIR, "Table 3.2-8 shows the maximum concentrations in the Project area according to the AERMOD dispersion analysis for sensitive receptors located within approximately 130 and 240 feet to the south and northwest of parking activities, respectively." As stated on page 3.2-32, "Table 3.2-9 shows the maximum concentrations in the Project Site area according to the AERMOD dispersion analysis." These passages clearly define the modeled concentrations as being the maximum concentration level predicted at nearby sensitive receptors. On page 3.2-11 under the subheading "Sensitive Receptors", the nature and location of sensitive receptors are defined, including the locations analyzed in Tables 3.2-8 and 3.2-9. As stated on page 3.2-29, "Since the screening analysis shown in Table 3.2-7 shows the potential for daily PM10 and PM2.5 *emissions* to exceed the screening thresholds, detailed air quality modeling was undertaken to identify whether localized *concentrations* at nearby sensitive receptors would exceed the *concentration* thresholds." This passage explains that PM10 and PM2.5 were focused on due to the fact that the localized emission levels for those pollutants exceeded the SCAQMD screening threshold levels and refined PM10 and PM2.5 dispersion modeling analyses were warranted to make a determination of less than significant. Nevertheless, the first column of both Tables 3.2-8 and 3.2-9 list pollutants other than PM10 and PM2.5, such as NO₂ and CO. Since the localized emissions of NO₂ and CO did not exceed the SCAQMD screening threshold levels, refined NO₂ or CO dispersion modeling analyses were not warranted to make a determination of less than significant. As the issues raised in this comment are addressed in the RDEIR, no further response is required.

9.1R-13 Comment

While the tables reflect operational emissions, the project's 2016 – 2019 construction period (either 30 months or, according to CalEEMod output sheets, substantially longer) will generate sustained criteria

pollutant and TAC emissions for residents located north and west of the project area and, per Table 2-1, as close as 77' to the construction limit line. We are requesting that pollutant concentrations be estimated and provided for those locations.

9.1R-13 Response

As seen in Figure 3.2-2, Air Quality Sensitive Receptor Locations, the addresses listed in Table 2-1 of the RDEIR are encompassed in the single-family home sensitive receptor areas. Please refer to RDEIR page 3.2-29 which contains the localized construction emissions analysis, performed consistent with the SCAQMD Localized Significant Threshold (LST) methodology. Construction PM10 and PM2.5 emissions were modeled using the USEPA AERMOD dispersion model with pollutant concentrations provided on RDEIR page 3.2-29. The AERMOD dispersion modeling included sensitive receptors listed in Table 2-1 of the RDEIR, however, the localized construction emissions analysis presented on RDEIR page 3.2-29 focused on the maximum impacted residence. Footnote /b/ of Table 3.2-7 states “[t]he analysis utilized a 25-meter receptor distance, which is the shortest distance available in the LST methodology”. These AERMOD modeling output files are presented in RDEIR Appendix C (and as updated in Appendix C.3 of this FEIR). All other sensitive receptors within the area would have equal or lesser pollutant concentrations.

9.1R-14 Comment

Further, construction-generated PM10/2.5 concentrations are cumulatively significant, locally. The construction PM10/PM2.5 concentration increments are a significant fraction of the State/federal AAQS at the nearest sensitive receptors, unlike modeled operational ambient concentrations which are a small fraction of the AAQS. South Coast is a PM10/PM2.5 nonattainment area with a long and ongoing record of serious challenges to re-attainment of federal and state health-based particulate standards. While the RDEIR at pg. 3.2-34 dismisses project’s potential to cause cumulatively significant TAC exposures, there could easily be a point when project construction PM10/2.5 concentrations combine with background PM10/PM2.5 concentrations to exceed ambient air quality standards. The RDEIR notes that SCAQMD requires that other cumulative PM10/2.5 sources within 500 meters of the site be identified (the RDEIR refers to footnote “17”, yet no reference is given at bottom of page), but ignores that the RDEIR’s aerial view of the project provides ample evidence of numerous sources of PM10/PM2.5 (i.e., local roadways) within that radius.

9.1R-14 Response

The assertion that the construction related PM10 and PM2.5 emissions are cumulatively significant on a localized basis is not correct. As explained on pages 3.2-28 through 3.2-30 of the RDEIR, although localized PM10 and PM2.5 emissions from construction are predicted to exceed the SCAQMD mass emission screening threshold levels, dispersion modeling showed the Project would not exceed the SCAQMD’s allowable increment threshold. According to the SCAQMD *Final Localized Significance Threshold Methodology* (July 2008), “projects whose calculated emission budgets for the proposed construction or operational activities are above the LST emission levels found in the LST mass rate look-up tables should not assume that the Project would necessarily generate adverse impacts. Detailed air dispersion modeling may demonstrate that pollutant concentrations are below localized significant levels.” Since the construction-related PM10 and PM2.5 mass emissions exceeded the screening levels, refined analysis was conducted using detailed dispersion modeling to estimate the increase in the concentration of PM10 and PM2.5 at the maximally impacted sensitive receptors. SCAQMD *Final Localized Significance Threshold Methodology* establishes an incremental concentration threshold of 10.4 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) for PM10 and for PM2.5. These concentration thresholds are applicable to a project’s incremental increase and are consistent with SCAQMD Rule 403, which establishes standards for construction-related particulate matter emissions. The SCAQMD has determined through its Air Quality

Management Plan that the Rule 403 standards would not jeopardize the South Coast Air Basin’s progress towards attainment of the ambient air quality standards. The dispersion modeling analysis discussed in Chapter 3.2 of the RDEIR is consistent with the SCAQMD *Final Localized Significance Threshold Methodology* and consistent with Rule 403. Therefore, the analysis correctly and appropriately determined that the Project’s construction-related PM10 and PM2.5 emissions would not exceed the SCAQMD’s established localized significance thresholds and that impacts would be less than significant on a Project-level basis.

With respect to cumulative impacts, a related project within 500 meters of the Development Site was identified on page 3.2-34 of the RDEIR as the water main work by the Department of Water and Power (DWP) along Coldwater Canyon Avenue. As discussed on page 3.2-34, construction emissions associated with the related project would not coincide with construction of the Project because DWP does not anticipate any construction activity for this project in the vicinity of Harvard-Westlake in the near future. As a result, cumulative impacts were correctly and appropriately determined to be less than significant.

The comment mentions local roadways as sources of PM10 and PM2.5 emissions. Mobile source emissions from roadway are not considered localized emissions in accordance with the SCAQMD *Final Localized Significance Threshold Methodology*, which states that “the LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways.”

The footnote number 17 on page 3.2-34 of the RDEIR has been clarified to state that cumulative impacts were assumed to include projects within 500 meters of the site. This revision to the footnote has been incorporated into Chapter 4 of this FEIR, Corrections and Additions.

9.1R-15 Comment

RDEIR Fails to Provide Adequate Review of Project-Specific and Cumulative Health Risks

Tables 3.2-8 and 3.2-9 were constructed using outputs for the project’s operational criteria pollutants taken from the Lead Agency’s use of the AERMOD model; AERMOD may also serve to estimate chronic and acute health risks from potential exposures of nearby sensitive receptors to toxic air contaminants (TAC) that will be emitted by the project and primarily as diesel particulate matter (DPM). Construction-related DPM, a CARB-declared toxic, will be emitted at the project site throughout its 30– 42-month duration, and will combine with both project-specific operational DPM and that contributed by diesel vehicles operating at adjacent roadways.

At pg. 3.2-30 the Lead Agency has rejected use of AERMOD to characterize increased health risks, largely under the assumption that short-term exposures to TACs need not be evaluated. This position is routinely contradicted in practice; many EIRs in the South Coast air basin and elsewhere in the state have undergone AERMOD modeling to characterize their short-term, construction-related health risks. OEHHA guidance for evaluating air toxic hotspots recognizes that air districts can and do require health risk modeling for short-term TAC-emitting projects, including those that may involve as little as 2 months’ duration. *Footnote: OEHHA; “Air Toxic Hotspots Program Guidance Manual”; February 2015; pg-8-18.*

9.1R-15 Response

This comment calls for a health risk assessment, which has been provided in Appendix C.1 of this FEIR. The health risk assessment was conducted following OEHHA guidance, using AERMOD, and concluded that health risks associated with Project construction would be less than significant as the estimated cancer risk to students and residents falls below thresholds with incorporation of the revised Mitigation Measure MM-AQ-10 (refer to Chapter 4, Corrections and Additions, of this FEIR).

9.1R-16 Comment

PM2.5 emission concentrations at various locations on or around the project site, to result from project construction equipment, is not a replacement for the health risk assessment that should have been conducted for the RDEIR to ensure that cancer and non-cancer risks do not exceed SCAQMD significance thresholds for maximally exposed individuals. School children will be captive on-campus for many hours per day, day after day, month after month, with increased health risks as a result of the project's heavy reliance on extensive diesel-powered construction equipment and in combination with existing background TAC concentrations. In February 2015, OEHHA (State Office of Environmental Health Hazard Assessment) released updated Risk Assessment Guidelines that outline risk calculations for specific age groupings, including a more protective breathing rate for children.

OEHHA's guidelines were adopted by SCAQMD in June, 2015, well ahead of issuance of the Harvard-Westlake RDEIR, with age and breathing rate protections now three times more protective than existed previously. Soon after, revised SCAQMD HRA guidance was issued that anticipated an increase in the significance of TAC emissions as a result of the more protective values in OEHHA's recommendations; the net effect of OEHHA recommended changes was that short-term projects—including construction projects such as this one—could readily cause excessive health risks. In supporting documentation, SCAQMD staff have advised that a six-month construction project of a size smaller than that described in the Harvard-Westlake RDEIR could cause health risks that would exceed their established TAC thresholds of significance. *Footnote: Based on SCAQMD Staff presentation, Potential Impacts of New OEHHA Risk Guidelines on SCAQMD Programs, Agenda Item 8b, <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/may-specsess-8b.pdf>, p.9. Presentation provides that 6 months' construction impacts from a typical 1-acre office project could cause significant risk where 1 lb/day of DPM for 6 months would increase cancer risk beyond the 10 per million threshold of significance.*

The RDEIR has failed to consider health risks to school children and nearby residents that will result from construction related toxics emitted through the 2016–2019 period.

9.1R-16 Response

Please refer to **Response to Comment 9.1R-4** regarding the inclusion of a health risk assessment in this FEIR, the calculated cancer risk, and the finding of a less than significant risk from air quality.

9.1R-17 Comment

[The RDEIR] has similarly failed to evaluate cumulative TAC emissions that include operational emissions from increased vehicle operation at the new parking structure, with school bus parking/access changes, and with increased vehicle use at roadways that will be improved as part of the project.

9.1R-17 Response

As stated on page 3.2-31 of the RDEIR, “No increase in student enrollment or faculty is proposed as part of the Project. The Proposed Project would not generate new vehicle trips to the study area and there would not be an associated increase in regional emissions.” As a result, no new regional emissions are anticipated and the improvements proposed by the Project would not contribute to a change in cumulative operational emissions. Operation of the Project would also not exceed the SCAQMD localized significance thresholds from vehicles entering and exiting the Parking Structure and from school buses utilizing the Southern Parking Lot. Operational emissions of TACs from typical passenger vehicles utilizing the Parking Structure would emit extremely minimal TAC emissions given the stringent federal and state vehicle emissions standards that are already in place and a refined health risk assessment is not required by the SCAQMD. Similarly, operational emissions of TACs from the low number of school

buses utilizing the Southern Parking Lot would emit minimal TAC emissions given the CARB Truck and Bus regulation that applies to diesel-fueled school buses and requires the installation of diesel particulate filters which substantially reduces diesel emissions. Also, as noted on RDEIR page 3.2-32, State regulations require that school bus drivers turn off the bus engine upon arrival and not allow it to idle until 30 seconds prior to departure. As a result, a refined health risk assessment is not required and impacts would be less than significant.

9.1R-18 Comment

In light of the overwhelmingly sensitive receptor population – children - served by the school, with residents as close as 72' From the construction zone, and against the backdrop of more protective OEHHA and SCAQMD TAC and health risk guidance changes made prior to issuance of the RDEIR, the Lead Agency should have put a priority on protecting public health by including a Health Risk Assessment in the RDEIR. Without a bona fide HRA, the Lead Agency cannot justifiably conclude that the project's project specific and cumulative TAC impacts are less than significant.

9.1R-18 Response

Please refer to **Response to Comment 9.1R-4** regarding the inclusion of a health risk assessment in this FEIR, the calculated cancer risk, and the finding of a less than significant risk from air quality.

9.1R-19 Comment

Construction mitigation measures are fatally flawed

Construction mitigations proposed for reducing the project's construction equipment emissions are identified at RDEIR pg. 3.2-36. MM-AQ-9, as amended in Chapter 4, Corrections and Additions, of this FEIR requires:

“The construction contractor shall coordinate with the Project Site administrator for Harvard-Westlake School and the administrator for Sunnyside Preschool to schedule construction activity that generates fugitive dust when student exposure would be minimized.”

As written the mitigation measure cannot be depended upon to produce real, measurable reductions in school children's exposures to the project's construction-related PM10, PM2.5, or toxic DPM emissions since it lacks enforceability and offers no metrics by which to measure its effectiveness, particularly important for young breathers immediately adjacent to the construction zone. The only hard requirement imposed by the measure's language on the contractor is that they “shall coordinate” with school personnel, which means nothing more than that they will communicate. Mere requirement for coordination does nothing, in itself, to minimize or reduce student exposures to construction activity emissions.

Furthermore, no definition is offered for what constitutes “heavy equipment” or at what level or point “fugitive dust” or “heavy equipment” would invoke the “coordination” requirement. As a practical matter, all phases of the project will utilize diesel construction equipment heavy enough to perform the excavation, earthmoving, cement pumping, offsite soils hauling, and the dozens of other tasks identified for the project, and diesel equipment types and tasks have already been scheduled for each day of each phase of the project (see equipment phases and schedules in Appendix C). No less importantly, nearly every piece of construction-related equipment identified in Appendix C will routinely create diesel emissions and fugitive dust, with emissions occurring across every working hour and day of the project, and they will occur from the first phase through the last phase of the project identified for years 2016– 2019. Is the public asked to believe that the School will voluntarily keep construction equipment idle when schoolchildren are walking or riding to or from school, or on playgrounds or playing field areas? What possible times of the weekday will occur when preschool children, high school athletes, and neighboring

residents are guaranteed to be indoors? Requiring nothing more than coordination does not protect children, athletes, or residents from construction emissions.

The Lead Agency's reliance on this mitigation ignores the practical reality that with millions invested in construction equipment and labor, along with construction contracts requiring specified completion dates, construction equipment will not be idled by this mitigation. Moreover, school children will attend school on five of the six days per week during which construction is allowed---this inherent conflict simply overwhelms meaningful application of the measure. We note, as well, that the mitigation gives school administrators no criteria by which they may demand that construction activities be halted or reduced. In total, the measure can do little more than act as window-dressing designed to mollify concerned citizens and parents. The Lead Agency must revise the measure to include objective metrics that will ensure that it provides real, substantial emission reductions for students and teachers, and which lays out under exactly what conditions school administrators can expect construction equipment to cease operation upon their request.

9.1R-19 Response

Mitigation Measure MM-AQ-9 requires coordination with the administrator for Harvard-Westlake and Sunnyside as a best management practice. Quantifying emissions reductions that would be attributable to Mitigation Measure MM-AQ-9 is difficult because it is not possible to determine precisely what specific construction activities would occur when students are on the campus but not inside classrooms or other buildings (e.g., during recess and lunch times); therefore, for analysis purposes, the RDEIR did not quantify construction emissions reductions for Mitigation Measure MM-AQ-9 and the significance of the Project after mitigation did not take into account any construction emissions reductions from Mitigation Measure MM-AQ-9.

With respect to the potential for construction emission impacts to children, athletes, or residents, the RDEIR determined that localized construction emissions would not exceed the SCAQMD localized significance thresholds. In addition, please refer to **Response to Comment 9.1R-4** regarding the inclusion of a health risk assessment in this FEIR, the calculated cancer risk, and the finding of a less than significant risk from air quality.

9.1R-20 Comment

MM-AQ-10, found at pg. 3.2-36 requires:

“The construction contractor shall ensure that diesel-powered construction equipment greater than 50 horsepower meets the USEPA Tier 3 emission standards, where available.”

This measure is written to do little more than give the appearance of substantive emission benefits, using what the lay person will assume is a requirement that lower-emitting Tier 3 diesel equipment or better will be required to operate on site. The measure does not require that, nor will it provide it— instead, it is cleverly written to permit the contractor through the use of the subjective “where available” language to opt out of requiring any or all Tier 3 equipment and without challenge. This equates to asking the fox to guard the henhouse, and it neatly ignores the reality that requiring actual Tier 3 engines (or better) for every piece of diesel equipment to operate on the site across its 30 — 42- month project duration will increase costs, delay work schedules, and require constant surveillance of onsite contractors and sub-contractors to ensure 100% compliance with the mitigation.

Similar to MM-AQ-9, the measure fails to provide the objective criteria by which the term “where available” is defined, rendering it unenforceable. While most forms of Tier 3 construction equipment have

been available since the 2006—2008 timeframe, many larger pieces of expensive equipment are long-lived and operate at Tier 2 or lesser Tier rates and they are located and operate regularly throughout the South Coast Air Basin. Many construction fleets in CA comply with CARB's off road diesel regulation by using a fleet-averaged emission approach, allowing them to continue to use older, more difficult and costly to replace, higher-emitting equipment. Fashioning an enforceable mitigation that recognizes the existence of older, higher-emitting equipment that is virtually certain to end up at the Harvard-Westlake project, similar to what has been done in other CEQA-reviewed-and-mitigated construction projects around the state, should have been undertaken by the Lead Agency.

No standards are required by MM-AQ-10, and unchallengeable discretion is given solely to the “construction contractor” to implement and enforce the measure—or, as will occur without provision for challenge, to simply assert that Tier 3 equipment wasn't/isn't available at any given point in the construction process. Furthermore, the measure fails to specify which contractor the measure applies to, and what entity is responsible for ensuring that all contractors and every piece of equipment on the site, whether under his control or not, is at least Tier 3 rated so that fully 100% of emissions reductions claimed in the RDEIR for AQ-MM-10 are achieved. Large construction projects such as this one routinely use scores of contractors; this one is virtually certain to use dozens over its four calendar year construction period. Because the measure is unenforceable and offers no mechanism by which it will measure its progress to ensure consistency with the reductions claimed for it in the RDEIR, MM-AQ-10 cannot be expected to deliver the emission reductions claimed in the RDEIR, and it must be revised to ensure real, discrete, verifiable reductions across the project life. Otherwise, the critical emission reductions claimed for it in the RDEIR must be removed.

9.1R-20 Response

Mitigation Measure MM-AQ-10 represents an enforceable mitigation measure that would result in real and quantifiable emissions reductions. Mitigation Measure MM-AQ-10 does not give the construction contractor the discretion to determine the availability of diesel-powered construction equipment greater than 50 horsepower that meets the USEPA Tier 3 emission standards. The availability of such equipment meeting the standards is based on dates established in the USEPA and CARB regulations. As correctly noted in the comment, most forms of Tier 3 off-road construction equipment have been available since the 2006 – 2008 timeframe. The exceptions are equipment between 25 and 74 horsepower, which do not have Tier 3 requirements but were required to begin meeting the more stringent Tier 4 standards in 2008 and equipment greater than 750 horsepower, which do not have Tier 3 requirements but were required to begin meeting the more stringent Tier 4 standards in 2011. In general, all model year 2014 or 2015 equipment and later are required to meet the final Tier 4 standards. Off-road construction equipment greater than 750 horsepower is not anticipated for the Project (refer to Chapter 4, Corrections and Additions, of this FEIR in relation to RDEIR page 3.2-27). Therefore, it is clear that off-road construction equipment that would meet the Tier 3 or better standards have been generally available starting in 2008 for the types and sizes of equipment anticipated to be used for the Project.

As noted by the comment, the requirement to use off-road construction equipment that meet the Tier 3 standards or better could result in an increase in Project construction costs. The SCAQMD has a program in place that provides funding for construction contractors to retrofit or replace equipment with less polluting engines or models. The SCAQMD recommends that projects encourage construction contractors to apply for funding through this program. Information pertaining to the SCAQMD funding program has been added to MM-AQ-10 and the revision has been incorporated into the Corrections and Additions of this FEIR.

Also, as noted by the comment, construction fleets in California are required to comply with the CARB In-Use Off-Road Diesel Fueled Fleets regulation. Compliance with this regulation is based on a phased-in approach where construction fleet owners or operators are required to ensure that an increasing percentage of its total fleet horsepower meet the emissions standards annually. The compliance schedule requires that the regulation be fully implemented by 2023 in all equipment in large and medium fleets (defined as fleets with more than 2,500 total equipment horsepower) and by 2028 in all equipment in small fleets (defined as fleets with 2,500 total equipment horsepower or less). However, unlike this regulation, Mitigation Measure MM-AQ-10 specifically requires that off-road construction equipment that would be used for this Project meet the Tier 3 and Tier 4 emissions standards, as available (as discussed previously, equipment that would meet the Tier 3 or better standards are generally available for the types and sizes of equipment anticipated to be used for the Project). Therefore, while compliance with the CARB In-Use Off-Road Diesel Fueled Fleets regulation may not result in Tier 3 or Tier 4 equipment being used at the Project Site (due to the phased-in compliance schedule), Mitigation Measure MM-AQ-10 would ensure that Tier 3 and Tier 4 equipment would be used at the Project Site because such equipment are generally available.

Mitigation Measure MM-AQ-10 would be monitored and enforced through the Project's Mitigation Monitoring and Reporting Program (MMP), as required by CEQA. Furthermore, Mitigation Measure MM-AQ-10 has been enhanced and revised to state that applicable bid documents from contractors must include the use of the specific emissions controls as described in the measure and that the contractors must demonstrate the ability to supply such equipment to the Development Site and provide a copy of each unit's certified tier specification upon request at the time of equipment mobilization. These revisions have been incorporated into the Chapter 4, Corrections and Additions, of this FEIR. Because Mitigation Measure MM-AQ-10 is revised to clearly state the use of Tier 3 (equipped with a diesel particulate filter) or Tier 4 equipment for most of the construction equipment, the measure is enforceable and construction delays due to implementation of Mitigation Measure MM-AQ-10 are not anticipated.

In addition, Mitigation Measure MM-AQ-11, which requires use of model year 2010 or newer trucks, or trucks which are compliant with EPA model year 2007 NO_x emissions standards, has been added to the MMP. Implementation of MM-AQ-11 would serve to reduce regional criteria pollutant emission during Project construction activities. This measure is enforceable as such trucks are available in the region.

9.1R-21 Comment

Tower/Ramp Equipment and Emissions Appear to Have Been Omitted

CalEEMod output sheets contained in Appendix C for summer, winter, and annual settings appear to show that the "Tower/Ramp" construction phase, called out in numerous locations in the RDEIR and with a 130-day schedule, will use no construction equipment and generate no emissions. We are at a loss to understand this.

RDEIR Tables 3.2-6 and 3.2-7 reflect unmitigated regional project emissions and localized construction emissions. Table 3.2-7 lists "Tower/Ramp" with <1 lb/day for the four criteria pollutants listed at the top of the Table. Inexplicably, however, Table 3.2-6's regional focus on project emissions of six pollutants appears to have no "Tower/Ramp" phase or any related emissions. Because the Lead Agency has failed to provide the CalEEMod input table used to estimate the project's construction emission quantities and concentrations as part of the RDEIR and its appendices available online to the public, and has similarly failed to provide any narrative or descriptive information explaining their choices of modeling inputs, we are unable to understand why Tower/Ramp emissions would have not been characterized for regionally significant project emissions. And while Table 3.2-7 does list the Tower/Ramp phase, its negligible emission quantities point to a strong possibility that the modeler failed to include its equipment-related

model inputs before running the model. If this is the case, emission estimates in the RDEIR's Air Quality element will be underestimated. In turn, an underestimation for Tower/Ramp activities will affect impact significance determinations and emissions reductions calculated for proposed mitigations.

9.1R-21 Response

The Tower/Ramp phase uses the same construction equipment as the Foundation/Structure phase. As these phases overlap (RDEIR page 3.2-26), equipment was not included in the Tower/Ramp phase of the modeling to avoid double counting of emissions. Also refer to Chapter 4, Corrections and Additions, of this FEIR in relation to RDEIR page 3.2-27 (Table 3.2-5A Construction Equipment).

9.1R-22 Comment

Reasonable, Feasible Construction Equipment Emissions Mitigations Should Have Been Reviewed and Discussed in the Air Quality Element

RDEIR Table 3.2-6 provides detailed, unmitigated emission quantities estimated for the project, with NOx listed as the only pollutant exceeding SCAQMD's daily threshold of significance. Mitigations are provided at pg. 3.2-36, with pg. 3.2-37 reflecting a reduction of NOx emissions to well below the regional threshold of significance by reliance on MM-AQ-10. As noted elsewhere in this comment letter, MM-AQ-10 is devised in such a way that it will result in little if any NOx benefit that would not otherwise occur. Regardless, the RDEIR should have provided a table showing quantities of emissions reductions anticipated by use of the proposed mitigation measures. Additionally, were MM-AQ-10 to be written in a form that ensured its effectiveness, it would provide meaningful reductions of both NOx and PM2.5, and particulate reductions are particularly important since the air basin reflects serious PM2.5 nonattainment challenges.

Because MM-AQ-10 as written relies on the subjective judgments and actions of the "construction contractor" for its implementation and is therefore unenforceable, the Lead Agency must revise it.

9.1R-22 Response

Please refer to **Response to Comment 9.1R-20** regarding the revisions to the text of Mitigation Measure MM-AQ-10 and the addition of Mitigation Measure MM-AQ-11 to ensure the measure achieves enforceable, real, and quantifiable emissions reductions. Table 3.2-11 has been included in Chapter 4, Corrections and Additions, of this FEIR and lists the construction emissions for various pollutants following the Project's air quality mitigation measures.

9.1R-23 Comment

The Lead Agency must also consider more effective construction equipment mitigations regularly imposed on similar land use projects in other CA air basins with nonattainment air quality challenges both as severe and less severe than those facing the South Coast air basin. In the Sacramento and San Joaquin Valley areas, air district CEQA guidance providing for percentage reductions of a construction project's NOx and PM10/2.5 emissions are regularly imposed by Lead Agencies. CEQA personnel in SMAQMD and SJVUAPCD recognized long ago that large construction projects will invariably need and use lower-tier (higher-emitting) diesel equipment as the practical result of a number of factors largely involving price and new equipment availability constraints attached to replacement of very long-lived construction equipment. As an example, replacement of a functioning older, higher-emitting scraper with new will often exceed a million dollars. Rather than relying on a mitigation that attempts to require all Tier 3 or better equipment for use throughout the project's 30 -- 42-month duration, the Lead Agency should impose a fleet-averaged emission reduction approach.

Lead Agencies in the Sacramento region routinely impose mitigation requiring 20% and 45% reductions of NOx and PM10 equipment emissions, taken against the fleet wide average for all construction equipment operating in the basin. *Footnote: For more information on SMAQMD CEQA Mitigations and their prescribed use, see: <http://www.airquality.org/ceqa/mitigation.shtml>.* Detailed equipment lists are required of the Applicant, with revisions and updates provided for over time, and in the Sacramento region the air district inspects on an approximate monthly basis those larger construction projects to verify that specified equipment and emission reductions are consistent with equipment lists and emission rates provided by the project manager. Such an approach ensures compliance with substantive, quantitative-based mitigation measures, and just as importantly it provides flexibility to the Contractor who may wish to occasionally use older, higher-emitting equipment on the job by counterbalancing with use of some measure of newer (Tier 4I or Tier 4F) diesel-powered equipment. Most importantly, the measure provides flexibility, a record of all equipment used at the project site that provides for rapid compliance assessment, and enforceability by air agency or Lead Agency personnel whose duty it is to ensure that CEQA mitigations are complied with once project construction is initiated.

9.1R-23 Response

Each Air Pollution Control District (APCD) governs the emission of air pollutants in their respective Air Basin under their jurisdiction in accordance with their specific Rules and Regulations and State Implementation Plan (SIP). Each SIP is approved by the ARB and, in the case of federally regulated standards, the USEPA. Neither of these umbrella agencies has forced standardization of approaches developed and used in one APCD upon another APCD. Similarly, CEQA thresholds are not standardized across APCDs or Lead Agencies.

As discussed on RDEIR page 3.2-21, significance thresholds used in the analysis were obtained from the SCAQMD, which is the governing APCD for the Project area. Thus, no further response is required.

9.1R-24 Comment

Other CEQA-mitigated projects have required use of an emissions or environmental coordinator onsite. The coordinator logs equipment in on the site; ensures that it complies with inventory records and emissions requirements; provides visual inspections of equipment to ensure that idling time limits are not exceeded and that equipment is well maintained to reduce emissions; and provides an updated compliance log to the Lead Agency (and to the air district if requested) on a weekly or bi-weekly basis. The coordinator would also ensure compliance with SCAQMD Rule 403, for which the RDEIR claims a 61% emission benefit.

9.1R-24 Response

Monitoring for compliance with Rule 403 will be addressed in the MMP as required by CEQA. Therefore, the comment raises an issue already addressed in the RDEIR and no further response is required.

9.1R-25 Comment

We provide here the gist of SMAQMD's standard mitigation language routinely imposed on significantly-sized construction projects undergoing CEQA review; this mitigation should be carefully considered for application to the Harvard-Westlake project:

“The Applicant shall prepare an Air Quality Mitigation Plan (AQMP) and submit the Plan to the SMAQMD for approval prior to issuance of the Work Authorization Permit by the Planning and Community Development Department ground disturbing activities. The AQMP should provide narrative, descriptions, and exhibits that illustrate and justify the measures chosen to reduce the project's operational emissions of ROG and NOx. At a minimum the AQMP shall include:

The proponent shall provide a plan, for approval of the lead agency and the SMAQMP, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the project, including owned or leased and subcontracted vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of each annual report; and

The proponent shall submit to the lead agency and the SMAQMD a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours per year during any portion of the project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted annually throughout the duration of the project. The proponent shall provide SMAQMD with the name and phone number of the project manager and/or on-site foreman.

Due to the long-term nature of this project, the requirement for the emission reduction plan referenced herein will sunset on Month/Year due to existing SMAQMD and CARB rules that will affect CARB fleet averages at that time.

Controlling visible emissions from off-road diesel-powered equipment. Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliance equipment. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

The Applicant must receive an endorsement letter of the AQMP from the SMAQMD prior to ground disturbing activities.

9.1R-25 Response

Please refer to **Response to Comment 9.1R-23** regarding the differing use of air quality standards between Air Pollution Control Districts.

9.1R-26 Comment

Alternative Diesel Mitigation Should Have Been Reviewed and Discussed in the Air Quality Element

The Lead Agency has failed to consider requiring use of renewable diesel for all equipment that will operate at the project site. The RDEIR should be revised to include a mitigation measure that requires use of low-emission and/or low-CO2 alternative fuels unless costs are substantially (~100%) greater than routine diesel fuel costs. Use of renewable diesel (which is not to be confused with bio-diesel) should be required for all off road diesel construction equipment and on road diesel haul-truck vehicles operating at the project, with proof of its use to be submitted by contractors and sub-contractors to the trained and qualified outside environmental coordinator for record-keeping and compliance purposes noted in the previous paragraph.

One such product that should have been carefully evaluated in the DSEIR is “Diesel HPR” or an equivalent product, made from 98% renewable content (a rate about 4 times greater than regular B-20 biodiesel) and currently marketed at many locations throughout CA. The price for this ultra-low carbon-

intensity diesel, with better performance characteristics than traditional petroleum diesel fuel, is competitive with standard on road and off road diesel. Scores of municipalities throughout CA have switched or are switching to exclusive use of renewable diesel, based on its superior emission benefits and cost-effectiveness advantages.

Fossil diesel has a cetane rating of 40. The HPR Diesel product, or similar, has a cetane rating of 74. That level of higher cetane results in lower PM and NOx. (The Harvard-Westlake project will, with its poorly written MM-AQ-10, is virtually certain to produce NOx emissions exceeding the regional threshold of significance. Health risks to students and nearby residents from toxic DPM emitted by construction equipment have been ignored by the RDEIR. Renewable diesel fuel, readily available at little if any additional cost over traditional diesel, will provide substantial NOx and PM2.5 benefits for ozone precursor and health risk reductions.) Because the density of the fuel is slightly lower, so is the chemical energy per unit volume (3%). But because the cetane rating is so much higher PM otherwise not emitted is converted into productive energy, with tractive horsepower (per unit volume) slightly higher than fossil diesel (1%).

9.1R-26 Response

The commenter's suggestion is noted and will be forwarded to the decision makers for their consideration in taking action on the Project. Mitigation Measure revisions in Chapter 4, Corrections and Additions, of this FEIR incorporate the use of equipment meeting the most stringent emission standards and/or the use of diesel particulate filters, which reduce particulate matter (PM) and NOx emissions to less than significant levels. Therefore, no further response or mitigation is required.

9.1R-27 Comment

Diesel Is a Carcinogen

At RDEIR pg. 3.2-5 the RDEIR has included a statement that is both substantially out of date and misleading: "Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen". The RDEIR should be revised to eliminate cut-and-paste, anachronistic information which, in this case, has been outdated for many years. CARB long ago declared DPM (emitted by diesels that will operate at the Harvard-Westlake project) a toxic air contaminant based on its carcinogenicity, and it has invoked dozens of Air Toxic Control Measures over the years aimed squarely at reducing diesel exhaust emissions since it first initiated its Diesel Risk Reduction Program in 1998.

9.1R-27 Response

Diesel particulate is identified as a carcinogen in the context of the health risk from toxic air contaminants (TAC) discussion found on page 3.2-30. The sentence on page 3.2-5 has been revised in Chapter 4, Corrections and Additions, of this FEIR. Please also refer to **Response to Comment 9R-11** regarding diesel particulates.

9.1R-28 Comment

Construction Equipment and Haul Trip Discrepancies

From pg. 3.2-27, the RDEIR states "144 haul truck trips per day (i.e., 72 inbound trips and 72 outbound trips) for hauling of the excavated material; plus, up to 8 delivery trucks per day (8 inbound and 8 outbound)." It appears that the "8 delivery trucks per day" is in error, based on the 8 inbound and 8 outbound trips, and that delivery trucks will total 16 trips/day.

9.1R-28 Response

During the Project's grading and export phase, it was estimated that up to 160 truck trips would take place per day (RDEIR 3.8-12). This truck trip volume was incorporated into the RDEIR traffic analysis. The

commenter correctly references 144 haul truck trips per day (72 trucks) (RDEIR page 3.2-27). The remaining difference between the 160 total daily truck trips and the 144 daily haul truck trips is 16 delivery truck trips per day (8 trucks). Therefore, RDEIR page 3.2-7 correctly states 8 delivery trucks per day, representing 16 truck trips (8 inbound trips and 8 outbound trips). The commenter is correct, though, that the referenced, bulleted assumption on RDEIR page 3.2-27 is not clearly worded. Accordingly, as included in Chapter 4, Corrections and Additions, of this FEIR, the language in the assumption has been revised. Since the number of delivery trucks was already correctly incorporated in the air quality modeling and analysis, the textual change does not result in changes to air quality impacts.

9.1R-29 Comment

Additionally, immediately below the quote noted above, the RDEIR states “3.5 acres of land disturbed per day during grading based on 2 scrapers, 1 dozer, and 1 blade”. A “blade” is not listed in CalEEMod or CARB’s OFFROAD equipment model, but likely refers to a grader. More importantly, the use of 2 scrapers, 1 dozer, and 1 blade as the only equipment to excavate, grade, and move and load 140,000 cubic yards of soils is a gross misstatement and is contradicted by equipment listings found in Appendix C’s CalEEMod output sheets. Rather than listing in the Air Quality element only three types of equipment for the project, the Lead Agency must provide all equipment details by type, make, model, their hours of intended use by phase, and any other factors that underlie emissions calculations or modeling performed for the RDEIR.

9.1R-29 Response

A list of all construction equipment, by Project phase, has been included in Chapter 4, Corrections and Additions, of this FEIR in reference to RDEIR page 3.2-27. A construction schedule has similarly been added as Figure 3.2-4.

9.2R. Chatten-Brown & Carstens, Michelle Black and Douglas P. Carstens, Letter dated December 13, 2013

9.2R-1 Comment

The commenter included the same letter as was submitted in connection with the DEIR. Please refer to **Comments D-1 through D-95**.

9.2R-1 Response

Please refer to **Responses to Comments D-1 through D-95** which responds to each of the comments in Comment letter 9.2R. In addition, please also refer to **Responses to Comments D-96 through D-203** regarding the attachments that were submitted by the commenter with its December 13, 2013 letter (Comment D).

9.3R. Save Coldwater Canyon!, Undated Petition Cover Sheet

9.3R-1 Comment

We do not support the urbanization of this open space land - land which has been designated for conservation.

9.3R-1 Response

Please refer to **MR-6** regarding the location of the Development Site and relationship to Desirable Open Space.

9.3R-2 Comment

The proposed project is grossly out of character with the natural hillside environment, and not consistent with the site's current zoning and land use.

9.3R-2 Response

Please refer to **MR-6**, second to last paragraph, regarding the opinion that the Project is out of scale with the surrounding area. Please also refer to **MR-5** regarding the Development Site's zoning designation.

9.3R-3 Comment

If approved, it would set a terrible precedent for any development not only within the Santa Monica Mountains, but in all residential communities. The Santa Monica Mountains Conservancy, the Hillside Federation, the Studio City Residents Association and the Sherman Oaks Homeowners Association have all recognized the significant adverse biological and visual impact this project would have.

9.3R-3 Response

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please refer to **MR-5** regarding schools in residential zones and **MR-4** and **MR-6** regarding aesthetic and biological impacts of the Project.

Please also refer to the responses to the comments received by the organizations cited which are addressed in **Responses to Comments D-135 through 147 as well as 8R-1 through 8R-15, G-1 through G-14 and 6R-1 through 6R-21, V-1 through V-4, and 12R-1 through 12R-11.**

9.3R-4 Comment

We urge our Studio City and City of Los Angeles representatives to join the neighborhood in recognizing the importance of open space land in Coldwater Canyon!

9.3R-4 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as desirable open space.

9.3R-5 Comment

Tell the school to confine their development to the East side of Coldwater on their existing footprint.

9.3R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **MR-7** regarding the analysis of Project alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. Such analysis has also been expanded upon as part of Chapter 4, Corrections and Additions, of this FEIR.

9.3R-6 Comment

Maintaining the integrity of the Open Space and single-family, residentially zoned land on the West side of Coldwater Canyon.

9.3R-6 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

9.4R. Save Coldwater Canyon! Petition Signatures, Various Dates**9.4R-1 Comment**

The commenter provided a list of individuals who signed a petition offered by Save Coldwater Canyon!. Please refer to Comment 9.3R for text of the petition. The list of petition signers can be viewed by reviewing the original comment letter included in Appendix L.

9.4R-1 Response

The petitioners' expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9.5R. Save Coldwater Canyon! Petition Comments, Various Dates**9.5R-1 Comment**

The commenter provided the following chart which contains the list of individuals who signed a petition offered by Save Coldwater Canyon! and who submitted their own brief comments when signing the petition. The rightmost column has been added to categorize the nature of the comment(s) or question(s) provided. Please see the response to this comment below (**Response to Comment 9.5R-1**, after the table) for a description of each comment category and to **Comment 9.3R** for text of the petition. Category abbreviations are also explained in **Response to Comment 9.5R-1**.

Name	City	State	Zip	Signed On	Comment	Category
Heidi mackay	studio city	CA	91604	5/8/15	Having reviewed the DEIR, this project is atrocious in its scope and audacious in its attempt.	E
Jeffrey Jacobs	Studio City	CA	91604	5/8/15	No benefit to the neighborhood. Will cause environmental destruction .	I B
Susan Jacobs	Studio City	CA	91604	5/8/15	No benefit to the public.	I
Deborah Nicholson	silver city	NV	89428	5/8/15	I feel that although the school might be somewhat helped by this (unnecessary) project it would have a considerably negative impact on the environment, neighborhood, etc.	E B H
Jennifer Rothman	Los Angeles	CA	90015	5/8/15	I'm signing because this project is bad for Studio City, Los Angeles, and the environment. It would set a terrible precedent for the city and jeopardize one of the few remaining open spaces.	H E
Hali Burton	Van Nuys	CA	91405	5/9/15	Not only will this destroy trees and the environment, but it will add more traffic to this already congested link between the city and the valley. Please do not allow this to happen.	B L
Robert Jacobs	Woodland H	CA	91364	5/9/15	Do not want such expansion that would seriously and negatively affect my daily travel on Cold Water Canyon road into the city and Beverly Hills	L
joyce rosenblum	pacific palisa	CA	90272	5/9/15	I support limiting development to maintain open land.	H
Harvey Shapiro	Los Angeles	CA	91343	5/9/15	Harvey M Shapiro	E
donna haas	Sherman oak	CA	91423	5/9/15	Je signe cette petition parce que ce bonne	E

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Sarah Boyd	Studio City	CA	91604	5/9/15	I'm signing this because, as Joni Mitchell (and the Counting Crows) said, we shouldn't pave paradise for a parking lot. We need our elected leaders to stand up for us and protect LA's open space land.	B H
Ryan Johnson	Los Angeles	CA	90039	5/9/15	I work near Harvard Westlake and the traffic will directly impact my daily life.	L
arnie sperling	pacific palisa	CA	90272	5/9/15	this city has less & less open space. this has a big effect on our well being.	H
SUELLEN Wagner	Studio City	CA	91604	5/9/15	Save Coldwater Canyon, open space, and Studio City. Save our neighborhoods. Please sign and speak up.	H N
David Subar	Studio City	CA	91604	5/9/15	The additional traffic will further clog our roads.	L
shirley engel	Studio City	CA	91604	5/9/15	Lets not destroy our natural habitat for private development. HW's plans do not help our neighborhood but only serve its selfish needs.	H I N
Mason Newton	Studio City	CA	91604	5/9/15	This project is too massive for the area with no benefit to the community.	N I
Cathy Engel--Marde	Los Angeles	CA	90066	5/9/15	I am concerned about overdevelopment. Our fragile canyons are already overbuilt. Please do not allow this project to be completed.	N H
Whitney James	Wilsonville	OR	97070	5/10/15	I'm signing because I live here and we have one of the last remaining spots in Los Angeles with wildlife, indigenous trees and plants, and hiking. At a time when all yards are going away (and birds and bees because of it) due to a drought, let's keep the natural environment here. Once it's gone, it will never come back.	H B
Byron Gross	Beverly Hills	CA	90210	5/10/15	I strongly oppose destruction of this open space land for this unnecessary and massive structure. Coldwater Canyon is already far too congested with traffic to endure another two years of disruptive construction, especially to create 750 additional parking spaces that will bring even more cars to the area.	H G L
Melinda Browne	Los Angeles	CA	90042	5/10/15	The area is beautiful. Don't muck it up please.	H
Sally Stevens	Studio City C	CA	91604	5/10/15	Coldwater Canyon has suffered enough! Broken water pipes, clogged traffic, neighborhood interruption...please dont' allow this to happen. The school has their own property to mess up -- let them build there, not on open land, and NOT this interruptive, horribly huge project that will cause disruption for months/years.	L D H
Linda Bergman	Studio City	CA	91604	5/10/15	I feel our neighborhood does not	E
Carrie L. Mihalkanin	San Diego	CA	92117	5/11/15	I want to see the preservation of this small, unique area. I feel like anyone that wants to take this away is a menace to the society and our culture. Keep this precious land designated for conservation!!!	H
BOB BRYAR	Los Angeles	CA	91401	5/11/15	There is already to much traffic on coldwater.	L

Name	City	State	Zip	Signed On	Comment	Category
Mariella Galarcep	Los Angeles	CA	91403	5/11/15	It's unnecessary! Traffic is already so congested as it is. The commute to the Beverly Hills area is so difficult every day with limited roads crossing to that side of LA including Cold Water Canyon as one of the commonly used roads. This parking lot construction & practice field will only make the commute a lot worse than it already is, it will be a nightmare to go to work every morning and back home!	L
Philip Baer	North Hollyw	CA	91606	5/11/15	Harvard-Westlake has plenty of property (and athletic facilities) on the east side of the canyon. The west side of the canyon is practically pristine. Also-what about traffic issuing from this parking garage during prime commuting hours?	D H B L
William Jones	Santa Monic	CA	90403	5/11/15	We've seen what 'big money' has done to our Federal government and country but it usually starts in the smaller arenas. Enough is enough. We don't need nor want this further purchasing of our lands.	H E
Nina Kellogg	Studio City	CA	91604	5/11/15	I am signing this because I so believe in protecting the little open space we have. Also I think that "parking" kids on the opposite of the street from their school asks them to break the rules and to dash over Coldwater Canyon, a street that already carries a huge amount of traffic. Will the first accident rest heavy on your shoulders?	H K L
Mike Maiman	Tarzana	CA	91356	5/11/15	We are property owners in Studio City and travel Coldwater Canyon in Studio City every day and the traffic currently is agonizing and difficult without the construction and delays that this would occur if this project went forward not even considering the amount of additional cars and traffic that would result if this project went thru and the disruption to the lives of the residents of the area. We are against this project.	L
Daphne Subar	studio city	CA	91604	5/11/15	of the direct impact it will have on my home, home value, community, traffic and environment	N L B
Mac Carter	Beverly Hills	CA	90210	5/12/15	I don't want to see our beautiful hills paved over and Goldwater Canyon residents have suffered bad traffic for years while the DWP has installed new water mains.	H B L
Beth Miller	Encino	CA	91316	5/12/15	Harvard-Westlake has been obtrusive in my neighborhood of Encino Village, not a good neighbor. The proposed area should remain open space	E H
Chad Harris	Studio City	CA	91604	5/12/15	I am very against this project due to traffic congestion, noise, lights, home value, etc. It is not fair to move into a neighborhood and then have a school modify existing restrictions so as to fundamentally alter the neighborhood!	L F C N
Kathi Holland	Studio City	CA	91604	5/12/15	Oppose Harvard/west lakes over development	E
Nicole Haeusser	Studio city	CA	91604	5/12/15	Please stop this Project.	E
Masami Fukuhara	Studio City	CA	91604	5/12/15	Protect the beautiful open space and wildlife our community has. We can't stress Coldwater Canyon for additional traffic congestion.	H B L
paul STEINBAUM	Los Angeles	CA	90067	5/12/15	I am against the proposed project	E
Gwyn Mccoll	Studio City	CA	91605	5/12/15	Surely there is another solution to the parking "problem."	E

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
kate carlson	studio city	CA	91604	5/12/15	As a member of the Studio City/Sherman Oaks community who uses Coldwater daily, I strongly oppose this unnecessary parking ramp/football stadium. In a state that is known to be the forefront of "green," there's just no need for this project to be approved. It's all around a bad idea for the environment, for traffic and for the mass of people who use Coldwater but have no affiliation with the Harvard Westlake School.	G L B
Stephany Yarbroug	Studio City	CA	91604	5/12/15	The traffic and overall congestion of Coldwater Canyon is bad enough for the community, it does not need to be worse. The overall quality of life (not even to mention the impact it would have on the wildlife) and health of the community is more important than increasing in this manner the profits of Harvard-Westlake School.	L E
Lorna Paisley	Joliet	IL	60435	5/12/15	As a big a mess as this earth is in we need to save every inch of open space as we can.	H
Carol Felman	Sherman Oa	CA	91423	5/12/15	I don't want a bridge and parking lot! Leave it the way it is.	E
arden rynew	studio city	CA	91604	5/12/15	In earthquake country the bridge will be a danger to the people of Angeles. The 87' retaining wall will fail; just like the retaining walls in the Sepulveda pass. 750 cars the garage will add to the traffic stream will be over 2 miles long, and lastly, our fragile environment is in danger. This project will ruin your ability to have a chance at becoming Governor.	K L B
Michael Laskin	Studio City	CA	91604	5/12/15	I do not want to see detrimental effects on our current environment and wildlife in Coldwater Canyon. I do not want more traffic created because of this construction. And I do not want the Harvard-Westlake families - the majority of whom do not live in our neighborhood - feel they can simply muscle their way in and get what they want despite the wishes of this neighborhood. Councilman Kerkorian will be voted out if he supports this project - guaranteed.	B L E
Harold Kassarjian	Studio City	CA	91604	5/12/15	Enough is enough.	E
dee gelb	Los Angeles	CA	91423	5/12/15	This project is huge and out of scale. The neighbors quality of life will be diminished. Open area for animals	N H
Walter Afanasieff	Studio City	CA	91604	5/12/15	Because this school gets away with one violation after another. They care nothing about the neighborhood they are in and simply take advantage at every level.	E
Karen Andrews	Valley Villag	CA	91607	5/12/15	I oppose this as I live off Coldwater Canyon and this will affect our lives in a negative way.	E
Nancy Mehagian	Studio City	CA	91604	5/12/15	This project is so wrong for our neighborhood and for the village of Studio City, on one of the busiest thoroughfares and in the midst of a terrible drought	N L
Klary Pucci	Studio City	CA	91604	5/12/15	This project is so unfair to everyone except the school who knows it, but they think their money will buy them the right to destroy and build.	E
Joe Laskin	Studio City	CA	91604	5/12/15	This cannot happen!!! Save open space at all costs!	H
Alex Izbicki	Studio City	CA	91604	5/12/15	This proposal is destructive and unnecessary.	E

Name	City	State	Zip	Signed On	Comment	Category
Patty Kirby	Studio City	CA	91607	5/12/15	I do not support the urbanization of this open space! Plain and simple!	H
Robert Shames	Burbank	CA	91506	5/12/15	There is already too much traffic by the school.	L
Jeff Stuart	Studio City	CA	91604	5/12/15	This project is totally out of proportion and character to the neighborhood, and will cause even more traffic congestion.	N L
Perry Katz	Studio coty	CA	91604	5/12/15	It is irresponsible to the environment and the community!	B N
Janet Albaugh	Los Angeles	CA	90064	5/12/15	The Harvard-Westlake project is the wrong thing for our neighborhood, causing us the loss of quality of living. Our specific area has had to endure years of annoying roadwork and infrastructure failure. Those were temporary though seemingly endless. But the H-W nightmare with traffic, noise, and high-intensity lights, would be permanent. Please don't let this happen.	N L F C
Donna Distefano	Los Angeles	CA	91604	5/12/15	I do not want this to go through! It will be an eyesore to our green vacant hills.	H B
Fur Dixon	Van Nuys	CA	91405	5/12/15	Coldwater Canyon is jam packed as it is. I do not want more congestion or natural habitat destroyed. This is not okay.	L H
David Richardson	Los Angeles	CA	91423	5/12/15	I'm against parking structure.	E
Jack Gaines	Los Angeles	CA	91436	5/12/15	i want to keep our natural environment	H
Alan Levy	Los Angeles	CA	91423	5/12/15	we should not urbanize any further.	H
WILLIAM DEAN	Studio City	CA	91604	5/13/15	to save coldwater canyon	E
Bruce Killingsworth	Studio City	CA	91604	5/13/15	It is so important to slow the pace at which we are replacing open natural landscape with profit generating structures. Additionally, our elected officials should take note of the daily traffic on Coldwater Canyon in this area, and the frequency with which the DWP finds it necessary to tear up Coldwater for infrastructure repairs, and the frequency of mud and rock slides during heavy rains...they are elected to watch and balance these issues for us and make sensible decisions. Where are they?	H L
Laurie Burnam	Los Angeles	CA	91423	5/13/15	We need to preserve the open lands in and around LA.	H
Mark Chatinsky	Beverly Hills	CA	90210	5/13/15	There is already way too much traffic on Coldwater and if the school needs more space they should move to another location.	L E
Marilyn Lasarow	Studio City	AR	91604	5/13/15	This is an obscene proposal "raping" nature and the sanity of a bedroom community, and even a church! Please vote no to this bad and folly of a plan!	H B N
Jon Neustadter	Los Angeles	CA	90936	5/13/15	I support those in the Coldwater Canyon area who oppose this behemoth and unnecessary project.	G
Ilyanne Morden Kic	Los Angeles	CA	91423	5/13/15	The immediate and long term liability and costs to the city are enormous. This will cause an unnecessary burden to the community .	E
Mark Ormandy	Studio City	CA	91604	5/13/15	I do not want the school to build a parking lot, as this will ruin the traffic on Coldwater Canyon and ruin the neighborhood.	L N
Melanie Markwell	Studio City	CA	91604	5/13/15	I am signing this petition because a huge parking structure, large bridge over a road and stadium lights for a private high school is absurd.	G C

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
debra engilman	Studio City	CA	91604	5/13/15	Environmentally bridge and construction will exposed and damage water mains region is under water	B E
Sabrina Parke	North Hollyw	CA	91601	5/13/15	I have lived in the San Fernando Valley all of my life. I vote in every election. I understand the terrible environmental impact that this parking structure would have.	B
Jim botko	Beverly Hills	CA	90210	5/13/15	I'm signing because Coldwater does not need the development. If H.Westlake needs more parking, they can scale down and add parking lot on their own campus	D
Alyssa Curran	Los Angeles	CA	90024	5/13/15	I'm signing because I do not want to see 135,000 cubic yards of hillside carved out of over 130 oak and walnut trees down. Terrible!	B
Wilda Rokos	Los Angeles	CA	91607	5/13/15	I don't want to see Coldwater Cyn. and its wildlife flora/fauna destroyed with even more traffic congestion and construction.	B L
A Sheldon	Beverly Hills	CA	90210	5/13/15	The project makes no sense - build on the grounds of the school not the parkland - crazy	D B
richard gladstein	Los Angeles	CA	90046	5/13/15	we need more open land , not parking lots for Harvard Westlake etc	H
Michael Switzer	Studio City	CA	91604	5/13/15	Coldwater Canyon Blvd. cannot take another massive construction project, especially one that serves such a narrow purpose.	E I
Mary Ann Jacobson	Los Angeles	CA	91423	5/13/15	H W should build their parking structure on their own property.....the impact on the Canyon would be impossible.	D
Nora Doyle	N HOLLYWO	CA	91604	5/13/15	The serious overdevelopment in Studio City is robbing us of what little green space we have left. Constructing a bridge would cause an already clogged Coldwater Canyon to be impassable for months on end.	H L
Barbara Dansky	Los Angeles	CA	91423	5/13/15	I drive Coldwater Canyon Mon-Fri and it is a nightmare now. This project will add more congestion because of the school traffic on both sides of the street. It is bad enough one side of the school. Traffic is so bad now.	L
Laurie Cohn	Studio City	CA	91604	5/13/15	We can't lose more open space. We cannot bear more traffic on Coldwater, nor the stoppage of cross town traffic to build a bridge for 900 students! Please consider the greater need of all of your constituents. Thank you. Laurie Cohn	H L I
Megan McCord	Los Angeles	CA	91604	5/13/15	Please save Coldwater Canyon from the destruction and disruption this project would bring. Harvard Westlake does not have the right to unbridled growth and should limit their student admittances to a number they can sustain. The neighborhood should not be so massively altered to satisfy the school's need to proliferate.	L N I
Kristin Gayer	Studio City	CA	91604	5/13/15	I live on Coldwater and will be directly affected by the construction of this bridge/parking structure. There is enough parking for the students now & building an unnecessary parking garage will discourage carpooling. Not to mention the environmental impact this project will have to the surrounding area.	G B

Name	City	State	Zip	Signed On	Comment	Category
Ellen Halpin	Beverly Hills	CA	90210	5/13/15	I strongly oppose this. Adding traffic to an already terribly congested major artery is totally unfair to those of us who have no other choice than to use Coldwater. We had years of construction with DWP. Please enough is enough.	E L
Susan Goldberg	Studio City	CA	91604	5/13/15	I think that Harvard-Westlake, its money and political influence, should not be able to destroy the beauty and charm of Coldwater Canyon with a gargantuan and totally unnecessary structure.	N G
michael culhane	studio city,	CA	91604	5/13/15	I'm on Coldwater every week. This is a crazy idea that will ruin the canyon and drive everyone that uses it nuts.	H L
ed kelly	Studio City	CA	91604	5/13/15	It is sad that this insanely overscale proposal requiring massive variances has gotten this far. Krekorian needs to take a stand and face the consequences either way.	N
John Frawley	Studio City	CA	91604	5/13/15	We need more green space in this urban city...not less.	H
Melissa Marshall	Studio City	CA	91604	5/13/15	There are too few places left like this in LA. Please save Coldwater Canyon!	H
Claudette sutherland	Los Angeles	CA	91423	5/13/15	This is an affront to an already over-crowded and traffic-loaded neighborhood. It serve the special interests of Harvard-Westlake with little regard for the neighborhood and the open spaces we treasure.	L N H
Christopher marsha	Studio City	CA	91604	5/13/15	we have too much traffic on coldwater canyon as it is.	L
Dana Witt	Studio city	CA	91604	5/13/15	This project will ruin Studio City .!!	E
Kate Farlow	Studio City	CA	91604	5/13/15	I have lived here for 49 years and we need our open space not only for us , but also for the animals who need space too.	H B
kay liberman	Los Angeles	CA	90004	5/13/15	I lived off Coldwater Canyon in the 70's and 80's. I loved the few open spaces and wildlife that is now rapidly disappearing. Paving paradise and putting up a parking lot.....Really?	H B
Tiana Haynes	Studio City	CA	91604	5/13/15	Our family lives down the street from the school. We do not need to hear this noise carry into the canyon or should we have to deal with even more traffic on the two way street on coldwater. We strongly oppose	F L E
Vince Grant	Studio City	CA	91602	5/13/15	We need all the open space we can get. Density is hitting a breaking point.	H
Edward Lozzi	Beverly Hills	CA	90212	5/13/15	Our property on Mulholland will decline in value if this 4 year construction project blocking the Canyons with closures and traffic, the dust noise and invasive lighting - as per our Realtor. Just great! What a nightmare. All for a monster parking garage which is a safety hazard and not needed.	L J C K G
Wendy--Sue Rosen	Los Angeles	CA	90049	5/13/15	I am opposed to the City using public air space for a private bridge across a scenic highway to access a 3-story concrete parking structure that will replace protected trees (oak woodland). This is in conflict with sound public policy, planning and environmental stewardship. It would also set a terrible precedent in our hillsides.	N B H
Jill Thraves	Studio City	CA	91604	5/13/15	I oppose any more destruction of the natural landscape in our canyons and this development would be a terrible eyesore, and a taking away more of our wildlife	B A H

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
					corridor.	
Denise Freeman	sherman Oa	CA	91401	5/13/15	I am signing this petition to protect our open space areas. The loss of our protected trees and space for the wildlife needs to be protected	H B
susan clark	sherman oak	CA	91423	5/13/15	This proposal benefits only Harvard Westlake and harms those who live,work and pray here. No no no!!!	I
Linda Robinson	Studio City	CA	91604	5/13/15	I oppose the plan and am exceptionally concerned about the impact on the environment as well as the horrific traffic problem that it will create for the community. This will add literally 1 hour to my commute one-way and that's using streets only....The school should consider underground construction but not the present plan	B L D
TD Mitchell	Sherman Oa	CA	91423	5/13/15	No, no, no and no thank you.	E
Nate Mendel	Studio City	CA	91604	5/13/15	the garage will negatively transform the neighborhood, without any positive effects for the residents. The garage is not needed for the school to thrive, and is an atavistic solution to a modern commuting problem.	N I G L
Patrick Casey	Studio City	CA	91604	5/13/15	The project is completely out of place with the surrounding areas, would destroy rare open space, significantly and permanently increase traffic on already overcrowded roads, create years of traffic snarls and health hazards from increased airborne particulate matter from the construction process...need I go on? The project is the first step toward the school pressuring the City to augment its existing Master Plan to allow increased enrollment and the further traffic and environmental issues that would be associated with it.	N H L J
Jody Church	Studio City	CA	91604	5/13/15	I want to keep open space open - no more development!!!!	H
Tom Freeman	Los Angeles	CA	90049	5/13/15	The school administration should be ashamed of itself. The school benefits from being situated within a beautiful natural environment, yet wants to destroy an adjacent hillside to put up a parking structure! The proposed bridge spanning the scenic highway is offensive.	B H A
Jill Ackles	Los Angeles	CA	90039	5/13/15	...and they put up a parking lot.	E
Sarah lambert	Studio City	CA	91604	5/13/15	We need open space to remain open space. Harvard Westlake should look to their current property to handle their needs. It would be detrimental to the citizens to loose this space as we'll as the environment. The people of the Valley and commuters will be forced to suffer more traffic delays and frustrations that are already enough!	H D B L
Barbara Jefferies	Los Angeles	CA	90004	5/13/15	Something in this city needs protection - especially open spaces since our architecture rarely is.	H
Anna Angeloni	Valley Villag	CA	91601	5/13/15	It is just plain wrong. Can't we enjoy some open space for what little life still lives in the area. We already have rush hour traffic cutting through Franklin Park now! just to get home or to work. nuts nuts nuts	H L
dan gold	Los Angeles	CA	90049	5/13/15	I want to save the open space. Let HW build another	H

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
					campus.	
Cyndi Newton	Sherman Oa	CA	91423	5/13/15	Coldwater Canyon should remain a rustic canyon, not turned into Las Vegas Blvd. with walkover bridges. There are cheaper, less destructive ways (crossing guards, traffic lights, carpool incentives) to accommodate the school. Save our remaining open natural spaces!	H B
Alison Simard	Los Angeles	CA	90046	5/13/15	I'm signing this because it will have a huge adverse biological and visual impact and will be destroying an important wildlife corridor. This will create more density and traffic. In a time when the city is planning for more sustainability and public transportation and bike riding, why would they allow a project that encourage MORE cars and single drivers???! Show the city you are not hypocrites. Protect our environment!	B A H L N
Georg Egloff	Los Angeles	CA	90046	5/13/15	The open spaces in Los Angeles provide crucial environmental benefits to our city. I've personally witnessed the effects on our local wildlife from housing development in my neighborhood. Our city needs to preserve the our undeveloped areas.	H B
Beata Henrichs	Los Angeles	CA	91406	5/13/15	Because I lived in Laurel Canyon and this is an ubserd unnecessary and accesive project.	E
Elaine Jesmer	Los Angeles	CA	90069	5/13/15	I thought we put this issue to bed long ago. But they just keep on coming, don't they... No, they can't wreck these canyons with their needless, privileged stuff!	H G
Paula Chambers	Studio City	CA	91604	5/13/15	Open space is a precious resource! Harvard Westlake does not need these enhancements to be a great school. What benefit to the community will this development bring? Nothing but an eyesore. No thank you.	H G I A
Andrew Stucker	Los Angeles	CA	90046	5/13/15	It's the right thing to do...	E
Dana Belcastro	Los Angeles	CA	90046	5/13/15	Canyon Habitats need to be preserved.	H
scott sapire	Los Angeles	CA	90046	5/13/15	LA has enough concrete. Solution is public transportation - let's work on this instead.	H
Wendy Riche	Los ANgeles	CA	90046	5/13/15	I'm signing this for several reasons. First we must protect the wildlife corridor. Harvard Westlake needs to buy a piece of property in the SF Valley for expansion and not disturb the natural hillside environment. This is a viable option.	H B
Sylvia Liu	Virginia Beac	VA	23455	5/13/15	I believe in the importance of open space!	H
Theresa Hoover	Los Angeles	CA	90046	5/13/15	The rapidly deteriorating quality of life in LA and the extreme overstressing of our crumbling infrastructure in favor of benefitting the 1% who buy their perks from city hall is not just wrong; it is evil.	L I
Victor Sabah	Los angeles	CA	90049	5/13/15	I am the President of the Bel Air Knolls Pporety Owners Assoc. A community of 64 homes.	E
JENNY O ULLETT	la	CA	90046	5/13/15	I believe this should not happen. A lot of powerful LA people send their children to Harvard-Westlake and they have clout, but so do we. let's say no!	E
heather hayes	Los Angeles	CA	90012	5/13/15	Do we have to ruin everything.	E

Name	City	State	Zip	Signed On	Comment	Category
joanna di Paolo	Los Angeles	CA	90046	5/13/15	We should not allow the beauty of our community, protected natural treasures and wildlife to be destroyed by a bunch of entitled, elitist jerks who, instead of encouraging carpooling and mass transit to their student community, are inviting more cars, traffic, pollution and noise into the coldwater canyon area. And replacing precious wild hillside w/ a football field is a ludicrous, callous disregard for the community and wildlife around the school. Please just say no to this unwelcome development in Coldwater Canyon.	N B L J H
Bitu Paya	LA	CA	90046	5/14/15	I would like to preserve what little wild life and we have left in LA.	B
Stacia Thompson	Pacific Palisa	CA	90272	5/14/15	I am a Westlake alum, and I am very concerned about our dwindling open space in LA. This massive development would destroy one of the last remaining oak woodlands we have left.	H B
tonui albaro	sorry private			5/14/15	Harvard-Westlake gives absolutely nothing back to our community. It is a private, for-profit business which enjoys tax-free status on their tremendous real estate holdings including the campus and many surrounding R-1 zoned properties. They must not be granted further "special allowances" to build private-use structures on these off-campus properties. Their steamrolling approach to this project is also a terrible lesson for their students. This is not how you work with others and within the rules. Instead the lesson is: with enough money and a strong enough legal team you may write your own rules.	I N
Steven Palma	North Hollyw	CA	91602	5/14/15	I want to retain the open natural space for Coldwater Canyon and all us neighbors. Thank you	H
eleanore zaiden	Tujunga	CA	91042	5/14/15	Too many reasons to list!	E
Christina Carroll	Los Angeles	CA	90046	5/14/15	Fifty-five years' dwelling in Laurel Canyon is why this open space land must not be developed.	H
Margie Randolph	Tujunga	CA	91042	5/14/15	I feel the only reason Harvard-Westlake has proposed this development is for their own selfish gain. It will hurt everyone else and everything else. If this project gets approved it will be obvious it was because of Harvard-Westlake's deep pockets with no regard for all the homeowners and commuters who will have to deal with all the chaos for years. Also, the beauty of Coldwater Canyon will be gone forever!	I H
Leigh Kelly	Los Angeles	CA	90036	5/14/15	We need trees and space!!	B H
mary sherwood	los angeles	CA	90046	5/14/15	Cutting trees down for parking lots? This expansion proposal from Harvard Westlake is completely contrary to our community's commitment to protect what remains of our wild spaces. It is especially important in the Coldwater wild life corridor. This is a time for our City officials to protect and preserve that which makes our hills special and will truly enrich our community and life in Los Angeles. A private school has other options, but Paradise does not.	B N H
Lois Becker	Los Angeles	CA	90049	5/14/15	We need to protect our precious remaining open space in the Santa Monica Mountains.	H

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Sandra Hitt	Los Angeles	CA	90046	5/14/15	I disagree with non-conforming development in the Santa Monica mountains.	H
Gena Wilder	Studio City	CA	91604	5/14/15	I'm signing because I'm opposed to this project because we don't need a parking garage on Coldwater Canyon. Leave the hillsides alone!	G H
Patricia Frawley	Studio City	CA	91604	5/14/15	Please do not allow the project to go ahead, it will ruin the lovely area.	E
Warren Tenhouten	Tujunga	CA	91042	5/14/15	This is conservation land that must be honored and preserved as such.	H
Susan Estin	Studio City	CA	91604	5/14/15	We need our little remaining open space protected.	H
christian stevens	Los Angeles	CA	90046	5/14/15	Totally opposed	E
Sermon Lam	Studio City	CA	91604	5/14/15	I'm signing because I want to protect the precious open woodland in this urban area and my neighborhood.	H N
victoria ordin	santa barbar	CA	93105	5/14/15	Those who understand the ecology and water issues related to this project understand how damaging this would be.	B
James alario	Los Angeles	CA	91601	5/14/15	does because you can doesn't mean you should. And in this case. Enough. Stop. Leave it alone.	E
Pam Friedman	Studio City	CA	91604	5/14/15	It's a very bad and unneeded parking lot	G
angela copeland	los angeles	CA	90049	5/14/15	I want to preserve the little we have left	H
Sandra Lucchesi	Los Angeles	CA	91423	5/14/15	This will be an eyesore, will devalue the beautiful landscape of the canyon and add to traffic congestion. Please help us stop the construction. No one but Harvard Westlake benefits.	A H L I
Booh Schut	Studio City	CA	91604	5/14/15	Save our open land	H
Cathy Wayne	Los Angeles	CA	90046	5/14/15	Too much development has occurred in the Canyon areas. Protected areas and trees are just that...protected for a reason. It doesn't fit within the current zoning, nor does it fit with the community. The local community, the people that live here do not want this. Please have some respect for what the residents want for their neighborhood. Harvard Westlake can build their parking garage on their own campus. Why are they taking away hillside area for their owns needs. Thank you.	H B N D
Linda Keefer	Studio City	CA	91604	5/14/15	This is just wrong as so much of the overdevelopment of our neighborhoods are.	N
Eric Preven	studio city	CA	91604	5/14/15	This is like putting a freeway through someone's backyard - except it's a freeway reserved for just a few hundred people.	N
Sylvia Calloway	Studio City	CA	91604	5/14/15	The density is impossible in studio city. I have been a resident for 28 years and it looks like the plan to squeeze all but the wealthy out of studio city	N
Babbie Green	Sherman Oa	CA	91423	5/14/15	The proposed Harvard/Westlake structures will violate an already fragile environment. The destruction of valuable open space is inexcusable, indefensible! The lack of respect for the citizens in the area and for the area itself is a shocking, shameful example of ignorant self-interest and entitlement. Please stop them in their tracks!!!!	B H N
Simon Runge	Los Angeles	CA	90041	5/14/15	This oasis have given me so much joy and relaxation while jogging and hiking in this area.	H

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Luanne Davis	Studio City	CA	91604	5/14/15	I'm disgusted by all the construction, tree and chaparral removal and the disappearance of our beautiful hillsides and green spaces. Stop them!!! Stop this!!! please	B H
david bonicatto	Los Angeles	CA	90046	5/14/15	Enough is enough is our canyons!	E
Suellen Wagner	Studio City	CA	91604	5/14/15	This project will create a concrete wasteland, destroying and dividing habitats. It will mean two or three years of major disruption of traffic in and around coldwater cyn. and permanent esthetic disfigurement, completely out of character with the surrounding communities. Why should neighborhoods (and wild things) suffer for the sole, private benefit of Harvard-Westlake? There is no benefit to the community in this proposed, overwhelming structure and private bridge across our scenic highway. We will all suffer for the privilege of Harvard-Westlake private parking!	B H L A N I
Frank Hill	North Hollyw	CA	91601	5/14/15	The true meaning of the word "development" is destruction.	E
cindy Granholm	Volcano	HI	96785	5/14/15	HW does not need the structure. Good lesson to teach - destroy land designated for conservation.	G H
Stephanie Nellor	Long Beach	CA	90803	5/14/15	My state of California cannot lose any more natural, open land to ridiculous, unnecessary development. Our state has become one big urban sprawl.	H G
Lisa Davidson	Sierra Madre	CA	91024	5/14/15	I went to that school when it was far less expansive (and probably expensive, too). It suffers from the idea of unchecked drive to perfection, like The Sharper Image catalog, continually offering the best, and then the following year, the improved best. All we really need is a book and a blackboard, right?	E
kimberly seidman	Sherman Oa	CA	91423	5/14/15	getting "over the hill" is already daunting; a 2 year building project will create horrendous traffic problems as will the resulting additional rush hour traffic with another 450 cars heading for the new parking lot when it's completed.	L
kelly ekizian	studio city	CA	91604	5/14/15	It's way too much. Let's save just a little open space. It's all we have.	H
Martha Burton	Los Angeles	CA	90049	5/14/15	Destroying nature for a parking lot is not the lesson you want to teach!!	B
Parker Andrews	Studio City	CA	91604	5/14/15	Stop Harvard-Westlake's relentless expansion. The proposed garage will add to the already outsized noise, light and traffic pollution generated by the school and it is not in any way compatible with current zoning that the rest of the community complies. The proposed garage is for the benefit of a relative few at the expense of many and the majority of "the few" are not even from the local community. Please halt this grossly unreasonable project now.	F C L N I
Melanie Stagnaro	Los Angeles	CA	90046	5/14/15	This project is taking away too much of the little land left undeveloped in the hills!!! Not acceptable!	H
Sioux Ashe	Los Angeles	CA	90046	5/14/15	Why designate trees "protected" when in fact, apparently they are not.	B

Name	City	State	Zip	Signed On	Comment	Category
Cathy Granholm	Princeville	HI	96722	5/15/15	I am a graduate of Westlake. This school is supposed to be setting an example to the community, not defiling it. And since when did sports become so important to this school? There was a time when academics were far more important!	E
Catherine Finkenst	Los Angeles	CA	90046	5/15/15	We need to protect some of our open spaces here in Los Angeles as well as our wildlife and ecology. Harvard Westlake already have a huge campus and should reconfigure their existing footprint.	H B D
Gina Stapley	Mesa	AZ	85206	5/15/15	I don't want the school taking down the trees to put up a parking lot!!	B
Harold Stulberg	Los Angeles	CA	91423	5/15/15	This school has become a commercial enterprise whose aims do not benefit the neighborhood which would become negatively affected by the disruption of coldwater canyon.	N L
Patrick Milligan	Glendale	CA	91208	5/15/15	I want to protect our wildlife corridor.	H
molly flanegin	Los Angeles	CA	90046	5/15/15	Our Open Spaces need to be protected. Our beautiful and fragile Oak and Walnut trees. The wildlife that need this open land corridor. The Traffic will be overly congested. Preserve the beauty that is Coldwater Canyon. Respect the Environment.	H B L
adam polk	los angeles	CA	90064	5/15/15	Harvard Westlake is big enough!!	E
steven curtis	los angeles	CA	90046	5/15/15	This out of control "development" must stop. There isn't a week that goes by that a beautiful building or piece of property torn down and replaced by a huge ugly industrial type structure. Let's start a recall for any elected official that attempts to green light any of these abominable structures.	E
Carey Smith	Studio City	CA	91604	5/15/15	Whitset is getting over crowded and the commuters speed down Whitset south toward laurel canyon. it's really dangerous and we don't need more traffic added to an existing problem.	L
Megan Mills	Chicago	IL	60657	5/15/15	I'm from Los Angeles, and know how swiftly natural habitats are declining. The loss of this small but necessary conservation land would be a shame, and, in the long run, contribute to water loss (need open land to refresh aquifers). Don't do it.	H
stephanie drachkov	Los Angeles	CA	91607	5/15/15	We need to preserve and protect the open space habitat for both the protected trees, as well as the native species.	H B
Penny Moore	toluca lake	CA	91602	5/15/15	Green space is important.... trees are important.... wildlife is important	H B
Marissa Menzer	Los Angeles	CA	90036	5/15/15	Save nature!	B
Kevin Hearst	Valley Cente	CA	92082	5/16/15	Growth in southern California needs to stop. Excessive building with out water and other resources is out of control.	E
R. Lucas Stewart	Los Angeles	CA	91601	5/16/15	This project is just wrong and a destruction of a natural environment which we need to maintain. There is no logical reason for this project other than to line someones pockets.	B

Name	City	State	Zip	Signed On	Comment	Category
ALEXANDRA ROSE	LOS ANGELE	CA	90069	5/16/15	Stop Harvard-Westlake! Coldwater Canyon is already too densely trafficked; the wildlife is at risk; I can barely get through the canyon - which previously was a wonderful ride. This project is massively outsized for the region, destroys the integrity of the terrain and natural beauty, and will ruin the neighborhood for the citizens who have lived there many, many years. H-W does not need to build over the Canyon - I've seen the property, and there is plenty of room to fulfill their goals on their existing land. They are just being overly-expansive and greedy. No, no, no to this proposal.	L B N H D
Margo Shapiro	Los Angeles	CA	90046	5/16/15	Coldwater Canyon is adjacent to TreePeople and federal lands, including Franklin Canyon. This is a precious area of nature in our enormous city. It will displace wildlife and plant life. This kind of construction does not belong in a forest area.	H B
Carol Andrews	Studio City	CA	91604	5/17/15	Our natural environments and residential areas should not be marred by a parking structure suitable for LAX. It sets an awful precedent and there certainly are other alternatives.	H D
Janet fattal	Encino	CA	91316	5/17/15	Stop further development in already crowded canyon.	E
R Switzer	studio city	CA	91604	5/17/15	I think regular people should have a say in the future of their own neighborhoods, not just roll over and turn it all over to those with vested interests and the money and political connections to get their way.	E
Kristi King	Portland	OR	97209	5/18/15	I believe this is so important.	E
Tobi Schneider	Sherman Oa	CA	91423	5/18/15	This is precious land that has been designated for conservation.	H
Rachel Zugsmith	Studio City	CA		5/18/15	The traffic will be unbearable! It's not fair to do this to our neighborhood when they would never allow it where they live.	L N
Eileen Mumy	Los Angeles	CA	90046	5/18/15	i'm against this because Harvard Westlake should not have the right to crave up the conservation of the canyon.	H
Elizabeth Bernheim	LA	CA	90046	5/19/15	Keep the wildlife corridor wild!	H
Joel Loquvam	Los Angeles	CA	90038	5/19/15	I think Harvard Westlake should re-think its plans. The hillside abutting the Santa Monica Conservancy land should be preserved.	H
Harriett Smalley	Studio City	CA	91604	5/20/15	This development is absolutely atrocious....shocking that they are actually trying to do this. The entire neighborhood does not want this. But it seems they are pressing forward anyway. Nice values they are teaching their students...ruin the environment and anger your neighbors for your own gain. Nice....	B I
Andromeda Steven	Los Angeles	CA	91436	5/20/15	Pave paradise to put up a parking lot. Really!?!???	B
Stuart Lichtman	Los Angeles	CA	90046	5/20/15	I'm signing this petition because it is obscene to sacrifice our beautiful canyons to the absurdly excessive and hubristic power urges of a small number of over ambitious Harvard Westlake people. It is unnecessary and irreversible. What they seek is simply inappropriate to the area.	B H
Elke Heitmeyer	Sherman Oa	CA	91423	5/20/15	We need the scenic beauty of nature on Coldwater Canyon.	H

Name	City	State	Zip	Signed On	Comment	Category
Margaret Soles	Stevenson R	CA	91381	5/21/15	I oppose this development and it's detrimental impact on the community	E
Frances Cogswell	Camarillo	CA	93010	5/25/15	It's a beautiful drive cutting over from the Valley into the City and taken as a shortcut. More cars in the area cause more congestion.	L
Susan Stone	Beverly Hills	CA	90210	5/27/15	Coldwater is already an impossible road to travel on. This construction would bring traffic to a full time standstill. This project will also defile one of our local conservation spaces.	L H
Barbara Davilman	Studio City	CA	9604	5/27/15	Because what HW is proposing is utterly ridiculous. Let them move to Santa Clarita or Agoura or North Hollywood and build to their heart's content. I'm sick of the traffic and the teens that almost kill me when I walk my dog in the morning. Enough!	L E
Tom Holland	Studio City	CA	91604	5/27/15	Harvard-Westlake will turn Coldwater Canyon into an industrial area,	N
Joshua Holland	Studio City	CA	91604	5/27/15	I don't want this development in my neighborhood.	N
Patty Kirby	Los Angeles	CA	91607	5/27/15	We need to preserve our open space!	H
Karen Harlan	Tujunga	CA	91042	5/27/15	I drive through this area everyday and it has been a nightmare between the school and the prior construction!	L
Benjamin Hyun	STUDIO CITY	CA	91604	5/27/15	we need to preserve what makes LA beautiful - patches of nature throughout our city	H
Stefani Goldman	Studio City	CA	910604	5/27/15	The impact of the project would affect health and safety to the neighborhood	E
Mary Mallory	Studio City	CA	91602	5/27/15	they illegally tore down one of the oldest houses in Studio City six months before the project so nothing historic would be located on the property.	M
Nicole Walker	Los Angeles	CA	90049	5/27/15	I oppose the expansion.	E
deanna devescovi	Los Angeles	CA	91604	5/27/15	I live & work in this neighborhood. I have been a property owner for over 25 years. This project will have significant impact on our community, quality of life, commute and property values. Please stop this expansion.	E L
Randi Lieberman	Sherman Oa	CA	91423	5/27/15	It would be a crime to destroy the open space, destroying the trees, the hills, the natural habitats of animals. Then there is the traffic, the doubling of poor air quality. The closure of Coldwater Canyon a main artery to the westside for thousands of commuters. The devaluing of property values for the homes nearest the school and the canyon. A horrible idea.	H B L J E
Carol Senor	North Hollyw	CA	91602	5/27/15	Harvard-Westlake has obviously outgrown the land they are on now and should look for a new location not carve out 135,000 cubic yards of hillside and chop down over 130 protected oak and walnut trees, etc.	H B
Leslie Dinstman	SHERMAN O	CA	91423	5/27/15	Unnecessary and too much traffic already	G L

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Leslie Nitta	Studio City	CA	91604	5/27/15	There are two business complexes near the intersection of Coldwater and Ventura Bl which have underground parking. HW's claim that it would be impossible to build a garage under their current playing field is a lie. They give nothing to our community, only take from it. A terrible lesson to teach their current students. Please stop this absurd project from moving forward.	D I
Katarzyna A Smiech	Studio city	CA	91604	5/27/15	I'm against the new Harvard Westlake parking structure. Please be fair to all of us, who live in this Community! This is a residential neighbourhood!!!! Please save the beautiful nature of this region and don't destroy something, that is not repairable in the future. The whole word is becoming green!!!!!!!!!! What about you?	N H
Jim Johnson	Studio City	CA	91604	5/27/15	Harvard-Westlake is steamrolling this project ahead with no consideration for the community. They are a for-profit, private enterprise which should never have been given any special considerations or building code allowances. They don't even pay property tax on the several-million dollars worth of R-1 land they currently own. In the past when asking City Council for special permissions they promised they would not be expanding their enrollment, but that was a lie. Now	I E
GAIL GREEN	Studio City	CA	91604	5/27/15	Negative impact on my church community next door during construction - noise, dirt, traffic. Lasting impact on traffic on a busy canyon road.	F J L
Skye Griffin	Los Angeles	CA	91601	5/27/15	Im signing because I think the idea of building a parking structure in this location is a disaster. It will interrupt the normal neighborhood activity and traffic for a countless amount of people who drive this route daily.	L
Jon Gordon	Studio City	CA	91604	5/27/15	Please prevent the noise, light, wildlife destruction, or at least mitigate this. I am opposed!	F C B
sharon solloway	Los Angeles	CA	91423	5/27/15	Land development is destroying our city and environment. We are one of the poorest planned cities in the US with the worst traffic. Shame in you	H
Carl Kleinman	Studio City	CA	91604	5/27/15	I've lived near Harvard-Westlake for nearly 30 years, and over the years, have found them to be less of a good neighbor and much more intrusive on the quality of life that we otherwise enjoy in our neighborhood. The proposed parking structure is completely unacceptable and will have detrimental effects on the surrounding neighborhood. The vast majority of the families of students at the school don't even live in our neighborhood will not be impacted by this unsightly development, so of course, why wouldn't they be in favor of it? But virtually every neighbor in the area that I speak with is adamantly against it, so please do not allow it to proceed!	N A

Name	City	State	Zip	Signed On	Comment	Category
Andrew Ferrell	North Hollyw	CA	91602	5/27/15	I often have to take Coldwater as part of my commute and cannot deal with additional construction traffic. Also this is one of the last relatively "safe", natural areas free from overdevelopment in Los Angeles and we need to keep it that way.	L H
Diane Ward	Pasadena	CA	91104	5/27/15	Keep Coldwater Canyon as is	E
alan fiske	Studio City	CA	91604	5/27/15	i live right above prodject. its in my back yard. don t approve this one everyone is watching ! closley	E
Robert Kimball	Los Angeles	CA	90034	5/27/15	i traverse Coldwater Canyon everyday and support the objections to this development by the residents of West Coldwater Canyon.	E
Richard Adkins	W. Toluca La	CA	91602	5/27/15	Open, undeveloped space is both rare and desirable in the San Fernando Valley. That anyone would suggest destroying protecting trees is acceptable indicates a disregard for existing protections and the public in general. To lose public assets to benefit a private institution furthers that disregard.	H B I
Alison McGarry	Studio City	CA	91604	5/27/15	I am very strongly against any building development that has been proposed. Our precious valley (I've lived her since 1968) is being ruined by such projects. Leave our open spaces alone!! And stop adding to already congested traffic!!	H L
Alex Trugman	Studio City	CA	91604	5/27/15	I find Harvard Westlake's willingness and determination to destroy the environment in Coldwater Canyon, in order to offer their students a slightly more convenient place to park their cars, to be very unethical. The public is clearly against the project, and the school is refusing to listen to the local community, and behaving with an arrogance that we cannot allow.	H B I
Steven B. Dunn	Beverly Hills	CA	90210	5/27/15	I have lived on Coldwater Canyon for over 20 years and commute past the site to work. We have had terrible delays due to roadwork for the last 5 years. The hillside and trees in the canyon should not be destroyed.	L H B
JASON VEGA	BELL	CA	90201	5/27/15	We need to stand up and protect our natural resources!	H
Carolyn Chriss	Arcadia	CA	91006	5/27/15	This is a really, really bad idea.	E
Chrystelle Cohen	Los Angeles	CA	90210	5/27/15	I am signing because we need to preserve nature and also try to regulate traffic on Coldwater Canyon	H L
Erica Forster	Van Nuys	CA	91405	5/27/15	There is already a lack of open space in the valley and far to much traffic. This project is not about the greater good it is about money. The valley residents deserve better and this destruction of the open space and disruption to the area is unacceptable.	H L I
carolin elmquist	Los Angeles	CA	91423	5/28/15	Open space....no new development.	H
Wagner Wagner	Los Angeles	CA	90077	5/28/15	Removing this amount of hillside could severely impact the integrity of the hill causing landslides.	C
Eileen Barnett	Los Angeles	CA	91401	5/28/15	We must save what little pristine land there is!	H
Brooks Taylor	Los Angeles	CA	90005	5/28/15	There is no way to complete this project without stopping the flow of traffic through Coldwater Cyn. There will have to be a light or stop sign fog north bound traffic in order to make a left hand turn. This is just one of many problems.	L

Name	City	State	Zip	Signed On	Comment	Category
Lilly Fong	Beverly Hills	CA	90210	5/28/15	A total of a minimum of 37,000 cars speed past my house every day without speed controls from the City - no police, no traffic officers, and rude drivers blocking my driveway access. In addition, I have been robbed several times because I am on Coldwater. Additional traffic is not needed.	L
Gregory Gast	valley village	CA	91607	5/28/15	It's the right thing to do. (stop the expansion)	E
Mike Bloch	Woodland H	CA	91367	5/28/15	We need to protect more of the remaining open space in the valley	H
jeremy Schwieger	Los Angeles	CA	91403	5/28/15	Maintaining open spaces is vital to ensuring a decent quality of life for local citizens, as well as needed corridors for the survival of what remains of our wildlife. Harvard Westlake can build more efficiently on existing built-on land and use their current parking lot space to build down and up.	H B D
Samantha Elin	Studio City	CA	91604	5/28/15	It's insane that the city would even consider this proposal. Forgetting the obvious environmental and scenic impacts, if you just consider traffic, it will make an already bad situation nightmarish. I had to take Coldwater Canyon the other morning into the city and just the short drive from Moorpark St. to Ventura Blvd. crawled at a snail's pace. I can't imagine what would happen if this development is green-lighted. The development would have a huge effect on drivers all over the Valley who take any of the canyon arteries into the city. The traffic on Coldwater will be so distasteful, leaving people with the options of Laurel Canyon or Beverly Glen, thereby clogging those roads even more. It's unbelievable to me that Councilman Krekorian has not taken a definitive stand against the development. But then again, per usual, money talks, and Harvard-Westlake has plenty. It doesn't help that Mayor Garcetti is an alumnus. This development battle is truly a David v. Goliath fight, and I hope that it will be one of the rare battles in which justice is actually served and the little guy comes out the victor.	B A L
Marisa Ratinoff	Los Angeles	CA	91316	5/28/15	Want to preserve open land in LA and the animals that live there	H B
jana levin	Los Angeles	CA	91423	5/28/15	This will cause havoc to the neighborhood	E
Keith Steinbaum	Los Angeles	CA	91356	5/28/15	I view this as questionable moneyed interests versus environmental protection in an area, and city, that has lost much of that during my lifetime.	E
Michael ryan	Los Angeles	CA	91607	5/28/15	no more development	E
Neil Stubenhaus	Studio City	CA	91604	5/28/15	This is a d disgusting trend driven by money. What does this teach the children at this school about priorities?	E
Jessica Gottlieb	Woodland H	CA	91367	5/28/15	The precedent this sends in the destruction of the Santa Monica mountains has the potential to ruin Los Angeles.	H

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Jennifer Kaufman	Woodland H	CA	91367	5/29/15	I am rarely anti growth. This project however is absurd. 130 protected trees are to be razed to build a parking garage? The school already has a large parking lot next to the pool. Build a 3 story lot there. You know it's bad when the super tolerant Catholic church next door to the school has anti parking lot signs up!	B D
Candace Royden	Valley Villag	CA	91607	5/29/15	We don't have enough open space, as it is. What we do have is priceless. We need to preserve what we have rather than making open space even scarcer than it already is.	H
Donna Letz	Beaverton	OR	97007	5/29/15	My grandson lives in this area and it should be preserved.	E
Donna Schwartz Mi	Granada Hill	CA	91344	5/29/15	This development is a bad idea!	E
E Gray	Lake Balboa	CA	91406	5/29/15	Rich people do not have the right to destroy trees and wildlife. This proposal is hideous.	B
JAMES SVOBODA	Los Angeles	CA	91352	5/29/15	There is no need to keep takin land away leave it be leave it for the animals we need to stop this devastation to the land and wild life	H B
Lucy Griffin	SHERMAN O	CA	91423	5/29/15	Harvard west lake has enough money enough land and has wasted enough of our time with this. Protect our land!	H
Virginia Arnold	North Hollyw	CA	81601	5/29/15	If these developments continue, we won't have any open saves to enjoy. Pleas wgn	H
Doreen Wockensky	Woodland H	CA	91364	5/29/15	DoreenAWockensky	E
Chris Alexander	Sherman Oa	CA	91403	5/29/15	Harvard Westlake is out of control. You can't just do what you want because you are rich. Great example for the kids!	E
susan Akeo	Waimea	HI	96743	5/29/15	Environmental and transportation issues.	B L
Aaron Epstein	N. Hollywoo	CA	91607	5/29/15	Our beautiful environment must be preserved. Not yet Manhattan.	B
Lenore Kasdorf	Los Angeles	CA	91601	5/29/15	It would mar a pristine hillside, disrupt wildlife on a supposedly protected piece of land, and essentially be a huge eyesore. No, no, no!	H B A
Janae Burris	Denver	CO	80218	5/30/15	There is hardly green space left in our city. I wonder why they aren't trying instead to purchase the neighboring businesses for their parking lot. "You don't know what you've got til it's gone".	H
Sky Valencia	Los Angeles	CA	91324	5/30/15	This is so wrong, leave the little nature we have alone!!	H
Hugh Lipton	North Hollyw	CA	91601	5/31/15	I'm a concerned homeowner near the planned development and it may affect the value of my property.	E
Noel Manchan	Long Beach	CA	90814	6/1/15	we need all the open land that we can reserve for our precious wildlife. What we don't need is more development which just brings traffic, pollution and congestion to such a beautiful space.	H B L J
Hugh Kelley	Duncannon	PA	17020	6/1/15	Stop destroying natural habitats , greedy , selfish , irresponsible humans !?!	H
Laura Dunn	Beverly Hills	CA	90210	6/2/15	We have had Coldwater shut down for 3 years.... enough is enough! Please stop this madness!!	L
Fran Reichenbach	Los Angeles	CA	90068	6/2/15	There are too few open space parcels left for our wildlife to enjoy. Preservation of these resources should be encouraged!	H B

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Jennifer Martinez	Granada Hill	CA	91344	6/2/15	Please dont do it, traffic here is already a nightmare. Please dont make it worse!	L
Amanda Gordon	Los Angeles	CA	90025	6/2/15	Would like to eliminate any more congestion in this area as I have many friends who travel this route.	L
Vazquez Juana	Palmdale	CA	93552	6/2/15	I'm hoping to prevent additional congestion in the area as I have family or friends who travel this route often and are affected.	L
Gabriela Bottger	Los Angeles	CA	91423	6/2/15	My fiancé drives Coldwater on a daily basis and I have family who live up in the Hollywood hills. We live 5 miles away from each other but with the daily traffic it can take upwards of 30 minutes to get there. I also have plenty of friends who drive this route regularly. But most importantly... It is ridiculous for them to want to build on land that has been designated for conservation! Where is the benefit in destroying homes for our already dwindling wildlife!	L H B
Mark Tebbe	Ventura	CA	93003	6/2/15	I have friends that live in this area and it majorly affects them.	E
Marion Kammer	Los Angeles	CA	91605	6/3/15	I go to church at St Michaels and i love the wildlife around the church. I dont want to see that ruined	B
Jeanine Uribe	El Segundo	CA	90245	6/3/15	i support	E
Meredith Reese	Los Angeles	CA	90039	6/3/15	I'm signing as a conservationist and concerned member of St. Michael's & All Angels church.	H
Jibralta Merrill	Valley Villag	CA	91607	6/3/15	The notion of giant parking structure blighting the landscape of the canyon is horrible. St. Michael's Church was designed by a famous architect, to build a 3 story parking garage near the church would obstruct the view of the beautiful wooden church! I've lived in Studio City since 1988.	A H
Wayne Christian Lo	Studio City	CA	91602	6/3/15	Destroying open space for such a massive project is unacceptable.	H
Anne Kelly	Sherman Oa	CA	91403	6/3/15	I am opposed to developing Cold water Canyon Blvd by building a large parking garage for Harvard Westlake next door to my church.	E
Elizabeth Mullen	Studio City	CA	91604	6/3/15	I am a Studio City resident and there is little open natural land. It needs protecting. We are counting on you.	H
monica hidrovo	Santa Monic	CA	90403	6/3/15	Protect our green spaces! And the animals that dwell in these habitats.	H B
Nancy Woods	Studio City	CA	91604	6/3/15	traffic impact, ruin nature and impact animals. HW needs extra parking but should look for options that would have minimal impact on the environment.	L H B D
Val Farrelly	Falls Church	VA	22044	6/3/15	I'm signing as a lover of nature, open spaces and a parishioner of St. Michael & All Angels.	H
deborah fallender	santa monic	CA	90405	6/3/15	Because I don't want to see Coldwater Canyon blighted by this edifice.	A
Maria Fischer	Sherman Oa	CA	91423	6/4/15	This is a travesty and would bring great harm to the quality of life in the vicinity of the proposed development and shows zero consideration for the wildlife living in these hillsides that will be displaced.	N B

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
kathryn donohe	Studio City	CA	91604	6/4/15	I oppose the damage that will be done to our hillside. This is a massive mistake that will be detrimental to our whole neighborhood as well as the traffic problems it will cause. this is only for the benefit of the private school and not for the community that will have to deal with the extra unbearable congestion for years.	H N L I
Theodore Eckberg,	Sherman Oa	CA	91423	6/5/15	Coldwater is one to only abut 4 small pathways form the valley into Los Angeles. It is dangerous now with massive traffic usage. This proposal would only increase traffic and also create an ecological disaster.	L B
Alexander Giglio	Studio City	CA	91604	6/7/15	I'm a resident of the SF Valley. Harvard-Westlake neither needs, nor deserves, to expand.	G
Leonor Diaz	North Hollyw	CA	91602	6/10/15	I do not support the urbanization of this space.	H
Debra Schafer	Los Angeles	CA	91403	6/16/15	I believe in preserving natural habitat	H
Shantelle Bisson	Calabasas	CA	91302	6/16/15	Because we need to stop sprawl whether comes in the form of housing or education. Protect the wildlife and the trees, honour our planet.	H B
Amy Walsh	Sherman Oa	CA	91423	6/16/15	The proposed parking lot defaces the landscape, is offensive to neighbors, and could be built on land now occupied by a parking lot and small gym owned by Harvard with less destruction of natural habitats. The parking lot would also be disastrous for commuters, both during the construction as well as afterward, funneling more traffic into the canyon and adjacent neighborhoods. When Harvard went coed and from grades 7-12 to 9-12, they increased the volume of drivers. Enough!	H N D B L
HARRIET WASSERM	Los Angeles	CA	91356	6/16/15	This is a bad thing for the community, there is noting about it that helps the community. Stop the construction.	I
Michelle Warren	Swansboro	NC	28584	6/16/15	It's the right thing to do.	E
Lori Israel	La Mirada	CA	90638	6/17/15	To protect this area from further development	H
cheryl Angressani	Los Angeles	CA	90027	6/17/15	The proposal is horrible. Destroying this land would be a catastrophic and environmental mistake	H
Sharyl Smith	Los Angeles	CA	91316	6/18/15	lived in SC 38 years and want to keep it lovely with out any more crowding!	H
Holly McMillan	Norco	CA	92860	6/19/15	Once destroyed it's for ever lost	H
Jeanette Dvorak	Los ANgeles	CA	90068	6/22/15	I have driven over Coldwater for at least 20 years, please preserve this unique slice of LA. So many of the canyons have been diminished already! Also the increased traffic to the school in the morning will be the straw that breaks this already nightmare commute from Ventura up Coldwater, mind bogging traffic there m-f!	H L
Alicia Loizaa	Guadalajara	JAL	58000	6/29/15	Preserve nature and wild lige	B
Todd Bentley	Brooklyn	WI	52521	7/28/15	Save the land!!! Too much concrete already	H
Shelly Magier	Pasadena	CA	91107	7/28/15	I am a Harvard-Westlake alum and I am not in support of this project. Please protect, what has become over time, quality habitat in this area.	H
Neil Clark	Long Beach	CA	90805	7/28/15	I'm signing because Los Angeles needs all the "green space" that it's humam - and wild life - forms can get.	H

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Ronald Dunlap	San Diego	CA	92105	7/28/15	If this can happen in LA it could happen here in San Diego, and the last thing we need here is more of the land destroyed!	H
Felicia Oglesby	Rancho Sant	CA	92688	7/28/15	Open space in our part of the world is so rare and precious. We need to preserve whatever green space we can.	H
Inês Medeiros			9500	7/28/15	Nature!	H
Keith Kenney	Jacksonville	FL	32277	7/28/15	I support the environment let them build somewhere else. Stop knocking trees down.	H B
Dawn Yardeni	Chandler	AZ	85226	7/28/15	I may not live there anymore, but it is my home.	E
Ester Guedes	Rio De Janeiro			7/28/15	I'm signing cause My diva said, also cause I love trees	B
Michael Hofer	Ossining	NY	10562	7/28/15	It's only reasonable	E
Jordan Parsons	New York	NY	10021	7/28/15	People already have plenty of space to park. People cannot destroy a beautiful place like this. Especially in this drought. Nature is beautiful thing and it is getting destroyed everyday. One by one we can lessen the amount of mother nature we are destroying. It is keeping us alive. Making a "private" parking structure is even more dumb than making a regular parking were anybody could park in. If they want a place to park make a hole in your back yard or make flying cars already.	G H
Ana Bueno	Foz Do Iguau			7/28/15	Precisa explicar?	E
Maria Novak	West Hollyw	CA	90046	7/28/15	Save the trees we don't need more developments we need oxygen	B
keena tomko	Cuyahoga Fa	OH	44223	7/28/15	There is plenty of developed land - find some that is idle and repurpose it.	D
rachel sheen	Lakewood	WA	98498	7/28/15	Because our planet is our ecosystem and we are only a part of it.	E
susana uribe	Santa Monic	CA	90404	7/28/15	I love nature and we need to protect it.	H
Kristen Cascio	Studio City	CA	91604	7/28/15	I do not support developing land that has been designated for conservation. The trees and animals can't defend themselves, so it's up to us to do so.	H B
Jesse Harris			4350	7/29/15	I support this cause	E
kari salas	Camarillo	CA	93010	7/29/15	We are so limited to nature here in southern california....we are moving creatures that belong in the hills to our cities, searching for food...we need to preserve what we have and protect the animals....don't destroy	H B
Cori Lovings	Richmond	KY	40475	7/29/15	These open areas need to be protected and saved from "advancement" we have enough roads as it is!	H
Lori Sloan	Beaumont	TX	77706	7/29/15	I love trees.	B
Julie Kler	Charter Tow	MI	48038	7/29/15	To help save trees and the environment!	H B
Shari Robbins	Chandler	AZ	85224	7/29/15	This is disgusting. Please don't destroy one of the few beautiful nature spots left in The Valley. Our ecosystem needs the trees and animals that would be killed as well.	H B
Grant Peterson	Greenacres	WA	99016	7/29/15	These area causes as homes for many wild life organisms that provide oxygen and other essentials for life and the food chain.	B
chyanne Jackson	Edgefield	SC	29824	7/29/15	Try	E

Name	City	State	Zip	Signed On	Comment	Category
ALPHONSO DUNBA	CHEVERLY	MD	20784	7/29/15	Stop selling our publicly conserved spaces for private use and profit!	H I
Dennis Sullivan	glen mills	PA	19342	7/29/15	I regularly visit Los Angeles and the canyon is one of my favorite places. I feel the proposed development would detract from the scenic beauty and would cost Los Angeles and the state of California millions of dollars in tourist revenue.	H A
Linda Keefer	Studio City	CA	91604	7/29/15	Enough, already!	E
Susan Hecht	Valley Glen	CA	91401	7/29/15	I'm signing because no more land need be developed in this area. Live and let live. The animals were here before us.	H B
Cory Cutler	Manistique	MI	49854	7/29/15	I lived near there for awhile and recall how lovely that small open area was. Please do not replace it with more man-made structures.	H
Quin Hendrix	Los Angeles	CA	91436	7/30/15	They have more than rough space already?!! They do not even belong where they are.. If they do not tone down their greed !! There will be no phases to go or left anymore ? What are you guys thinking? You have a ton of money ! Spend this \$ in children who are less fortunate?!! No way!!! I have zero respect for this board ?!! What's in it for you? Go away !!! No more Construction!!	H G
John Malick	Placerville	CA	95667	7/31/15	John Malick	E
sheryl appleton	Burbank	CA	91505	7/31/15	No more overbuilding	E
Carlos Chavez	Los Angeles	CA	91601	7/31/15	Carlos Chavez	E
Spencer Neapolitan	Sherman Oa	CA	91423	7/31/15	Please protect the wildlife and keep the undeveloped land.	B H
george figueroa	west covina	CA	91792	8/3/15	Negative enviornmental impact this will have.	B
seraphine segal	studio city	CA	91604	8/4/15	Everyone can get what they want. We've taken enough land from mother earth. We don't need another parking lot. Dig up the current football field, go underground and put the football field back (on top)! Everyone get what they want.	G D
Diana O'Shaughnes	Rocklin	CA	95677	8/9/15	I'm signing because I grew up in the area & we need to preserve wildlife habitats.	H
Jennifer Williams	Santa Clarita	CA	91351	8/27/15	Open space is needed there. No more building.	H
Tylie Jones Savage	Los Angeles	CA	91423	8/29/15	This is the wrong development in absolutely the wrong place. Making parking easier for Harvard Westlake's faculty and students cannot take precedent over the wildlife, the needs of the community and the historic canyon roads of Los Angeles. The traffic congestion alone shouts "Don't build it!"	N B L
diane hart	LV	NV	89129	8/30/15	to the detriment of all to the benefit of 1. not fair, not just and not practical.	I
Valerie Kuhns	Studio City	CA	91604	9/1/15	I use Coldwater daily. The impact to the area, both traffic- and environment-wise would be too great.	L B
Steve Stoliar	Studio City	CA	91604	9/19/15	We need to keep open land safe from being developed.	H
Brent Engilman	Studio City	CA	91604	9/19/15	I am opposed this is environmental unstable for the area	B

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Tyra Harris	Studio City	CA	91604	9/20/15	I am a neighborhood resident who will be negatively impacted by this construction (egg depressed housing prices, increased traffic congestion and noise pollution and destruction of natural landscape and wildlife)	L F B H
Elaine Cotler	Los Angeles	CA	91423	9/20/15	I am opposed to the construction of a huge parking structure on Coldwater Cyn . inappropriate for area and busy street. Would create traffic nightmare to benefit few people who don't even live in neighborhood. School needs to find alternate parking in area away from heavy traffic street.	N L I D
Eileen Mack	Los Angeles	CA	91401	9/22/15	Of... concern for the destruction to natural habitats of plants and animals, the increase of already awful traffic and the unnecessary expansion (for I believe, the sake of city-wide private school competition) which will change the character of this residential community and bring massive construction and inconvenience to the neighborhood.	H B L G I N
Serilla Ben--Aziz	Studio City	CA	91604	9/22/15	We don't need more buildings or traffic on Goldwater Canyon!	L
Angela Bruzzese	Los Angeles	CA	91423	9/23/15	I just moved out of West Hollywood because the over-development and traffic made life miserable. I would hate to see the same thing happen to this wonderful new neighborhood I have recently discovered.	L
Marlene Kamin	Los Angeles	CA	91405	9/23/15	Dangerous construction Traffic Destroy neighborhood	K L N
Janet Hirshenson	Studio City	CA	91604	9/23/15	this is stupid	E
Nancy Morales	Studio City	CA	91604	9/23/15	cutting down more trees and impeding on our wildlife areas is only going to create longer lasting issues than a quick fix for parking!	B H
Felice Miller	Los Angeles	CA	91423	9/23/15	This land has been designated for conservation. So they want to "Pave Paradise and Put In A Parking Lot." Sad, Very Sad ! ! ! !	H
Roy Schmidt	Los Angeles	CA	91423	9/23/15	The structure would be grotesque and totally out of character with the surroundings.	A N
Jim McCullaugh	Los Angeles	CA	91423	9/23/15	I do not want HW to desecrate the local environment,	H
Luanne Davis	Encino	CA	91604	9/23/15	The "raping of the land" and our canyons specifically, taking down trees, creating noise and pollution, undue traffic messes, etc. it horrifying and there's too much of it occurring.	H B F J L
timothy kraye	Eagle	CO	81631	9/24/15	It is stupid to destroy what little natural land is left in greater L.A.	H
Janice Cohen	burbank	CA	91502	9/25/15	The inconvenience	E
Louise de Teliga	Studio City	CA	91604	9/25/15	I live in the area and the traffic and pollution will be too much.	L J
gabe doppelt	Studio City	CA	91604	9/26/15	I live in Studio City, had to suffer through years of disruption when they replaced the water pipes. Now this? Mostly because this is a natural environment, one where animals and trees co exist with us, please do not destroy it. Life is difficult enough for them and for us, you will just make it worse to benefit yourselves, with little regard for anyone else.	L H B I
Glenn Robins	Los Angeles	CA	91423	10/3/15	I am signing because traffic on Coldwater is untenable right now. Adding more structures and cars will make the drive between the valley and the westside unacceptably slow.	L

Name	City	State	Zip	Signed On	Comment	Category
John Hillman	Hollywood	CA	90093	10/4/15	I am strongly against this proposed project. We are losing far to much open spaces!	H
Victoria Mudd	Sherman Oa	CA	91423	10/6/15	I am strongly opposed to this proposal. The desires of the privileged few must not be allowed to supercede the needs of the thousands of valley residents who depend on Coldwater Canyon for access to the city.	I L
Andrea Heller	Los Angeles	CA	90064	10/7/15	Nature is a precious commodity these days. To destroy a natural and beautiful environment is just unfathomable. Not to mention the creation of additional carbon print and displacement of the wild creatures that the bridge facility would cause. What about the total disregard for the conservation of this designated and protected land? Does nothing matter anymore!!! Wake up and stop this mistake before it happens, .	H B
Patricia Baker	Los Angeles	CA	91325	10/7/15	Harvard-Westlake's plans are selfish & obscene.	I A
Imogene Willman	Rock Spring	GA	30739	10/7/15	I moved to CA 1-1/2 hears ago and preserving open land is important to me and it also should be for all Californians.	H
Tony Tucci	Beverly Hills	CA	90209	10/10/15	Habitat fragmentation is serious with serious consequences to biodiversity. I don't see any reasonable mitigations to the losses created by this expansion. Maintaining open space is a serious priority within your community plan - adhere to your priority.	H
cathie Forstmann	Beverly Hills	CA	90210	10/14/15	The traffic on Coldwater Canyon is already horrendous. Let Harvard kids continue to bus in from points outside the campus	L
Nina Hickox	West Hollyw	CA	90069	10/20/15	Wildlife live here!	B
victoria plavjian	north hollyw	CA	91606	10/20/15	i use coldwater canyon to go to work and don't want any more traffic than there already is.	L
David Flores	Downey	CA	90242	10/21/15	Building a project of this magnitude in Coldwater canyon would cause irreparable harm to the eco system and wildlife. It would also create a traffic disaster for those who live, commute and use the canyon for months on end. The project violates numerous environmental laws and county and city statutes. It is illegal. We call upon the mayor and city council and other governing authorities to uphold the law and not give special privilges to this project to the detriment of tens of thousands of LA residents and protected wildlife and habitat.	H B L
Alan Kliff	Los Angeles	CA	91316	10/24/15	Coldwater Canyon's traffic is a disaster as it it; Adding this will make it one less artery to cross from the valley to the Westside. Enough!	L
J Phil	Los Angeles	CA	91607	10/25/15	There's way too much traffic (read: ridiculously too much traffic) on Coldwater Canyon and the general public can't afford to let the rich kids and families make it worse and override the democratic needs of the many. Also, we like our beautiful mountain scenery and there's too much development already in the Valley.	L I
Mike Jones	Los Angeles	CA	91403	10/25/15	Save our beloved Coldwater Canyon! The school has no right to destroy this beautiful habitat for the benefit of the few. This is our city, not Harvard Westlake's	H I

Name	City	State	Zip	Signed On	Comment	Category
					city.	
scott escarze	Los Angeles	CA	91423	10/27/15	why ruin the canyon more that it already is	H
Periel Stanfield	North Hollyw	CA	91601	10/27/15	This is an awful idea!	E
Jacopo Giacomuzzi	Los Angeles	CA	90010	11/5/15	Coldwater Canyon has to stay the way it is. We know the consequences if we ruin that environment.	H
Jeff Hughes	Los Angeles	CA	91403	11/7/15	There are reasonable alternatives available.	D
Nicole Roberts	Van Nuys	CA	91405	11/9/15	We all benefit from this green space!	H
Diana Rozendaal	Mae Sot		63110	11/9/15	We need green space in LA. The city is already overdeveloped.	H
David Allgood	Los Angeles	CA	90019	11/9/15	We have too little open space left.	H
Lauren Steiner	Beverly Hills	CA	90210	11/9/15	I am tired of the 1% thinking that public space is there for their private good.	I
Rochelle Eastman	Savage	MN	55378	11/10/15	I visit North Hollywood a lot and love this area as it is.	E
Alex Velazquez	Los Angeles	CA	91607	11/16/15	I'm signing this position because I enjoy hiking with my little sisters every weekend in Coldwater canyon park. It wouldnot be honorable for the city to destroy such beautiful land in tuses that the entire globe is in need for more trees. Please don't allow the school to do this disaster.	H B
Toni Reita	Goldendale	WA	9862	11/17/15	Patti Sugarman, Sherman Oaks, CA 91403	E
Fadi Shabshab	Studio City	CA	91604	11/18/15	This project will ruin the natural beauty of the canyon, and will add a structure that has no place among the residences in the area.. Harvard Westlake can put a parking structure below grade under the football field.. It will be less offensive esthetics you, less disruptive to traffic, and cost them less in the long run.	H N D A L
Leonardo Momplet	North Hollyw	CA	91606	11/19/15	I find the idea of building a parking garage on some of the last remaining pristine land in Los Angeles absolutely reprehensible, and I am shocked that the City would even entertain the idea. If the land was needed for low income/homeless housing it would be one thing, but for parking garage, why is this even a conversation. Not only would this project destroy protected trees, but it would displace wildlife and take a terrible toll on the community that relies heavily on Coldwater Canyon for transit.	H B L
Seth Cutler	Los Angeles	CA	90042	11/19/15	Lets keep some land in Los Angeles	H
Dennis Hunter	Los Angeles	CA	90014	11/19/15	I'm sick of the blind insensitivity of the Mayor and the City Council when it comes to decision making in this city.	E
Michael Holbeck	Los Angeles	CA	90004	11/20/15	Traffic on Coldwater is already a nightmare!	L
Nico Hurtado	Los Angeles	CA	91601	11/20/15	Cold water canyon is beautiful. It's amazing that you can still see beautiful nature like that in Los Angeles. Most cities are striving to be only urban. There's hardly any grass in New York. At least in LA you can escape the city rush with the little bit of nature that we still have.	H
Julia Hodges	North Hollyw	CA	91602	11/21/15	I live in this area and travel up and down Coldwater, right past Harvard-Westlake, several times a day and do not want a commercial eyesore erected in our residential neighborhood.	A N

Name	City	State	Zip	Signed On	Comment	Category
Emily ALEXIADIS	Valencia	CA	91354	11/24/15	There's already so much traffic on this road, it will be terrible seeing more on that road!	L
Jasmine Black	Los Angeles	CA	91605	11/24/15	I'm signing because more than 130 trees will be cut down which in turn will destroy hundreds of wildlife homes and that is unacceptable!	B
Darianna Cardilli	Los Angeles	CA	91607	11/24/15	I believe the project is wrong for Studio City - I am against the disruption caused by the construction, the increased traffic noise, and the building on protected lands	L F H
Eileen Mumy	Los Angeles	CA	90046	11/24/15	I will write a letter and everyone else should too. I mean if it was a facility that would be available to the public at large it would not be right. But for a private school to carve up the canyon is crazy. This cannot be allowed. I've been to that school and they have plenty of space already! One thing they also have is plenty of money and that is my fear that their money will get them what they want which is wrong for the community at large. Archer School has parking problems and they just have rules that the students have to take a bus to school. The school should be resourcefull and insist their community car pool and use less cars. Might be the right idea to teach instead of expanding into the beautiful canyon for parking and another more space for a school that already has plenty.	I G L H D
John Sposato	Plainview	NY	11803	11/30/15	This land - and landscape - needs to be protected. The development is not needed and is counterproductive to the preservation of the area.	H G
Diane Cubit	Troy	NY	12180	11/30/15	I do not support the urbanization of this open space land - land which has been designated for conservation.	H
Robert Vanderbrug	Lake in the H	IL	60156	11/30/15	I am opposed to the destruction of open space land in favor of parking space.	H
Ilene Graff	Studio City	CA	91604	11/30/15	This proposed development has no place on Coldwater Canyon. It must not happen.	E
HAROLDGEORGE ib	Watertown	CT	6795	11/30/15	I am against this bad idea for it is a crime to develop this space = please stop and listen to reason	E
Ian Gonzalez	Los Angeles	CA	90064	11/30/15	I lived there and I know how important this land is to the community and the ecosystem. The flow of traffic around this area will suffer and everything about changing this land is a bad idea.	H L
Jason Koziol			5109	11/30/15	why destroy nature	H
ian Hennwinkle	Willenhall	ENG		11/30/15	Save our planet!	E
Diane Litchfield	Sonoma	CA	95476	11/30/15	I'm signing because of what this would do to the Coldwater scenic highway, which can no longer be called that after the proposed project. It effects all of us, no matter where we reside.	H A
Carolyn Hennesy	Burbank	CA	91507	11/30/15	Stop the urbanization of what little beauty remains in L.A....to say nothing of the wildlife this project will destroy. Harvard-Westlake has done just fine all these many years as is. If they want to expand...let them dig underneath their existing facilities.	H B D
RICKY DuPree	Hawthorne	NV	89415	11/30/15	I love things of nature	H

Name	City	State	Zip	Signed On	Comment	Category
Robin Brown	San Francisc	CA	94109	11/30/15	I can!	E
stefanie owens	Los Angeles	CA	91423	12/1/15	I do not like over development. Lets keep the natural beauty and save places for the wildlife!	H B
Carolyn Mignini	New York	NY	10024	12/2/15	I spend part of the year in LA and Goldwater Canyon is vital to me.	E
Lauren Black	Los Angeles	CA	91607	12/3/15	I believe in saving the natural habitat. This structure only benefits the school and ignores all of the other important factors in the area - animals, tree, nature. the school should encourage more busses for mass transportation and carpooling aids.	H I B D
Kathleen Milmore	North Hollyw	CA	91602	12/5/15	I'm signing because we need to save Coldwater Canyon! We need open space, not more parking garages!!!	H
Bruce Rasmussen	Valley village	CA		12/5/15	I'm tired of special interests running our politicians.	E
Walker van Zandt	Studio City	CA	91604	12/5/15	i live on that hill and traffics already been absurd	L
Jonathan Alder	Encino	CA	91436	12/5/15	This land needs to be preserved	H
Korby Siamis	PACIFIC PALI	CA	90272	12/6/15	What an outrage - that a private school could urbanize this beautiful open space.	H
Ali Royale	Whitter	CA	90601	12/9/15	Wildlife and the land need to be protected. We need to help preserve this beautiful ecosystem that is home not only to us humans. Once it is gone and covered with cement it will be hard to to ever restore it. Help keep this precious and non renewable resource alive.	H B
Casey Maddren	Los Angeles	CA	90068	12/15/15	I am disgusted by the way the Mayor and the City Council have allowed unchecked development to carve up our hillsides. Harvard-Westlake's expansion must be stopped.	H
Ed Yerke--Robins	Los Angeles	CA	91040	12/17/15	I commute from Sunland to Century City every day via Coldwater Canyon / Beverly Drive. The intersection of Coldwater & Ventura gets bottlenecked enough already, and of course that's just the beginning of the bumper to bumper. Between this & the forthcoming Sportsmen's Landing, commuters will be forced to spend even more time in the car, without any lovely landscape to look at.	L H
Grace Hochheim	Los Angeles,	CA	90077	12/28/15	Please protect our natural hillside.	H
Mark Grossan	Los Angeles	CA	90046	1/5/16	Harvard-Westlake does not need this much parking. This is based on having every single student drive their own car and no traffic plan by the school for car pooling, biking , or buses.	G D
Rafael Quintas	North Hollyw	CA	91602	1/11/16	Harvard Westlake has no right over the open land! Protect the canyon protect nature!!!	H
Jeremy Murphy	North Hollyw	CA	91602	1/11/16	We don't need to destroy anymore nature!!! We live in LA... come now	H
Michael Melice	Altoona	PA	16601	1/21/16	Such a Shame! Nobody wants to leave Grass and trees and the countryside anywhere anymore! These Corporations want to make our Planet one big Concrete Jungle instead!	H B
Chelsa Sylvis	Riverside	CA	92507	1/25/16	It already takes me an hour to get to work. This parking structure is going to make life more miserable for the commuters who rely on this canyon to make a living.	L

3.0 Responses to Comments

Name	City	State	Zip	Signed On	Comment	Category
Riley Tacchino	Los Angeles	CA	91423	2/6/16	Need natural Air production and filtration in this crowded smog covered city. We need as many trees and plants to help sustain air quality and overpopulation in the area	J B
Maria Gonzalez	Studio City	CA	91604	2/6/16	Why would anyone allow the building of a large parking garage with an athletic field on top to bring unnecessary loud noise and bright lights filling up our beautiful residential canyon? Not to mention destroying wildlife, in the process.	G F C N B
Randi Lieberman	Sherman Oa	CA	91423	2/6/16	Taking the open space, removing the protected oak trees, displacing animals, not to mention the nightmare traffic getting worse, compromising the hill, the neighborhood, for parking? Move to a larger space, don't land grab. The homes directly affected by this proposed building are going to drop in value. Who does this benefit?	H B L C N
Lynn Williamson	Los Angeles	CA	91607	2/6/16	Coldwater is an important route to get to the city for me....but traffic is already awful, and this would be just make it impossible. More congestion, more pollution	L J
Yoav Getzler	Valley Villag	CA	91607	2/21/16	This is too much in the wrong place.	E
Tabatha Sheltra	Los Angeles	CA	91604	2/28/16	Because I live here. It's my back yard filled with wild life. I love my animal friends and their sanctuary The only thing they have left in Los Angeles. If Harvard does this they are building one big huge tomb stone. Retitle their project: project grave site	B
Helen Giroux	Studio City	CA	91604	3/5/16	This city has suffered enough from over development and destruction of the environment. All those smart people should be able to figure out another way to park more cars.	H D
Andrea Bernstein	Los Angeles	CA	90046	3/6/16	I'm horrified at the thought of the destruction of open space and the further development (and desecration) of Coldwater Canyon	H
Adilene Lozano	Los Angeles	CA	91406	3/9/16	I'm signing because I drive threw coldwater everyday during the week! It's so beautiful my favorite drive	L
Selen Demirel	North Hollyw	CA	91606	3/10/16	I drive down Colwatercanyon at least 5 times a week if not all week. I do not wish for the natural conserved land to be developed on. They already have what they need within the school. No more is needed. This is a selfish and extra desire not justified enough to destroy the land surrounding south of Ventura west on Coldwater Canyon.	H G I
Gulin Karagoz	Los Angeles	CA	90035	3/10/16	I respect the life of the trees	B
Hayley Christopher	Los Angeles	CA	91401	3/10/16	I am a firm believer in the preservation of the canyon and my church, St Michaels.	H
Casey Felton	Los Angeles	CA	90004	3/10/16	I care	E
Judith Benezra	Los Angeles	CA	90048	3/10/16	I care about the wildlife that would be killed and homeless. That beautiful canyon should be preserved and not destroyed for a parking structure. Enough!	B H
Newton Campbell	Newport Bea	CA	92660	3/11/16	We want the land to remain as it is - free of bridges, construction, etc. Just let the nature be!	H
Lisa Ireland	Studio City	CA	91604	3/11/16	bein hear for 15 years and we need to protect what little is left of the cannyon	B

Name	City	State	Zip	Signed On	Comment	Category
Anne Manning	Los Angeles	CA	91401	3/11/16	The green space in question is irreplaceable. Please preserve our environment!	H
Abby Meyers	Studio City	CA	91604	3/14/16	Hayley needs her church and Harvard westlake is doing just fine the way they are.	E
Andrew Adams	North Hollyw	CA	91601	3/15/16	With more construction to happen, the soil wont be able to hold. The wildlife help support the ground when we have heavy rains.	C
Peter Feldman	Studio City	CA	91604	3/15/16	Open space must be preserved!	H
Maria Fischer	Sherman Oa	CA	91423	3/15/16	This is an innecessary project benefitting a relatively small group of people when compared with the masses whose daily lives will be negatively impacted by this project, not to mention the hillside that will be destroyed along with the innocent wildlife that inhabits the land.	G I H B
Michael Spring	Valley Villag	CA	91607	3/16/16	It's the right thing to do. We have our own problems further up on Coldwater, and lots of people have helped us.in our fight.	E
Crisann Morgan	Valley Villag	CA	91607	3/16/16	I don't want the land squandered for pavement. There are other ways to expand the school that don't require destruction of protected trees. We need the trees more than a parking lot.	H D B
Amy Bryman	Van Nuys	CA	91401	3/16/16	to protect our environment! we need those trees not more buildings and cars!	H B
Meredith Buchanan	Los Angeles	CA	90048	3/16/16	Los Angeles is urban enough. A choice needs to be made in favor of wildlife, as opposed to profits, for once. For once.	H B I
Paul Rodriguez	Studio City	CA	91604	3/16/16	I don't want the new development and extra traffic in my neighborhood. Investment should be in public transportation options, not more parking. That street is bad enough as it is without adding more construction and cars to it.	L
Joanne Millius	Sun Valley	CA	91352	3/17/16	I want more land preserved in Los Angeles	H
Robyn Jackson	Valley Glen	CA	91401	3/17/16	There is already too much traffic in that area and too much development. Period. In addition to that, wildlife will be displaced or destroyed. We can't afford to lose any more of the beauty and grace left in LA.	L H B
Kevin Jackson	North Hollyw	CA	91606	3/17/16	Save the environment	H
Sylver Syti	Los Angeles	CA	90004	3/17/16	Dislike!	E

9.5R-1 Response

The individual comments submitted as part of the Save Coldwater Canyon! petition (**Comment 9.5R-1**) have been grouped into the following categories. Many re-state or reiterate topics that are already addressed as part of other responses in this FEIR. In such cases, references to the appropriate, prior response to comment is provided. For comments in any of the categories that raise a topic not already addressed in this FEIR, the additional information pertaining to that new comment or topic is included along with the general category citation to other FEIR responses.

Category	Nature of Comment
A	Project aesthetics
B	Biology and other environmental concerns (including trees)
C	Hillside destabilization
D	Consideration of alternatives (including TDM, public/mass transit)
E	General project opposition
F	Noise
G	No need for project
H	Loss of open space
I	No public benefit
J	Air quality
K	Pedestrian and visitor safety
L	Traffic
M	Historic designation of prior homes on site
N	Inconsistencies with the residential neighborhood, other zoning

For Category A, Project aesthetics, please refer to **MR-4** which addresses aesthetics and explains the finding that the Project would have a less than significant impact on aesthetics, particularly given the current biological state of the Development Site (refer to **MR-6**). Also, commenter Jibralta Merrill (dated 6/3/15) stated that the Parking Structure would obstruct the view of the St. Michael's church. Given the location of the Parking Structure in relationship to St. Michael's, the only residences whose view of St. Michael's could potentially be disrupted are to the northwest. However, given that these residences are at a higher elevation than the Parking Structure, views of St. Michael's would be unimpeded. Please also refer to RDEIR Figure 2-16.

For Category B, biological and other environmental concerns, please refer to **MR-6 and Response to Comment D-23** which primarily address the following:

1. Development Site's current biological condition, including the diseased state of the majority (78%) of the black walnut trees;
2. Development Site's limited role as part of a wildlife corridor;
3. Mitigation for removal of trees, and the multi-year monitoring of the mitigation trees to ensure their health;
4. Characteristics that reduce the value of preserving the Development Site as open space;
5. The percentages of the Development Site that will remain undeveloped, undisturbed, and/or receive new landscaping, including the western portion of the Development Site adjacent to MCRA property; and
6. Mitigation measures that would reduce the Project's biological impact to less than significant, other than significant impacts to the coastal western whiptail lizard and San Bernardino ringneck snake and significant impact from the cumulative loss of oak-walnut woodland habitat and the sensitive species that forage in that habitat.

Several commenters (Lenore Kasdorf, A Sheldon, Gabriela Bottger, Kristen Cascio, Andrea Heller) also included the statement that the Development Site is already protected, parkland, or designated for conservation. For a response to these comments, please refer to **MR-6**, which notes that three-quarters of the Development Site is located in an area designated as "Desirable Open Space". The designation does

not require conservation or preclude development. Rather, if development were to occur, controls would be required to balance development with the preservation of open space characteristics. The Project's measures aimed at achieving that balance are also addressed in **MR-6**.

Category C commenters expressed the concern that the Project would destabilize the hillside. Please refer to **Response to Comment C-4** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, the ongoing monitoring to which they will be subject, and the conclusion that the hillsides would not be compromised or otherwise destabilized by the Project. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b). Further, Appendix E.2, the Final Hydrology Study, utilized the procedures, criteria and standards set forth in the Los Angeles County Hydrology Manual to perform the pre- and post-construction hydrology study. The Final Hydrology Study determined that the drainage area is approximately 15.34 acres and calculated pre- and post-construction hydrology based on 50, 25, 10 and 2 year storms. The RDEIR concludes that the Project will not only help secure the previously exposed soil and natural landscaped areas from potential landslides, it would also help slow high storm water runoff flows from the adjacent hillside to Coldwater Canyon Avenue, especially during large storm events. The new Parking Structure and supporting storm water management system infrastructure will provide additional flood control and mudslide protection to Coldwater Canyon Avenue. (Please refer to RDEIR page 3.5-27 and 3.5-28.)

Category D includes support for Project Alternatives, primarily the building of parking structures on the Campus east of Coldwater Canyon Avenue, on or below existing parking lots or Harvard-Westlake's Ted Slavin Field, and the increased use of TDM measures. As required by CEQA, the RDEIR presents a reasonable range of alternatives to meet the Project objectives, including alternatives for addressing parking on the east side of Coldwater Canyon Avenue. Such analysis was expanded to include further consideration of locating a multi-story parking structure in the area currently occupied by Harvard-Westlake's Senior Lot (refer to Chapter 4, Corrections and Additions, of this FEIR). Please refer to **MR-7** regarding the adequacy of the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue, and the programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation (which result in approximately two-thirds of students arriving on Campus in a vehicle, including buses, carrying at least one other student). Further, it is not feasible to develop subterranean parking on the east side of Coldwater Canyon Avenue given City and County codes that would require storm drain capacity far in excess of existing infrastructure. Utility lines already under Coldwater Canyon Avenue don't provide sufficient space for new storm drain infrastructure to be installed, and, even if there were sufficient space, installation would necessitate extended closure of Coldwater Canyon Avenue (RDEIR Appendix E.4)

Most Category E comments either expressed opposition to the Project but do not raise any concerns about the environmental analysis contained in the RDEIR, or expressed non-specific or non-CEQA concerns (e.g., property values, Harvard-Westlake's role in the community, City-wide development). These comments will be forwarded to the decisionmakers for their consideration in taking action on the Project, but do not require further response in this FEIR. Please refer to **MR-1** regarding non-CEQA matters. A smaller number of Category E comments discussed the precedent set by the pedestrian bridge. Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **MR-5 and Response to Comment G-6**.

Category F relates to construction-related and operational noise. Taking into consideration noise simultaneously generated by use of the practice field and Parking Structure, the RDEIR appropriately concluded that, while whistle noise would be audible at surrounding land uses and could disturb residents and daytime sleepers, noise levels would not exceed the City's threshold of significance on a 24-hour basis (RDEIR page 3.7-18 through 3.7-21). The noise modeling also assumed that the practice field would generate the same level of noise as the existing Ted Slavin Field, despite the absence of bleachers, games, music, or public address system on the practice field (**MR-2**). A new Project Design Feature PDF-N-3 has been incorporated into Chapter 4, Corrections and Additions, of this FEIR to prohibit such sources of noise, including from music regardless of its source. Please also refer to **Responses to Comment D-82 through D-85**.

The Project's temporary construction noise impact is cited on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. However, as described in **MR-2**, the analysis conservatively assumes:

1. All equipment applicable to each construction phase is simultaneously in use, even though actual construction activity and equipment use would fluctuate.
2. Noise is measure from the closest point on the construction boundary to the closest point on each sensitive receptor's property line (i.e., the shortest possible distance).
3. Noise, measured thusly along the shortest possible distance, applies to the sensitive receptor's entire property, including inside any structure(s) that exist on the property.

For Category G questions on the need for the Project, please refer to **MR-1** which addresses the need for the Project and the current daily insufficient supply of parking on the Campus. The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction. Please also refer to **Responses to Comments D-51, D-57, and 11R-31**, which note that Harvard-Westlake does not propose an increase in student enrollment.

For Category H comments which express concern about the loss of open space in Los Angeles, the Development Site's designation as Desirable Open Space, and the displacement of wildlife, please refer to **MR-6** regarding information on the Development Site's current environmental state, the extent of Desirable Open Space areas in the Community Plan's General Plan Land Use Map, the Project's less than significant biological impact other than the impact upon the San Bernardino ringneck snake and the coastal western whiptail lizard and the impacts from the cumulative loss of oak-walnut woodland habitat and the sensitive species that forage in that habitat, and the characteristics that reduce the value of preserving the Development Site as open space.

Category I comments state that the Project is for private use, that there are no public benefits (or, only detriments), or that the benefits will only be enjoyed by a relative few at the expense of the local community. RDEIR page S-7 lists the Project's objectives including, but not limited to, (i) improving area circulation by removing vehicle and buses parking on Coldwater Canyon Avenue; (ii) improving the flow of traffic on Coldwater Canyon Avenue by constructing public improvements at no cost to the City; and, (iii) enhancing the safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus through the elimination of both school bus drop-off and pick-up operations from Coldwater Canyon Avenue and the need for students and visitors to park on near-by residential streets and

walk on Coldwater Canyon Avenue, which has no sidewalks, to get to the Campus and back to their vehicles. The Project will also increase opportunities for recreational activities for Harvard-Westlake students. Additionally, the Project would (i) remove and destroyed diseased and dead trees that have the potential of spreading a fatal disease to other nearby walnut trees; and, (ii) provide 4.6 acres of healthy, native landscaping as compared to the Development Site's current state of 3.5 acres of disturbed areas or ruderal vegetation and 3.33 acres of declining or dead woodland. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Lastly, consistent with the Scenic Highway Guidelines of Mobility Plan 2035, utilities crossing the Development Site will be placed underground (RDEIR page 3.6-15).

The City must adopt a statement of overriding considerations if it approves the Project because of the Project's significant, temporary noise impact during construction and the impact upon the San Bernardino ringneck snake and coastal western whiptail lizard and the cumulative loss of oak-walnut woodland habitat. However, CEQA does not require that a project with significant unavoidable impacts provide benefits to the public; rather, the City must adopt a statement that, because of the project's overriding benefits, it is approving the project despite its environmental harm. As stated in CEQA Guidelines Section 15093(a), "CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" This requirement reflects the statutory policy that public agencies must weigh a proposed project's benefits against its unavoidable environmental risks and may find the adverse impacts acceptable if the economic, legal, social, technological or other benefits outweigh those effects. (See also, Practice Under the California Environmental Quality Act (2d ed Cal CEB 2008), Section 17.32). Although the RDEIR includes substantial evidence that the Project provides economic, social, technological and other benefits, the commenter's opinions concerning the statement of overriding considerations and benefits of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Category J comments primarily consist of general references to Project pollution, but the comments do not cite specific examples or question the air quality analysis contained in the RDEIR. To summarize those analyses (RDEIR pages 3.2-26 to 3.2-31 for Project construction, and pages 3.2-31 to 3.2-34 for Project operations): with implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded, nor would the Project conflict with implementation of the applicable air quality plans, nor violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor expose sensitive receptors to substantial pollutant concentrations, nor create objectionable odors affecting a substantial number of people, and, therefore, appropriately found that there would be no significant impact on air quality from Project construction or operation. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment, the addition of Mitigation Measure MM-AQ-11, and the further reduction in air quality contaminants as compared to the analysis contained in the RDEIR (and further below the CEQA threshold by which air quality impacts are considered significant). One commenter, Riley Tacchino, expressed the opinion that trees and plants are needed in order to sustain air quality. Please refer to **MR-6**, which describes that sixty-five percent of the 338 protected trees surveyed onsite are rated with health grades "D", "F", or are deemed dead (RDEIR Appendix D.3, Table 2), including the

majority (78%) of the black walnut specimens that are suffering from the walnut twig beetle and the Thousand Cankers fungal disease that the walnut twig beetle carries (RDEIR Appendix D.2B, page 5 and Appendix D.3, page 7). The Project will result in the removal of 147 protected trees (of which 15 are deemed dead and 90 have health grades “D” or “F”), and will be replaced with mitigation trees at a 4:1 ratio. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Please also refer to **Response to Comment 5R-3** regarding the reduced value of unhealthy trees for nesting, food sources, and shelter.

In light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015) and includes an analysis of the Project’s reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. The HRA incorporates revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards. When taking into account this mitigation measure, which would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk.

Category K comments expressed concern that the bridge will be dangerous in an earthquake, pedestrians are likely to cross Coldwater Canyon Avenue at grade rather than via the pedestrian bridge, and that the garage in general is a safety hazard. Please refer to **Response to Comment C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject and **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. Please also refer to **Responses to Comments C-4 and D-77** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, the ongoing monitoring to which they will be subject, and the conclusion that the hillsides would not be compromised or otherwise destabilized by the Project. The Department of Building and Safety reviewed and approved the Project’s geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

Category L relates to Project-related traffic, and consists of comments that traffic will be made worse by Project construction and operation, the Project will increase the number of vehicles related to Harvard-Westlake, Coldwater Canyon Avenue will be damaged by the Project’s construction, and the street will be closed during construction and/or pedestrian bridge installation. These comments are all addressed in other individual responses; please refer to the following responses which address these issues.

1. **Responses to Comments D-51, D-57, and 11R-31.** Harvard-Westlake does not propose an increase in student enrollment and no new structures are proposed on Campus that would generate additional vehicular trips. The Project’s operation will not add vehicles to the roadways.

2. **Response to Comment C-7.** The RDEIR found that the Project's construction would have a less than significant impact on traffic due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.
3. **Response to Comment C-3.** The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure.
4. **Response to Comment 9R-50.** The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage).
5. **Response to Comment 9.7R-13** and Chapter 4, Corrections and Additions, of this FEIR (in reference to RDEIR page 3.8-14). Construction of the Parking Structure will not result in the closure of Coldwater Canyon Avenue. Construction of the pedestrian bridge will necessitate closure of Coldwater Canyon Avenue for 8 hours in order to ensure commuter safety, and will take place on a day of the week and at a time of day as specified by the Department of Building and Safety.

Category M received a single comment from Mary Mallory alleging that Harvard-Westlake illegally removed a home from the Development Site. The comment does not raise any concerns about the environmental analysis contained in the RDEIR and will be forwarded to the decisionmakers for their consideration in taking action on the Project. All four homes removed from the Development Site were removed lawfully and with proper approvals. Two homes were red-tagged and demolished following the 1994 Northridge earthquake and two were demolished in 2011 with permit numbers 11019-20000-00599 and 11019-20000-00600.

For Category N comments which state that the Project is out of character with the neighborhood, is not compatible with existing zoning, requires multiple variances, that Harvard-Westlake has been granted special exceptions and does not pay taxes, please refer to **MR-5** regarding zoning and request for discretionary approvals and **MR-6** regarding the scale of the Project. Comments regarding variance requests correctly refer to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Harvard-Westlake's status as a 501(c)(3) non-profit corporation and associated payment of real estate taxes is not relevant to CEQA and not discussed in this FEIR but will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9.6R. Tom Brohard and Associates, Tom Brohard, PE Principal, Letter dated February 29, 2016

9.6R-1 Comment

As requested, I, Tom Brohard, P.E., have reviewed the traffic and parking portions of the February 2016 Recirculated Draft Environmental Impact Report (RDEIR) for the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles. The Plan proposes to construct a new three-story, four-level parking structure with 750 parking spaces including a practice field on the top level on the west side of Coldwater Canyon Avenue opposite Harvard-Westlake. The parking structure is proposed to be connected to the school campus on the east side of Coldwater Canyon Avenue with a pedestrian bridge from the second level of the parking structure. The Plan also includes modification of the existing traffic signal and

relocation to the main driveway of the parking structure and an additional southbound lane across the frontage of the parking structure.

In addition to the December 1992 “Harvard-Westlake Traffic Count and Parking Study” prepared by Crain & Associates and the 2012-2013 Student Parking Program prepared by Harvard-Westlake School, I have also previously reviewed various portions of the September 2013 Harvard-Westlake Parking Improvement Plan Draft EIR relating to transportation, circulation, and parking and submitted a comment letter dated November 22, 2013. I have now reviewed each of the comparable sections of the February 2016 Recirculated Draft EIR (RDEIR) for the Proposed Project and have updated my prior comments in this letter to reflect the changes in the Proposed Project.

9.6R-1 Response

The comment provides introductory information and does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

9.6R-2 Comment

Page 2-14 of the RDEIR states the Proposed Project will provide 1,085 parking spaces for Harvard-Westlake including 750 spaces in the new parking structure, significantly more than the 436 parking spaces required by the City of Los Angeles Department of City Planning. A total of 1,188 parking spaces would be available for events, more than double the number of required parking spaces.

9.6R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

9.6R-3 Comment

First and foremost, proper justification for the Proposed Project was not previously provided in the Draft EIR and is still not contained in the RDEIR. No evidence is presented that there is any significant Harvard-Westlake generated parking occurring on the local residential streets. Only 28 additional vehicles were observed to be parked on the residential streets to the north of the school between 7 and 9 AM on Thursday, January 27, 2011. No documentation was provided that these vehicles were associated with Harvard-Westlake rather than the residential dwellings on these streets. Photographs and videos taken in 2013 by Save Coldwater Canyon disclosed ample available on-campus parking together with an absence of school-related parking on the residential streets during the middle of a typical school day as well as during a Friday night football game. A total of up to 28 Harvard-Westlake cars parked one morning on the streets north of the school does not support the need for any additional parking, and certainly not an additional 750-car parking garage.

9.6R-3 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis and **Response to Comment D-10** regarding the parking analysis. Information provided by Harvard-Westlake to the Lead Agency indicates that student counts were undertaken by Harvard-Westlake security teams during the last week of May, 2016 and that, on average, over 110 students parked on the street or were dropped off in the neighborhood to the north of the Campus and east of Coldwater Canyon Avenue. Several residents in that area contacted Harvard-Westlake about the traffic conditions, leading Harvard-Westlake to place security/compliance monitors in the area during the morning peak hour.

9.6R-4 Comment

A total of 493 parking spaces on-campus plus 60 public parking spaces on Coldwater Canyon Avenue was deemed adequate in 1992 in a study prepared by Crain & Associates for Harvard-Westlake when there were 815 students and 144 faculty and staff. Today, the existing parking supply including on-campus of 578 parking spaces, plus the public parking on the east side of Coldwater Canyon Avenue serves about 400 student drivers, 185 faculty and staff, 50 vendors, and 30 coaches (estimated on Page 3.8-6 of the RDEIR). While the RDEIR asserts that available parking is inadequate, neither the RDEIR nor the Traffic Study provides any data to support this contention.

9.6R-4 Response

Please refer to **Response to Comment D-89** regarding the 1992 Crain & Associates parking study and the DEIR and RDEIR statements that the current parking supply is insufficient or unsafe. Please also refer to **MR-1** regarding the need for the Project and the daily insufficient supply of parking on the Campus. Additionally, the Lead Agency notes that the total number of student drivers, faculty and staff, vendors, and coaches (excluding visitors or events) who are on the Campus daily equates to 665 parking spaces as compared to the 578 that are currently in supply on the Campus.

9.6R-5 Comment

The cost of the parking structure and the pedestrian bridge together with its planned architectural features will likely be \$15 million or more to provide parking "... for all but the biggest special events, such as graduation and homecoming", and is contrary to common traffic engineering practice. Traffic engineers typically design intersections for a peak hour that is exceeded several times during a year. Similarly, shopping centers do not provide more than double the typical parking demand to accommodate parking generated on the two busiest shopping days of the year – the day after Thanksgiving and the day after Christmas. Putting the parking structure on the opposite side of Coldwater Canyon Avenue from the existing campus creates many other issues.

9.6R-5 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. Additionally, direct comparisons of parking and construction standards for intersections and shopping centers and Harvard-Westlake's need for adequate parking to accommodate its students, faculty and visitors is neither appropriate nor relevant to an analysis of the adequacy of the EIR for this Project. Accordingly, the comment does not provide substantial evidence of any significant environmental impact of the Project.

The commenter also refers, without specificity, to issues created by locating the Parking Structure on the east side of Coldwater Canyon Avenue. Specific concerns about the Parking Structure's location on the east side of Coldwater Canyon Avenue are addressed in **Responses to Comments 9.6R-16, 9.6R-17, and 9.6R-18**.

9.6R-6 Comment

If a parking structure was really needed, then it should be located within the existing campus of Harvard-Westlake on the east side of Coldwater Canyon Avenue. No evidence has been provided to support any additional parking, and certainly not a new parking structure with 750 parking spaces.

9.6R-6 Response

Please refer to **MR-7** regarding the analysis of Project alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue and **MR-1** regarding the need for the Project.

9.6R-7 Comment

Alternatives to the very expensive parking structure should have been seriously considered but they were not. In particular, transportation demand management (TDM) offers a cost effective solution to schools that have parking limitations. A TDM must be proposed, analyzed and instituted before any need for an increase in parking spaces can be established. TDM limitations have not been established for Harvard-Westlake, however, this kind of cost effective strategy utilized by other schools with parking issues is almost always able to limit the parking demand. These strategies typically provide incentives for carpooling/ridesharing and significant penalties for non-compliance with program goals and objectives for trip and parking reduction. Some of the strategies include bussing, carpooling and ride-sharing matching, limitations on residential street parking through time limits and permit parking, prohibiting students and visitors from walking onto campus without proper authorization, and regular monitoring with significant penalties for non-compliance with project goals and objectives. To be effective, TDM programs must have timely monitoring and must have a progressive disciplinary system of enforcement.

There are currently 185 faculty and staff employed by the school plus an additional approximately 50 vendors plus approximately 30 coaches are on campus daily. All these drivers can be accommodated with institution of moderate TDM measures and without constructing an extremely expensive parking structure. Please see the enclosed Department of City Planning Report regarding the TDM measures that were adopted in April 2015 for the Archer School for Girls at 11725 Sunset Boulevard.

9.6R-7 Response

Please refer to **MR-7** and **Response to Comment RR-19** regarding consideration of Project Alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed (refer to **Response to Comment BBB-1**). The commenter's opinion regarding TDM measures will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9.6R-8 Comment

Page 3.8-26 of the RDEIR states "...no increase in student enrollment is proposed as part of the Proposed Project...Current student enrollment is approximately 900 students with approximately 300 students in each grade (10th, 11th, and 12th grades)..." Further increase in enrollment and staff beyond the parking is being proposed amounts to segmentation, a serious violation of the California Environmental Quality Act (CEQA).

9.6R-8 Response

Please refer to **Responses to Comments D-5 and 11R-31** regarding student enrollment not increasing as a result of the Project and **Response to Comment N-5 and LL-1** regarding the commenter's incorrect assertion that this Project will result in segmentation of a larger project.

9.6R-9 Comment**Education and Experience**

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake, San Fernando, and Tustin. I have

extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects as indicated on the enclosed resume.

9.6R-9 Response

Since the comment summarizes the commenter's education and experience, no response is required.

9.6R-10 Comment

Traffic and Parking Issues.

The following deficiencies were identified in my review of the documents associated with the Harvard-Westlake Parking Improvement Plan RDEIR:

Capacity Calculations Were Not Verified in the Field – Roadways and intersection in the greater Los Angeles area continue to become more and more congested for longer periods of time. When the vehicle demand exceeds the capacity, traffic volumes actually drop as lengthy queues form and vehicles are unable to clear intersections. In some cases, calculations provide false indications of the actual operating condition (level of service) since traffic volumes over peak time periods actually drop below maximum flow rates. Minor disruptions cause significant queuing and further delays. Peak hours which had previously been limited to 7 to 9 AM and 4 to 6 PM have stretched well beyond those limits and typically range from 6 to 10 AM and from 2 to 7 PM.

Each of the issues described above is occurring on Coldwater Canyon Avenue in the vicinity of Harvard-Westlake. As motorists become more frustrated they seek shorter travel times to reach their destination by cutting through neighborhood streets, frequently being assisted by tools such as WAZE, one of the largest community-based traffic and navigation apps. With capacity increasing options and necessary funding now extremely limited, there are no easy solutions. Due to acknowledged excessive traffic at two key intersections in Council District 2, one of which is the intersection of Coldwater Canyon and Ventura Boulevard, the City Council has recently provided funds for deployment of traffic control officers (TOKI) during peak traffic hours. However, this measure is temporary and is only funded through June 2016.

No evidence has been provided that the capacity calculations that have been made actually represent the gridlocked conditions in the field during peak hours along Coldwater Canyon Avenue. While traffic counts were made from 6 AM to 10 AM, no documentation has been provided of queuing at the congested intersections. With the recent action of the City Council and from my discussions with neighboring residents, it is apparent that the existing background conditions are worse than the calculations disclose.

9.6R-10 Response

The existing traffic congestion noted by the comment refers to one movement at the intersection (i.e., southbound Coldwater Canyon Avenue traffic). Traffic counts conducted in 2011 and again in 2015 confirm the commenter's assertion that southbound traffic along Coldwater Canyon Avenue has deteriorated. Specifically, RDEIR Appendix G.1 page 15 (which is not numbered) reports that during the period 7:30 a.m. to 8:30 a.m. on January 27, 2011, 1,041 vehicles passed the Harvard-Westlake driveway traveling southbound and 165 vehicles turned left into the Campus, for a total of 1,206 vehicles. RDEIR Appendix G.2 page 37 (which is not numbered) reports 903 vehicles traveling southbound and 89 vehicles turned left during the same time of day on February 10, 2015, for a total of 992 vehicles (a decline of approximately 18% from 2011 to 2015).

However, the intersection Level of Service calculations consider all movements at an intersection, not just one or two particular movements. The reported volume-to-capacity ratios and corresponding Levels of Service provided in RDEIR Table 3.8-5 are based on the aggregate of operations across the intersection.

In any event, if operations at the Coldwater Canyon Avenue/Ventura Boulevard intersection were reported to operate at the worst service level (LOS F) in the AM peak hour, the project-resultant change in the volume-to-capacity ratio (0.004 in the Existing + Construction scenario and 0.005 in the Future + Construction scenario) are well below the City's threshold of significance provided in RDEIR Table 3.8-4 for LOS F intersections (i.e., a change in the volume-to-capacity ratio of 0.010 or more due to project traffic). Thus, in this hypothetical scenario that the commenter references, the finding of a less than significant traffic impact would remain the same.

9.6R-11 Comment

Passenger Car Equivalents for Trucks Are Too Low – Page 5 of the October 6, 2015 Supplemental Traffic Analysis continues to indicate that a passenger car equivalent (PCE) of 2.0 was used to convert the number of trucks to passenger cars. With the dirt hauling trucks having 5 axles and hauling at least 14 cubic yards, a PCE of 3.0 should have been used, particularly to properly consider the impacts of the existing moderate uphill roadway grade on Coldwater Canyon Avenue from Ventura Boulevard to Harvard-Westlake.

Large trucks with 5 axels associated with the Project have a dramatic impact on traffic flow, particularly at intersections where their acceleration rates are much slower than passenger vehicles. To account for trucks, capacity calculations convert each truck to the equivalent of between two and four passenger cars (PCE) depending in the number of axels. While the Highway Capacity Manual (HCM) suggests a PCE of 2.0 for heavy vehicles, the HCM classification of “heavy vehicles” includes trucks, buses, and recreational vehicles. This does not properly account for the significant increases in the number of 5-axle trucks generated during construction of the Project. Enclosed are two articles that have appeared in ITE Journal which is published monthly by the Institute of Transportation Engineers. In the “Development of Passenger Car Equivalencies for Large Trucks at Signalized Intersections”, a PCE of between 3.1 and 4.1 was found to be appropriate for a 5-axle truck depending on its position in the queue back from the signalized intersection. In “Passenger Car Equivalents for Heavy Vehicles at Freeways and Multilane Highways: Some Critical Issues”, the article notes the importance of properly considering many factors in selecting the proper PCE.

From my experience in reviewing a number of traffic studies in various parts of California, the PCE factor of 2.0 used to convert heavy trucks to equivalent passenger in the Traffic Study is too low. In addition to the enclosed articles, many agencies in California require the use of higher PCE factors; for example, enclosed Appendix C to the San Bernardino County CMP, 2005 Update (“Guidelines for CMP traffic Impact Analysis Reports in San Bernardino County”) which is used by all agencies in San Bernardino County requires a PCE of 3.0 for all heavy duty trucks that have 4 axles or more.

As a minimum, a PCE of 3.0 should have been used in the Traffic Study for the Project. By using a PCE of only 2.0, the passenger car equivalents of the large trucks associated with the Project have been underestimated by at least 33 percent. Increasing the PCE to 3.0 in the Traffic Study is required to properly analyze the equivalent passenger car traffic volume forecasts for the Project so that all significant traffic impacts can be properly identified and analyzed, enabling feasible mitigation measures to then be developed.

9.6R-11 Response

Please refer to **Responses to Comments D-61, D-119, and D-120** regarding the appropriate use of a 2.0 PCE for trucks.

9.6R-12 Comment

A Condition of Approval must also be included to rehabilitate and repair damage to roadways caused by dirt hauling activities during excavation of the parking structure.

9.6R-12 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage).

9.6R-13 Comment

Truck Access to Coldwater Canyon Avenue Has Not Been Evaluated – The RDEIR and the Traffic Study do not discuss the traffic control to be used to facilitate construction trucks leaving the site and entering Coldwater Canyon Avenue to then go north to the 101 Freeway. A temporary fourth leg to the existing traffic signal should be analyzed (rather than attempting to create gaps in the traffic flow on Coldwater Canyon Avenue by using a “flagger”). No analysis has been conducted of the resulting Level of Service at the existing traffic signal during construction. Proper study is required to properly analyze the exiting truck traffic impacts can be properly identified and analyzed, enabling feasible mitigation measures to then be developed.

9.6R-13 Response

Please refer to **Response to Comment D-62** regarding the traffic controls included in the construction assumptions (e.g., a temporary fourth leg instead of a “flagger” as required by Mitigation Measure MM-AQ-6 and Regulatory Compliance Measure RC-GEO-24).

9.6R-14 Comment

Traffic Safety and Speeding Concerns Have Not Been Documented – The RDEIR and the Traffic Study both identify concerns regarding traffic safety and speeding traffic on Coldwater Canyon Avenue in this area. However, these concerns are not documented with actual facts. In regard to traffic safety, no data or calculations are provided to identify a concentration of collisions at a location or to develop any remedial engineering measures. Collision rates for the existing conditions as well as for conditions after the implementation of roadway improvements are required to support the undocumented, editorial claims that traffic safety will be improved by the Project.

For example, the claim that moving school buses off of Coldwater would increase safety is unsubstantiated. The 250 foot long area immediately north of the Harvard-Westlake traffic signal on the east side of Coldwater Canyon Avenue is at least 12 feet wider than the other portions of the roadway and provides an area – out of the travel lane – for vehicle parking and/or bus loading/unloading. No collision history was provided or analyzed for passenger car parking or for bus loading and unloading. Further, no data was provided to indicate that significant violations of the posted “Speed Limit 35” signs are occurring or any quantification of the current level of traffic enforcement. Without this information, the concerns regarding “speeding” are also undocumented, editorial claims.

9.6R-14 Response

Harvard-Westlake does not claim that accidents involving vehicles and pedestrians occur in the neighborhood at any higher or lower rate or with any greater or lesser severity than elsewhere in the City. Rather, Harvard-Westlake acknowledges the inherent danger of pedestrians, including young children, walking along roadways without physical separation from moving vehicles, and the ability for the Project to help reduce, if not eliminate, such danger.

Specifically, and at present, students who do not participate in the bus or carpooling programs offered by Harvard-Westlake and who do not have a parking space on campus for their own vehicle, because of the lack of onsite parking, rely upon the existence of public parking in the surrounding neighborhood streets.

Therefore, students must walk to Campus on streets that do not currently have sidewalks, barriers, or other means of protection from moving vehicles. Further, student arrival coincides with the peak morning commuter hour, putting the greatest number of students on foot, unprotected, when there are the greatest number of vehicles on the roadways. Further, it is a less safe method of student arrival than if the student were to be dropped off directly on Campus or if the student could park her or his vehicle in a controlled Parking Structure and walk to Campus via the pedestrian bridge.

Continued use of the Coldwater Canyon Avenue road shoulder for bus staging also represents an unsafe practice as compared to the use of the Southern Parking Lot for such purposes (as provided for by the Project). While Harvard-Westlake and the community have been fortunate with regard to the history of accidents in the area, students are nonetheless waiting for buses along a busy roadway with vehicles traveling at speeds that could cause significant injury. And, while not an assured outcome, the possibility exists that students might enter the roadway to retrieve an object, cars could collide and drive into the sidewalk area, motorists' views could be blocked by the buses when making a turn into Campus and students are in the crosswalk, or any number of other unsafe circumstances. By relocating bus staging, and the corresponding loading and unloading of students, to a protected parking area, the probability of accident is reduced and student safety is improved.

Finally, the Lead Agency notes that recent, 2016 meeting agendas for the Studio City Neighborhood Council included the topics of requesting LADOT to study the stretch of Coldwater Canyon Avenue between Avenida del Sol (near St. Michael's) and Ventura Boulevard because of vehicular accidents and a related request concerning the history of moving violation records for that same section of road.

9.6R-15 Comment

Credit for ATSAC/ATCS is Not Appropriate – The LADOT Level of Service Worksheet allows a full level of service credit (0.10) for installation of ATSAC/ATCS traffic signal system equipment that changes traffic signal timing in response to real-time vehicle demands within a network of coordinated traffic signals. The existing traffic signal at Harvard-Westlake, a “T” intersection, does not currently have this equipment. The Project will add a fourth leg to the existing “T” intersection to provide access to and from the parking structure and a second southbound lane will be installed on Coldwater Canyon Avenue. The existing traffic signal will be modified to control the new four-legged intersection and ATSAC/ATCS equipment is proposed to be installed with the other improvements (see RDEIR Pages 2-9, 2-12, 2-39-3.8-11).

The benefits associated with the ATSAC/ATCS traffic signal equipment cannot be taken at the Harvard-Westlake traffic signal. This traffic signal is 2,200 feet from the nearest traffic signal on Coldwater Canyon Avenue at Ventura Boulevard. This distance of nearly ½ mile is well beyond the range of coordinated traffic signal benefits. Furthermore, the Harvard-Westlake traffic signal is effectively the last traffic signal

on this portion of Coldwater Canyon Avenue before the roadway traverse mountainous terrain before reaching the isolated traffic signal at Mulholland Highway about 1 ½ miles to the south. Clearly, the Harvard-Westlake traffic signal cannot be considered as being within a system of traffic signals along an arterial corridor.

Table 3.8-6 on Page 3.8-23 of the RDEIR summarizes the faulty calculations and incorrect assumptions from the Traffic Study Appendices. The 0.10 ATSAC/ATSC credit was incorrectly taken in the calculations for the future conditions with the Project, causing the calculated volume to capacity ratio to improve from 1.138 (at Level of Service “F”) to 1.038 (at Level of Service “F”). When the 0.10 ATSAC/ATSC credit is removed from the calculations, the Project causes a significant traffic impact at this location operating at Level of Service “F” with an increase in the volume to capacity ratio from 1.051 to 1.138. According to the LADOT criteria, the increase in the volume to capacity ratio of 0.087 (greater than the maximum allowable threshold increase of 0.010) is significant traffic impact that requires further mitigation.

9.6R-15 Response

Please refer to **Response to Comment D-107** regarding the appropriate inclusion of the ATSAC/ATSC credit.

9.6R-16 Comment

Traffic Issues With Parking Structure Across Coldwater Canyon Avenue – Constructing 750 parking spaces on the west side of Coldwater Canyon Road across the roadway from the existing Harvard-Westlake campus will change existing right turns into the campus to left turns across heavy southbound commuter traffic into the parking structure with the Project in the AM peak hour. In addition to resulting in a significantly higher number of conflicting traffic movements, other traffic issues that have not been adequately studied or addressed will be created including:

9.6R-16 Response

Please refer to **Response to Comment D-108** regarding the inclusion of northbound left turn movements into the Parking Structure and the finding of less than significant impacts.

9.6R-17 Comment

Physically preventing at-grade pedestrian crossings of Coldwater Canyon Avenue from the parking structure to the campus and vice-versa is not possible. As long as the gates are open so vehicles can access the parking structure from Coldwater Canyon Avenue, the pedestrians can also use these driveways to reach the roadway and attempt to cross at-grade. Signing prohibiting pedestrian crossings of Coldwater Canyon Avenue will not be effective without full-time, significant enforcement which is not likely or practical. With the pedestrian bridge at the second level, parkers on the first level are likely to cross Coldwater Canyon Avenue at-grade, especially if they are running late to an event and/or if the elevator to the second level pedestrian bridge is low and/or operating at capacity. Similarly, prohibiting student parking on the first level during regular school days does not preclude them from walking down vehicle ramps or stairs to reach the first level and then cross Coldwater Canyon Avenue at grade.

9.6R-17 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

9.6R-18 Comment

The “Right Turn Only” restriction from 7 AM to 7PM on weekdays at the south parking structure driveway will be easily violated and there likely will be nominal (if any) enforcement. The more problematic time when a “Right Turn Only” restriction should be in effect would occur at the south driveway after a football game, graduation, or major event when the parking structure is fully occupied and all attendees of the special event want to leave at the same time.

9.6R-18 Response

The proposed right-turn restriction is noted in the RDEIR at page 2-18. The comment does not recognize that, due to the steady flow of traffic on Coldwater Canyon Avenue during the weekday daytime hours, nearly all motorists exiting the Parking Structure would find it safer, faster, and more convenient to turn left from the northerly Parking Structure driveway, which is controlled by a traffic signal, to northbound Coldwater Canyon Avenue. Second, most weekday school events would likely conclude later than 7:00 p.m., which is after the restricted period, and when traffic volumes on Coldwater Canyon Avenue are less than during the restricted periods, allowing for easier turning movements.

The Lead Agency also notes that, as currently stated, the right-turn-only restriction would be subject to driver compliance, and City enforcement for non-compliance, in the same manner as any vehicular turning movement throughout the City. Please also refer to **Response to Comment D-110** regarding the more practical use of the northern driveway for left turns.

9.6R-19 Comment

Traffic Study Conclusions Are Not Supported by Data or Analyses – Chapter 13 of the October 30, 2012 Traffic Study contains several editorial statements that are not supported by any data, calculations, or analyses. Each of the following items must either be supported with technical data in the October 6, 2015 Supplemental Traffic Analysis or removed from the RDEIR:

Page 63 states the improvements with the proposed parking structure projects will provide “significant reduction in travel delay (up to 5-10 minutes) as compared to existing conditions.” This comment is not accurate and is not supported by the Supplemental Traffic Analysis.

9.6R-19 Response

The analysis referenced in the comment is related to the voluntary improvement contained in the DEIR to provide a second southbound lane on Coldwater Canyon Avenue from Ventura Boulevard to the Development Site. As LADOT stated its opposition to the voluntary improvement, it is no longer proposed by Harvard-Westlake and is not part of the RDEIR. No additional response is required.

9.6R-20 Comment

Each of the following items must either be supported with technical data in the October 6, 2015 Supplemental Traffic Analysis or removed from the RDEIR:

From the calculations in the Traffic Study Appendix, the project will increase the volume to capacity ratio (and the delay) in the weekday AM and PM peak hours without the ATSAC/ATCS credit. As previously discussed, this results in a significant traffic impact in the PM peak hour that requires further mitigation beyond what is being proposed.

9.6R-20 Response

Please refer to **Response to Comment D-107** regarding the appropriate inclusion of the ATSAC/ATCS credit.

9.6R-21 Comment

Each of the following items must either be supported with technical data in the October 6, 2015 Supplemental Traffic Analysis or removed from the RDEIR:

Illustrations in Figures 2-12, 2-14, 2-15, and 2-17 of the RDEIR indicate the modified traffic signal at Harvard-Westlake will include both protected left turn arrows (when the left turn demand is high) together with permissive left turns on a green ball when left turn demand is low. This type of control facilitates left turn movements but it is not used to improve traffic safety. The conclusion that the Harvard-Westlake traffic signal will be safer than the existing permissive left turn operation with left turns made on a green ball is not supported by any data or analyses.

9.6R-21 Response

The comment is incorrect as vehicles turning left with the benefit of a left-turn arrow – and not in conflict with opposing through traffic – is safer as compared to a condition where left turns are made in a “permissive” condition and the left-turning motorist is required to judge the availability of safe gaps in the opposing traffic flow. This project feature is noted on RDEIR page 2-9.

9.6R-22 Comment

Special Event Parking and Traffic Impacts Were Not Properly Studied – The Traffic Study does not contain any observations of Harvard-Westlake School generated parking during a special event such as a Friday night football game. While one of the primary objectives of the Project is to eliminate parking on the neighborhood streets, quantification of the magnitude of the “problem” during a special event is not provided in the Traffic Study. Parking demand and traffic volumes should have been observed and counted before, during, and after 7 PM football game, and then analyzed.

9.6R-22 Response

One of the Project’s primary objectives is to increase the on-site parking supply for the Campus during regular school use (RDEIR page S-6), not just during special events or athletic competitions, in order to address the daily deficit of available spaces (RDEIR page 3.8-6) and relocate all student parking and drop-off activities from neighboring streets.

Nonetheless, Harvard-Westlake estimates that attendance at football games can reach 1,500 to 2,000 people (RDEIR page 3.8-6), well in excess of the demand for parking spaces during the regular school day. Therefore, if a parking study were to be conducted during a Friday football game, as suggested by the commenter, the results would likely only illustrate a greater demand for parking and a correspondingly greater deficit in supply, further reinforcing the need for the Project.

9.6R-23 Comment

Contrary to the Draft EIR and the Traffic Study, photographs taken by Save Coldwater Canyon do not indicate a shortage of parking on campus or any significant parking accumulation on the nearby residential streets during either a typical school day or during a Friday night football game in October 2013. In both cases, there were a number of unoccupied parking spaces within the campus parking lots that could have easily been used to fully contain all of the Harvard-Westlake School generated parking.

9.6R-23 Response

Photographs taken on a specific day (or limited number of days) do not necessarily reflect typical parking demands as a result of the ability for students, visitors, and employees to leave Campus during the day,

absences, and other activities that would lead a person off the Campus. Please also refer to **MR-1** regarding the need for the Project and the insufficient number of parking spaces.

9.6R-24 Comment

There could be a traffic impact after Project occupancy with traffic going to a football game starting at 7 PM when it is added to the 6 PM to 7PM commuter traffic on Coldwater Canyon Avenue. The operation of the Harvard-Westlake School traffic signal for arrivals at a special event starting at 7 PM should be analyzed and any significant traffic impacts disclosed, together with development of additional mitigation measures as may be necessary.

9.6R-24 Response

The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). Under the scenario described by the commenter, traffic is likely to be improved as a result of the Project given that, for most such special events, visitor parking will be concentrated in the Parking Structure (with right-hand turn movements for southbound vehicles, and left-hand turn movements in the same direction as the flow of traffic for northbound vehicles) rather than on adjoining neighborhood streets that are not similarly controlled by a traffic signal.

9.6R-25 Comment

In summary, my review of the Harvard-Westlake Parking Improvement Plan RDEIR disclosed no justification whatsoever to spend millions of dollars to double the existing number of parking spaces at Harvard-Westlake that were adequate in 1992, which are adequate today, and which would sit empty except during a couple of major special events each year.

9.6R-25 Response

Please refer to **MR-1** regarding the need for the Project and the deficient number of parking spaces. Please also refer to **Response to Comment D-89** regarding the 1992 parking study conducted by Crain and Associates. The commenter's comparison of conditions from 1992 versus today, and concern about the cost of the Parking Structure, will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9.6R-26 Comment

Adopting a TDM Program including a progressive disciplinary system of enforcement, an alternative that has not been considered, would be a much more cost effective solution if parking issues develop in the future.

9.6R-26 Response

Please refer to **MR-7 and Response to Comment 9.6R-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

9.6R-27 Comment

If a parking structure was really needed (but it is not for the current enrollment), then it should be located within the Harvard-Westlake campus. Should the School still desire to pursue this Project, then each of the deficiencies in the RDEIR and in the Traffic Study pointed out in this letter must be addressed.

9.6R-27 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. Analysis of locating a parking structure on the east side of Coldwater Canyon Avenue, in the area currently occupied by the Harvard-Westlake Senior Lot, is included in Chapter 4, Corrections and Additions, of this FEIR. Please also refer to **Responses to Comments 9.6R-1 through 9.6R-26** regarding the comments raised in the Comment letter 9.6R.

9.7R. Save Coldwater Canyon!, Sarah Boyd, President, Letter dated September 24, 2015**9.7R-1 Comment**

Save Coldwater Canyon is sending in this comment to your department despite not receiving official notice of the vacation petition. Although your protocol re notice is only “adjacent” properties, St. Michael’s Church received notice on Aug 25, 2015 (and was given 30 days to comment), yet it is not adjacent. Mr. Karo Torossian of Councilmember Paul Krekorian’s office assured us that residents within 500 ft of the Hacienda vacation were notified; however, the application includes the proposed bridge’s airspace as well as the Hacienda right of way, and therefore this 500 ft radius is not nearly adequate to reach the huge number of properties who will be affected by this petition.

Our organization (whose members include most of the properties within 500 ft of the proposed parking project) has so far been able to identify only two residents, Ms. Witt (3663 Potosi) and Ms. Khoshbin (3638 Potosi), within 500 ft of either vacation request, who actually received notice. To name only a few, Ms. Steinbaum at 3625 Potosi (who only found out about this from her neighbor, Ms. Witt), Ms. Loretic (3923 Coldwater), Mr. Leconte (3901 Van Noord), Mr. Fiske (12920 Galewood), and Ms. Boorstin (4007 Avenida del Sol) all did not receive notice.

We ask that your department include our Studio City-based, 501 (c) (3) organization on the mailing list for future notices and hearings under the Los Angeles Municipal Code and under Public Resources Code section 21092.2. Our email and mailing address is below.

9.7R-1 Response

This comment does not address the adequacy of the RDEIR analysis and, therefore, no response is required. However, the Lead Agency acknowledges the commenter’s request that Save Coldwater Canyon! be included in the list of recipients for future notices and hearings.

9.7R-2 Comment

Save Coldwater Canyon’s mission statement is to preserve and protect the scenic beauty and natural environment of Coldwater Canyon for its residents and wildlife.

We strongly object to the airspace vacation requested over Coldwater Canyon for the purposes of a private pedestrian bridge. As proposed in the DEIR, this 163-ft bridge would be strictly for the private use of the Harvard-Westlake school’s 900 students, faculty and staff. There is no public access, nor sidewalk proposed which would allow anyone other than members of, or visitors to, the Harvard-Westlake School to use this bridge. Simply put, it has no public benefit.

9.7R-2 Response

Please refer to **Response to Comment 6R-15** regarding the requested vacations. The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

9.7R-3 Comment

The EIR for the Harvard-Westlake parking expansion plan analyzes the environmental impacts of the entire proposed parking project, which includes this proposed bridge (and should have, but does not include the Hacienda Dr. street vacation request). It appears that the school wants to convince the City that this is exempt from CEQA because the parcels are too small. However, that does not acknowledge that they are part of the larger Harvard-Westlake expansion project. It is inappropriate for the City to consider these vacation/right-of-way requests piecemeal, as though they exist in a vacuum.

9.7R-3 Response

The discretionary approval for the vacation of the planned but unimproved street Hacienda Drive is requested as part of the Project (RDEIR page S-9, 2-23, and 4-4). All environmental analyses contained in the RDEIR included the land area where Hacienda Drive is mapped (for example, refer to the Protected Tree Location Exhibit in RDEIR Appendix D.3 which inventories the tree species in that area and overlays the Project's construction footprint and the lighting analysis, on RDEIR page 3.1-35, that concluded light spillover would be 0.2 fc in that area).

9.7R-4 Comment

We are aware of institutions in the Mulholland Corridor that have previously requested a bridge (eg over Sepulveda), but the City told them not to even bother because there was no way the City would approve such a request. This Coldwater Canyon airspace vacation is an outrageous request, and would set an unwelcome precedent for other similar scenic roadways (eg Mulholland, Sepulveda) and other canyon roads (eg Laurel Canyon, Topanga). The City cannot give this school special treatment. This is not Lankershim Blvd, connecting a Metro to a Studio (right next to the 101 Fwy); this is not the Westside Pavilion, or the Glendale Galleria, used by thousands of members of the public and in a business district. This is a scenic roadway, nestled in the foothills of the Santa Monica Mountains, surrounded by low density residentially-zoned single-family homes.

9.7R-4 Response

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please refer to **Response to Comment 6R-15** regarding the requested vacations.

9.7R-5 Comment

It is incumbent upon you to consider the following points as you reach a determination regarding the private desires of this school, versus the present or future uses to the public of these parts of Coldwater Canyon and Hacienda Dr.

The Proposed Bridge (Airspace Vacation)

Considerations of the will of the public:

The Draft EIR accurately stated that "the pedestrian bridge would be prominent in the views of motorists on Coldwater Canyon Avenue (a designated Scenic Highway)." (DEIR p. 3.1-26). Your department must

weigh the benefit to 900 members (not all of whom actually support this project) of a private school community versus the tens of thousands of motorists who drive this public roadway, a designated scenic highway, each day.

9.7R-5 Response

The commenter partially cites the DEIR, which states in full on page 3.13 that “[t]he Parking Structure and pedestrian bridge would be prominent in views of motorists on Coldwater Canyon Avenue (a designated Secondary Scenic Highway) in the immediate vicinity of the Development Site.”

The RDEIR further clarifies on page 3.1-32 that “While it would disrupt views on a City-designated scenic highway, the length/duration of the obstruction would be short (approximately 0.45 miles – 0.2 miles as viewed from the south looking north and 0.25 miles as viewed from the north looking south) because of curves in the roadway and as noted above, design features would minimize bulk and visibility.”

Please refer to **Response to Comment D-13** regarding the Lead Agency’s consideration of public benefits when evaluating whether to approve the Project.

(Note that the identification of Coldwater Canyon Avenue as a secondary highway was changed to Avenue II in the recently adopted Mobility Element; it’s status as a designated scenic highway remains the same.)

9.7R-6 Comment

Hundreds of residents live in this area of the Coldwater Canyon foothills. There were scores of DEIR comment letters by residents testifying that this bridge will be an “eyesore,” “out of character with the area,” and would be the end of the “view of the undeveloped West hillside of the Canyon.” This proposed bridge would permanently and irreparably mar residents’ views of Coldwater Canyon. The DEIR (written even before these residents voiced their disapproval of the bridge) concluded that numerous residences on the East side of Coldwater and at least six homes on the West side would experience negative impacts to their views. (DEIR p. 3.1-26). (At a minimum, the City should have sent notification of the airspace vacation request to these affected residents to allow them the opportunity for comment/input into the Bureau of Engineering’s public process.)

300+ members of St. Michael’s church routinely drive this area of Coldwater as they come to Studio City to worship – their view of this scenic public roadway would be forever altered by a bridge.

9.7R-6 Response

As described in **MR-4 and Response to Comment D-139**, including the pedestrian bridge, would have a less than significant impact on aesthetics. Contributing to this conclusion are several aspects of the pedestrian bridge. Specifically, that it:

1. Was designed to reduce the appearance of massing, including substantial use of non-reflective materials and perforated/open side panels to diminish the appearance of bulk. In addition, the pedestrian bridge’s top would be transparent, which would minimize visual impacts. (refer to RDEIR Figure 2-12.)
2. Would be visible for a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides. Traveling from the south and looking north, the bridge will be visible to motorists for 0.2 miles. Traveling from the north and looking south, the bridge will be visible for 0.25 miles. (refer to RDEIR Figure 2-16.)

3. Uses glass along the north and south sides of the elevator tower on the east side of Coldwater, providing the ability for motorists to see through the tower (RDEIR Figures 2-12, 2-14, and 2-15).
4. Would use the same colors as throughout the rest of the Project (earth tones -- tan, green and dark bronze) that would complement the existing campus architecture and would blend with the natural landscape of the Development Site.

Lighting from the pedestrian bridge (an important aesthetic element) was also analyzed, and the determination was made that impacts would be compliant with LAMC Section 93.0117 and would not exceed 2.0 fc of lighting intensity or direct glare from the light source at any residential property. In fact, based upon a variety of design elements, including those cited in the following paragraph, direct glare from the Project (including the pedestrian bridge) will be 0.0 fc on residential properties and 0.4 fc on Coldwater Canyon Avenue (RDEIR page 3.1-38).

The pedestrian bridge would include security and minimal architectural lighting comprised of fixtures located in hand rails along the full length of the pedestrian bridge, located below the height of the spandrels with no fixtures provided on the pedestrian bridge canopy above. This lighting design provides illumination of the walking surface while eliminating any views of the light fixtures from outside the pedestrian bridge (RDEIR page 3.1-38 and Project Design Feature PDF-AES-5). Lighting of the bridge would be low-level security lighting that would be activated by motion sensors, in order to minimize the amount of time they are on (RDEIR page 3.1-39).

St. Michael's is located approximately 200 feet south of the Development Site and views from the front of the Church, northwest towards the Development Site are partially blocked by the hillside across Coldwater Canyon Avenue as well as the 6 foot-tall wall and vegetation along the north side of the Church building (please refer to RDEIR Figure 2-16).

Please also refer to **Response to Comment 6R-15** regarding the requested vacations.

9.7R-7 Comment

There are currently no non-residential structures in the area of the proposed garage and bridge, located West of Coldwater, South of Dickens. There are no man-made bridges or structures anywhere along Coldwater Canyon all the way from Sunset (where Coldwater begins) until the 101 Fwy (the freeway obviously has a public benefit). A bridge over these Coldwater Canyon foothills would urbanize a non-urbanized site.

9.7R-7 Response

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

The RDEIR discusses the commenter's concern with the visual impact of the pedestrian bridge (RDEIR commencing on page 3.1-30). The RDEIR specifically states that the pedestrian bridge could have significant impact without the imposition of the mitigation measures because it would interrupt views on the mountains to the south for a short portion of Coldwater Canyon Avenue and would create a more urban feel to a mountain roadway just as it starts to climb into the mountains to the south of the Development Site. However, it concludes that the design and building materials, including minimal lighting, would

reduce the massing and visibility and would, therefore, reduce the impacts to a less than significant level. Please refer to **Response to Comment 9.7R-6** regarding the aesthetics of the pedestrian bridge.

9.7R-8 Comment

Considerations of safety:

You must take into consideration that the purpose of the airspace vacation is to erect a bridge – and there is a very real possibility that this structure might fail in a moderate-to-large earthquake (Wilson Geosciences Expert Report, Submitted to City Planning, re the DEIR, Nov 2013) – endangering students, and blocking a major artery from emergency vehicles. Wilson Geosciences’ report says that in the event of a moderate to large earthquake on any of the numerous faults in the site region, “Bedrock or shallow alluvium in the west would shake at a different frequency than the deeper liquefaction prone alluvium on the east, potentially causing the bridge to fail onto Coldwater Canyon Avenue.” (Wilson report, p.2)

9.7R-8 Response

RDEIR Chapter 3.5 discusses the geotechnical testing and modeling performed for the Project and the conclusion that “the Project could be constructed and operated in a safe manner in accordance with the City’s building code and standards.” (RDEIR page 3.5-21). The potential for the pedestrian bridge to fail during an earthquake as a result of differing soil vibration frequencies, as the commenter notes from the Wilson Geosciences report, is not applicable given that both eastern and western pedestrian bridge abutments will derive support from drilled, cast-in-place foundations that are anchored at least 8 feet into bedrock and are not subject to liquefaction (RDEIR page 3.5-21). Please also refer to **Response to Comment C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

9.7R-9 Comment

Another repercussion to consider is that the purpose of the vacation is to build a bridge, which would (by design and intention) bring students, faculty and staff across Coldwater Canyon, whereas at the present time, all vehicular student traffic is safely parked within the confines of the school’s existing campus, with only occasional overflow parking -- all on the East side of Coldwater where the school is -- and all students dropped off by bus are right at the gates of the campus on the East side and do not need to cross into harm’s way. If the bridge is permitted and the school’s parking moved across Coldwater, what is to stop a student who is late from running across the street? The school says they will have a guard to stop this – will they have a guard 24 hrs a day? What makes this student population different from any other, in which these kinds of tragedies occur, despite the school’s best efforts at crossing guards or security? The school’s idea that a bridge (and therefore airspace vacation) is “necessary” for the students’ safety (assuming their garage is approved), is a self-imposed expansion problem. As things currently stand, there is no need for a bridge to ensure the safety of the School’s students. The very opposite is true – moving their parking across Coldwater decreases their students’ safety.

9.7R-9 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

9.7R-10 Comment

Considerations of CEQA:

The replacement of natural habitat and vistas with a lighted bridge over a scenic highway is not a matter of aesthetic taste that may be subjective. The obstruction of scenic views and natural vistas is a per se

aesthetic violation and cannot be dismissed as merely “subjective”. The City is required to protect “scenic views or vistas with public view access to natural features...”.

Coldwater Canyon is a designated scenic highway because of its unique views of the Santa Monica Mountains, open space and protected oak and walnut woodland. This bridge would be visible from hundreds of yards away and up the hillside. The DEIR concludes that thousands of motorists and residents, as well as in particular numerous residences on the East side of Coldwater and at least six homes on the West side would experience negative impacts to their views. (DEIR p 3.1-26).

9.7R-10 Response

Please refer to **Response to Comment 9.7R-6** regarding consideration of the pedestrian bridge’s design, public and private views, and the finding that the Project, including the pedestrian bridge, has a less than significant impact on aesthetics.

The commenter is incorrect to note that the obstruction of scenic views and natural vistas is a *per se* aesthetic violation. According to the L.A. CEQA Thresholds Guide “while certain screening and significance thresholds can be identified for this issue, a degree of discretionary judgment may be required to determine the ‘value’ of the aesthetic resource or potential project impacts.”

9.7R-11 Comment

The proposed bridge would be lighted (24/7), thereby adding to the light spill into the residential hillside community. Therefore, even at night this bridge would continue to mar the public roadway and be an urban eyesore far up into the hillsides West and East of this requested airspace.

9.7R-11 Response

Please refer to **Responses to Comments D-15E and D-17** regarding how various measures and design features reduce the impact from lighting, including that of the pedestrian bridge, to a less than significant level (specifically, Project Design Feature PDF-AES-5).

9.7R-12 Comment

As a designated scenic highway, Coldwater Canyon Ave should benefit from the many protections outlined by the California DOT (Streets and Highways Code Sections 260-263), to protect and enhance the natural scenic beauty of California’s highways and adjacent corridors, through special conservation treatment. The California DOT lists the following examples of a properly enforced program:

1. Make development more compatible with the environment and in harmony with the surroundings.
2. Regulate grading to prevent erosion and cause minimal alteration of existing contours and to preserve important vegetative features along the highway.
3. Preserve views of hillsides by minimizing development on steep slopes and along ridge-lines.
4. Prevent the need for noise barriers (sound walls) by requiring a minimum setback for residential development adjacent to a scenic highway.
5. Enhance land values by maintaining the scenic character of the corridor.

9.7R-12 Response

The City of Los Angeles has designated Coldwater Canyon Avenue a “Scenic Highway”. The California Streets and Highways Code does not identify Coldwater Canyon Avenue as part of the State Highway System, and therefore, the Project is not subject to the California Streets and Highways Code.

Nonetheless, the RDEIR appropriately analyzes the aesthetic impacts as required by CEQA and contains design provisions and landscaping requirements to make the Project compatible with its surroundings (refer to **MR-4 and MR-6**), preserves and enhances the stability and drainage of the Development Site (refer to **Response to Comment U-7**), preserves views by not building on a ridgeline, and placing the Parking Structure as close to Coldwater Canyon Avenue thereby increasing the space available to remain undisturbed or enhanced with mitigation trees and other native vegetation (refer to **MR-4**).

9.7R-13 Comment

Lastly, Coldwater Canyon is an important artery connecting Studio City and other Valley communities to Beverly Hills and the Westside; therefore, the access to Coldwater of a significant segment of the public will be diminished, delayed and/or completely blocked due to the erection of the proposed bridge and the excavation and construction of the proposed garage – estimated to take over two years.

9.7R-13 Response

Construction of the Parking Structure and related streetwork will not close either the northbound or southbound lanes on Coldwater Canyon Avenue. Construction of the pedestrian bridge will close both lanes of traffic on Coldwater Canyon Avenue for no more than eight hours and would be performed on a day of the week and at a time as determined by Department of Building and Safety. Please refer to Chapter 4, Corrections and Additions, of this FEIR in relation to RDEIR pages 3.2-20 and 3.8-14.

9.7R-14 Comment

After that time, any repairs or problems closing the bridge will cause delays or potential blockage to the public. If large numbers of people come at the same time (or leave at the same time) or there are any other reasons the bridge is not functional, these people will need to cross Coldwater via the roadway.

9.7R-14 Response

The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, requiring Harvard-Westlake to address future bridge maintenance and repairs in a manner that minimizes disruption to the general public and to vehicles that travel on Coldwater Canyon Avenue, noting in particular and in keeping with the RDEIR statement on page S-4 (one of multiple references), that no pedestrian access to the Development Site would be provided from the street.

Please also refer to **Response to Comment C-5** regarding bridge safety and **Response to Comment R1-7** regarding the use of two elevators on each side of Coldwater Canyon Avenue, in addition to access stairwells, that will allow the pedestrian bridge to remain open even when undergoing routine maintenance.

9.7R-15 Comment

These impediments to public access, which would result from the City granting the school this vacation, which they clearly intend for a private pedestrian bridge, isn't for the “convenience” or “good” of the public (as was the DWP's trunkline construction), but rather for the narrow interests of a private school.

For all the above reasons, the vacation of this airspace should be a non-starter.

9.7R-15 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency’s consideration of public benefits when evaluating whether to approve the Project. Please also refer to **Response to Comment 6R-15** regarding the requested vacations.

9.7R-16 Comment

The Road (Hacienda Dr. Vacation)

Save Coldwater Canyon also objects to a right of way being given to the Harvard-Westlake School for Hacienda Dr’s paper road. The City does not own and therefore cannot give away property held in trust for the public benefit. They would need to find that the street is unnecessary for present or future public uses (Streets & Highways Code sec 8324(b).)

Vacation is proper only “if the controlling purpose was the convenience of the general public,” such as for reasons of general public safety. *Constantine v City of Sunnyvale*, 91 Cal. App. 2d 278, 282 (1949). In fact, the exact opposite would be true if this vacation is granted, since it appears from their draft plans that Harvard-Westlake would not turn this paper road into a road for public use or safety, but rather as a place on which to build their 20-60 ft South retaining wall (and setback requirements).

9.7R-16 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department’s lack of objection to its vacation. Please also refer to **Response to Comment 6R-15** regarding the requested vacations.

9.7R-17 Comment

This new purpose has numerous dangers – one stems from removal of a staggering amount of excavation of the hillside – which could imperil residents of Potosi right above this part of Hacienda Dr.

9.7R-17 Response

Please refer to **Responses to Comments C-4, C-5, D-192, and D-197** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, the ongoing monitoring to which they will be subject, and the conclusion that the hillsides would not be compromised or otherwise destabilized by the Project. The Department of Building and Safety reviewed and approved the Project’s geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b). Included in that analysis is the finding that the offsite slopes that ascend southward from the Development Site (i.e., toward Potosi Avenue) were determined to be surficially stable.

9.7R-18 Comment

The second is the decreased access for wildfire firefighting.

9.7R-18 Response

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department’s lack of objection to its vacation.

9.7R-19 Comment

The third is the questionable stability of the proposed 60ft tall retaining wall. Wilson Geosciences examined the geological cross-sections and found the overall stability of the proposed high cut slopes concerning. "...it does not appear the static and seismic slope stability analyses were determined following Guidelines of the City of Los Angeles..." and that the southern cross-sections were improperly considered, which would "pose a substantially different condition... potentially one that has unfavorable (out-of-slope) bedding at the southwest corner of the parking structure." (Wilson report, p. 3)

9.7R-19 Response

The commenter refers to Wilson Geosciences' evaluation of the feasibility study that was performed in 2010 regarding the Development Site's geology, the results of which were incorporated into the DEIR (Chapter 3.5). Since that 2010 feasibility study, and in response to a Geology and Soils Correction Letter received from the LADBS on April 3, 2013 (RDEIR Appendix E.1 pages 23 through 27), a September 22, 2014 letter from Councilmember Paul Krekorian to the Department of City Planning requesting additional studies, and to ensure that the Project could be constructed safely, a new and comprehensive geotechnical study was conducted from September, 2014 through May, 2015 (RDEIR Chapter 3.5 and Appendix E.1). Included in the new study were additional borings, test pits, and laboratory tests that were specifically chosen for their applicability to the Development Site and Project, detailed soil nail wall designs, civil engineering enhancements to the Project, and calculation of resulting hillside stability. All methods and calculations, peer reviewed by an independent geotechnical firm (RDEIR Appendix E.1a), adhered to City guidelines.

Please refer to **Response to Comment C-4** regarding the geotechnical testing and modeling performed for the Project's soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's final geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

Regarding the commenter's citation from the Wilson Geosciences report that the southwest area of the site potentially has unfavorable bedding, the Project's final geotechnical study concurs and this feature was taken into consideration in designing the Project. On page 12 of RDEIR Appendix E.1, the Project's geologist, Byer Geotechnical, notes:

"The bedrock described is common to this area of the Santa Monica Mountains and the geologic structure is consistent with regional trends. Bedding planes mapped generally strike east-west and dip steeply to the north. Bedding is overturned in the southernmost portion of the site, dipping steeply to the south. The geologic structure of the bedrock with steep dips and east-west strike orientation is favorably oriented for stability of the site and proposed project. The bedding will not surcharge the proposed excavations or soil-nail walls. Join planes mapped are generally randomly oriented and steeply dipping.

The GH Boring 3 encountered several shear and joint planes dipping to the north, as described in the Log of Borehole GH-B3. These structural features have been utilized in the stability calculations and design of the north-facing soil-nail walls."

Please also refer to **Responses to Comments D-192 and D-195**.

9.7R-20 Comment

Furthermore, the Court in Whitley Heights noted, “a street may not be vacated for exclusive private use.” Whitley Heights, 23 Cal. App. 4th at 820 (quoting Constantine, 91 Cal. App. 2s at 282). That is exactly what the School intends with this right of way request.

9.7R-20 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

9.7R-21 Comment

The City must consider that there are a number of present or future uses to the public for this part of Hacienda Dr.:

First, the City could develop the road so that the parcels to the South of it (which Harvard-Westlake currently owns) were habitable and useable for single family homes, as that land is currently zoned.

9.7R-21 Response

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department’s lack of objection to its vacation.

9.7R-22 Comment

Second, this road is currently available to both the school and the SMMC to access their protected oak and walnut woodland for brush clearance. The back parcel of Harvard-Westlake land is pristine, undisturbed land, consisting of protected trees and wildlife habitat – land that abuts Conservancy land. However, if this road is given to the Harvard-Westlake school, and the garage is approved, the massive garage would be built and a 20-60ft retaining wall would become the new “use” of this paper road. Access would be lost to the public forever.

9.7R-22 Response

As noted in **Response to Comment 6R-17**, the planned but unimproved street Hacienda Drive, if developed, would be steeply sloped and the Fire Department has already communicated a lack of objection to its vacation. In reviewing the Project’s site plan on RDEIR Figure 2-7, it is noted that the Project’s southern access road will provide access to the rear of the parcels owned by Harvard-Westlake School and could possibly be used for the purposes cited by the commenter.

9.7R-23 Comment

Third, the City could develop the road so that it could connect to the dead end of Potosi Ave above it, thereby allowing for emergency access to Potosi (and the numerous residents who live there) in case of fire. It appears from looking at the map that the elevation goes from 719 ft to 806 ft, at a slope of 3 to 1, over about 270 ft – creating that connective road would be a very reasonable future use that would benefit the public, firefighters, future residents of those Harvard- Westlake owned parcels, and residents of Potosi. The Santa Monica Mountains Conservancy and the Harvard-Westlake school could be encouraged to allow use of a small portion of their parcels for this improvement in public safety.

9.7R-23 Response

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department’s lack of objection to its vacation.

9.7R-24 Comment

Furthermore, since two-thirds of this Project Site lies within “designated desirable open space” land, the School should be encouraged to consider the benefits to the public of donating a portion of that protected land to the Santa Monica Mountains Conservancy, instead of urbanizing the open space land.

9.7R-24 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. No further response is required and the commenter’s suggestion that Harvard-Westlake considering donating land to the Santa Monica Mountains Conservancy will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9.7R-25 Comment

For the above reasons, Save Coldwater Canyon objects to the vacation and right-of-way petition by the Harvard-Westlake School and asks the City to deny their request, thereby keeping Coldwater Canyon and Hacienda Dr in the public trust, where it belongs.

9.7R-25 Response

The commenter’s expression of opposition to the vacation of the planned but unimproved street Hacienda Drive, requested as part of the Project, will be forwarded to the decisionmakers for their consideration in taking action on the Project.

9.8R. Veneklasen Associates, Cathleen Novak, Associate, and Samantha Rawlings, Senior Associate, Letter dated December 1, 2014**9.8R-1 Comment**

Veneklasen Associates (VA) has documented sound transmission from the Harvard Westlake High School football field to the surrounding residences to determine if noise from the football field is in violation of the applicable municipal code.

Municipal Code Requirements

Harvard Westlake upper campus resides in Studio City which is part of the City of Los Angeles, thus the noise regulations fall under the City of Los Angeles Municipal Code. Applicable portions of the code include Article 5: Amplified Sound and Article 6: General Noise.

Article 5: Amplified Sound

Sec.115.02: It shall be unlawful for any person, other than personnel of law enforcement or governmental agencies, or permittees duly authorized to use the same pursuant to Sec. 103.111 of this Code, to install, use, or operate within the City a loudspeaker or sound amplifying equipment in a fixed or movable position or mounted upon any sound truck for the purposes of giving instructions, directions, talks, addresses, lectures, or transmitting music to any persons or assemblages of persons in or upon any public street, alley, sidewalk, park or place, or other public property except when installed, used or operated in compliance with the following provisions:

(f) Sound emanating from sound amplifying equipment shall be limited in volume, tone and intensity as follows:

1. The sound shall not be audible at a distance in excess of 200 feet from the sound equipment.
2. In no event shall the sound be loud and raucous or unreasonably jarring, disturbing, annoying or a nuisance to reasonable persons of normal sensitiveness within the area of audibility.

Article 6: General Noise

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

- (a) The level of noise;
- (b) Whether the nature of the noise is usual or unusual;
- (c) Whether the origin of the noise is natural or unnatural;
- (d) The level and intensity of the background noise, if any;
- (e) The proximity of the noise to residential sleeping facilities;
- (f) The nature and zoning of the area within which the noise emanates;
- (g) The density of the inhabitation of the area within which the noise emanates;
- (h) The time of the day and night the noise occurs;
- (i) The duration of the noise;
- (j) Whether the noise is recurrent, intermittent, or constant; and
- (k) Whether the noise is produced by a commercial or noncommercial activity.

9.8R-1 Response

The comment provides introductory information and does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

9.8R-2 Comment

VA measured the sound levels in the exterior yards of five different residences around the campus with Bruel and Kjaer 2250 and 2270 Type 1 sound level meters; the measurements included audio sound recordings. The locations and their distances from the field are shown in Figure 1 below. The meters were set up on Thursday, November 6 and picked up on Monday, November 10.

Measurement Results

Table 1 shows the arithmetic average noise level (dBA) for 6-hour periods as indicated for each day. This provides a broad overview of sound level trends over the course of each day.

Note: The commenter included a table of average noise levels from November 6, 2013 to November 9, which can be viewed by reviewing the original comment letter included in Appendix L. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

School field activities measured included football practice on Thursday (6-Nov) evening and a home game on Friday (7-Nov) evening.

Practice

Based on the sound recordings at 12838 Halkirk, football practice occurred between approximately 6:30 to 8 PM on the 6th; whistle blasts and voices were detected. Focusing on the data from this time frame these

activities did not add to the ambient noise level. Practice was not audible at the other locations, nor was it contributing to the ambient noise level at those locations.

Game

Based on the sound recordings, the 7 PM game was audible from approximately 6 PM until 9:15 PM at all locations on the 7th. At all locations the marching band, whistles, and crowd cheers were easily detectible; the cheerleaders and amplified game announcer were often detectible and sometimes intelligible. Focusing on the data from this time frame, the increase in sound level within the community as a result of game activities is shown in Tables 2a-2d.

The levels shown in the tables represent the increase in noise level at each location during the game compared to the other evenings at the same hour of the day.

Note: The commenter included four tables showing the increase in noise on November 6, 8, and 9, 2013, which can be viewed by reviewing the original comment letter included in Appendix L. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

9.8R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

9.8R-3 Comment

To provide context for the measured increases in sound level, an increase of 10 dB is typically perceived as being twice as loud. An increase of 5 dB can disrupt a listener occupied with normal tasks. Sound levels that do not raise the ambient sound level may still be audible and therefore an annoyance to a listener.

The code qualifies loud, unnecessary, and unusual noise as that which causes discomfort or annoyance to any reasonable person of normal sensitiveness. Sound levels generated by game activities increase the ambient sound level at each of the addresses as described below:

1. 12828 Halkirk: 10-15 dBA
2. 12934 Galewood: 4-9 dBA
3. 12985 Galewood: 0-6 dBA
4. 12952 Blairwood: 1-6 dBA

The measured increases at the Halkirk site are consistently within the range of doubling the loudness as compared the ambient sound level. The increases at the remaining three addresses are within the range of a noticeable increase, and possible disruption to residents.

Anecdotally, the residents indicated to VA that they perceived the sound levels generated by the game on the 7th as being quieter than usual.

9.8R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

9.8R-4 Comment**Summary**

Sound levels from activities on the Harvard Westlake High School football field during a game have been measured and observed as impacting the surrounding residences. Both Article 5 and Article 6 of the Los Angeles Municipal Code are violated, as described below.

1. The amplified sound of the game announcer is audible at all measured locations, which include locations located in excess of 200 feet from the sound equipment (Article 5, f, 1).
2. The marching band and crowd, with contributions from cheerleaders and game whistles, raise the ambient noise level at 12828 Halkirk to a point that is perceived as a doubling of loudness, which fits the description of annoyance to a person of reasonable sensitiveness (Article 6).
3. The marching band and crowd, with contributions from cheerleaders and game whistles, were measured to increase the ambient sound level to a point of possible disruption at 12985 Galewood, 12952 Blairwood, and 12934 Galewood. This is a potential environment for annoyance to persons of normal sensitiveness (Article 6).
4. Residents indicated that the sound levels on the night of November 7th seemed atypically quiet.

9.8R-4 Response

Please refer to **MR-3** regarding Harvard-Westlake's compliance with Article 5, Section 115.02 and Article 6 of the LAMC (both relating to noise), and the differences between noise from existing Harvard-Westlake operations and the relationship to the practice field.

9.9R. Wexco International, Brad P. Avrit, President, and Jeff Hughes, Construction Manager, Letter dated March 16, 2016

9.9R-1 Comment

The following are intended to serve as comments regarding WEXCO's observations of the Recirculated Draft Environmental Impact Report (RDEIR) relative to the Harvard-Westlake Parking Improvement Plan, as of March 16, 2016, based on the information available to date. The format of this document is: 1) an excerpt of the RDEIR including page/section number, 2) WEXCO's Relevant Summary of the RDEIR provision, 3) WEXCO's comment as to the RDEIR proposal.

RDEIR, Executive Summary (S-3 to S-4)

Pedestrian Bridge The Proposed Project also includes a pedestrian bridge crossing over Coldwater Canyon Avenue that would connect the proposed Parking Structure to the Harvard-Westlake Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling along Coldwater Canyon Avenue. For safety reasons associated with the danger of speeding vehicles currently traveling along Coldwater Canyon Avenue, no pedestrian access to the Development Site would be provided from the street. The pedestrian bridge would be fully accessible in compliance with the requirements of the Americans with Disabilities Act.

The proposed Parking Structure would be used for parking purposes only... no student drop-off and pickup operations permitted...

Relevant Summary

For Safety Reasons, no Pedestrian Access to - or from - the Parking Structure is provided to/from Coldwater Canyon. The only safe and ADA Compliant access to/from Coldwater Canyon is via the Bridge.

WEXCO Commentary

Since there is no pedestrian access in/out of the Parking Structure to Coldwater Canyon (but for the Bridge), that limited access is unsafe.

To the extent that a new and improved pedestrian access to/from Coldwater Canyon (beyond the Bridge) is permitted/designed/built, such access would be dangerous.

In the event of a fire, or earthquake, or other emergency situation or calamity that would require an accessible path to a safe zone outside the Parking / Practice Field Structure, the existing plan is unsafe. In the existing plan, the only outlet to the Parking / Practice Field Structure is either a bridge to the other side of Coldwater Canyon or directly out to Coldwater Canyon at grade.

9.9R-1 Response

The Project provides for three points of ingress and egress that could be used in the event of an emergency, and not just the pedestrian bridge. To the immediate south of the Parking Structure, a service road is incorporated that could be used by emergency responders or in the event an evacuation is necessary (RDEIR page 2-15). Also, as discussed on RDEIR page 3.1-39, "The access road would include small, ground level lighting fixtures that would only be activated for security or emergency purposes in order to illuminate the roadway and roadway boundaries (i.e., lights would not routinely be on). Lighting would be primarily for emergency vehicles and evacuation from the structure (if necessary)." The other two points of ingress and egress are areas of refuge at the bottom of each stairwell on the north and south ends of the Parking Structure, which are intentionally separated from Coldwater Canyon Avenue but still accessible by emergency responders. The areas of refuge are depicted in RDEIR Figure 2-7.

9.9R-2 Comment

The planners recognize that access to Coldwater Canyon at grade is "associated with the danger of speeding vehicles".

There is no guarantee that pedestrians travelling to / from the Parking Structure / Harvard Westlake Campus will refrain from illegally crossing Coldwater Canyon - short of building a complete fence- with automatic gates) along the parkways (on either side of Coldwater Canyon). Building a complete fence and gate system along the parkways is also unsafe and impractical.

9.9R-2 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

9.9R-3 Comment

To the extent that pedestrian access, in/out of the Parking Structure to cross Coldwater Canyon at street level is provided (e.g. Crosswalk) that type of access is also unsafe.

A crosswalk (between HW and the Parking Structure) that presumably is solely serving the 750 parking lot spaces of the Parking Structure and Harvard Westlake Campus - during peak and off peak hours - would be dangerous. The increase in pedestrian travel on Coldwater Canyon (with or without the bridge), from the Parking Structure to Harvard Westlake increases the likelihood of a collision, injury and/or fatality.

9.9R-3 Response

As previously cited by the commenter, no pedestrian crossing, at grade, from the Parking Structure to the east side of Coldwater Canyon Avenue will be provided. The RDEIR, in multiple locations, acknowledges the unsafe conditions and traffic delays that a crosswalk or other at-grade pedestrian crossings would introduce.

9.9R-4 Comment

The Pedestrian Bridge is an attractive nuisance that may result in persons that use the Bridge dropping items onto Coldwater Canyon vehicular traffic.

Items dropped or that fall (intentionally or unintentionally) from overpasses or bridges is not uncommon. The pedestrian bridge (even with the proposed design scheme - that allegedly reduces the likelihood of debris falling upon vehicles on Coldwater) will increase the likelihood of such a dangerous condition.

9.9R-4 Response

As noted on RDEIR page 2-11, the pedestrian bridge will include mesh screening on the sides in order to prevent objects from falling on to Coldwater Canyon Avenue. The mesh screening is visible in RDEIR Figures 2-5, 2-12, 2-14, and 2-15 and is consistent with similar protections that are located on bridges and overpasses throughout the City.

It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing as well as ensure that visitors cross the pedestrian bridge safely.

9.9R-5 Comment

RDEIR, Executive Summary (S-3)

The Proposed Project would also relocate school bus loading and unloading from Coldwater Canyon Avenue to within the Harvard-Westlake Campus, and eliminate the use of local streets by students and visitors for parking for all but the biggest special events, such as graduation and homecoming.

Relevant Summary

The Project will virtually eliminate Campus Parking on the local streets.

WEXCO Commentary

There is no guarantee that persons using local streets to park and walk upon will be eliminated by the Project.

There is no guarantee that persons using local streets to park and walk upon will be eliminated by the Project, short of installing No Parking Signs (or Permitted Parking strictly for Residents) and the strict enforcement and towing of offending vehicles away from the local streets.

9.9R-5 Response

The cessation of student and visitor parking on neighborhood streets and Coldwater Canyon Avenue, for all but the largest special events, would be monitored and enforced primarily through new Project Design Feature PDF-TR-4. In Chapter 4, Corrections and Additions, of this FEIR, Project Design Feature PDF-TR-4 states:

“Harvard-Westlake shall post a security guard at the northern Campus driveway who shall deny entry to students who attempt to walk onto Campus, unless the student rides public transportation, uses a bicycle or similar mode of transportation, and/or walks to Campus from his or her residence (such students shall be provided identification to verify permission to walk on Campus).”

This measure would be required as a condition of approval and implemented under the Project’s MMP as presented in Chapter 5 of the FEIR.

RDEIR page S-2 also states that all student drop-offs and pick-ups would occur on the Campus (not on the Development Site, as such term is defined in the RDEIR). Other specific measures of enforcement may be adopted by Harvard-Westlake, though are not required by the Lead Agency.

9.9R-6 Comment

The RDEIR admits that even with the 750-space Parking Structure, the Campus will still have large events where neighborhood parking is inevitable.

The large events will still have visitors using local streets for driving, parking and pedestrian uses.

9.9R-6 Response

The commenter summarizes that the Project is not intended to remove all Harvard-Westlake parking on neighborhood streets for all events and on all days. Rather, as stated on RDEIR page S-3, the Project would “eliminate the use of local streets by students and visitors for parking for all but the biggest special events, such as graduation and homecoming.” Please refer to **MR-1** regarding the need for the Project.

9.9R-7 Comment

RDEIR, Executive Summary (S-4)

The pedestrian bridge would be secured when the Harvard-Westlake School is closed to prevent unauthorized access to the pedestrian bridge.

Relevant Summary

The Bridge will only be secured while Campus is closed.

WEXCO Commentary

If the Proposed Bridge is built, it should be secured at all times.

To the extent the Bridge is approved ... Access should be secured at all times given the dangerous nature of the bridge on at least two (2) levels (Dangerous limited access across Coldwater and the Attractive Nuisance that the Bridge brings danger to the vehicular traffic below)

9.9R-7 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. As noted on RDEIR page 2-11, the pedestrian bridge will include mesh screening on the sides in order to prevent objects from falling on to Coldwater Canyon Avenue. The mesh screening is visible in RDEIR Figures 2-5, 2-12, 2-14, and 2-15. Also refer to **Responses to Comments 9.9R-3 and 9.9R-4**.

It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing as well as ensure that visitors cross the pedestrian bridge safely.

9.9R-8 Comment

RDEIR, Executive Summary (S-5)

Debris Basin & Deflection Walls - A debris basin is proposed to be located in the southwest corner of the Development Site. The debris basin would be earthen material. The debris basin would be surrounded by trees (within the newly landscaped area) that would be a mix of native vegetation (oaks) and other landscape trees. Its purpose is to collect and discharge water or other surficial runoff, such as might occur during a heavy rain event, from the hillside areas to the south and west. Similarly, ten deflection walls are also proposed (average length of 13 feet and ranging in height from 18 inches to three feet) on the northwest side of the Development Site. They would be installed along a 30-degree angle to the adjacent ascending topography and would deflect surficial runoff into a downstream debris channel to maintain positive flow.

Relevant Summary

Debris Basin design does not include Maintenance provision or scope.

WEXCO Commentary

Lack of Debris Basin Maintenance Program in the RDEIR

WEXCO has not seen, in the RDEIR, any provision as to how or when the debris basin is to be maintained. Lack of maintenance of a debris basin may subject the area to standing water, and vector hazards (e.g. Mosquitoes, Vermin).

9.9R-8 Response

A debris basin maintenance program was provided in RDEIR Appendix E.3 (LID Report), subappendix B. Please also refer to **Response to Comment 11R-12**.

9.9R-9 Comment

RDEIR, Executive Summary (S-9)

A maximum grading quantity of approximately 2,500 cubic yards in a Hillside Area on a lot in the RE40-1-H 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 Sections 12.21 C.10(f)(3) and (4). (The Project would involve grading and export of a total of 137,000 cubic yards [to be conservative 140,000 cubic yards is analyzed in the RDEIR] ...

Relevant Summary

140,000 Cubic Yards of soil are "conservatively" estimated to be exported.

WEXCO Commentary

The RDEIR does not indicate any Swell Calculation of the Export soils.

Swell of compacted soil - as it is being excavated and placed into dump I haul trucks- is commonly estimated to be between 20%-25%. The amount of anticipated haulage of Export is misleading.

In other words, the Proposed excavation amount of 140,000 Cubic Yards of compacted earth materials will increase in size by 20%-25% as it is distributed from the earth to the dump trucks; thereby increasing the amount of haulage of earth materials from the 140,000 CY to 175,000 CY (i.e. 25% Swell Factor).

9.9R-9 Response

Soil swelling was accounted for when estimating the amount of export to be carried by each truck, rather than the 140,000 cubic yards that the RDEIR conservatively modeled for excavation. RDEIR page 3.8-13 describes that “trucks with a capacity of 20 cubic yards of material per truck carrying 14 cubic yards of material would be used during the export period.” This assumption is more conservative than the typical guidance that haul trucks are capable of transporting 20 tons (16 cubic yards), as stated in the CalEEMod User’s Guide, Section 4.3.5.

9.9R-10 Comment

The RDEIR does not indicate the weights of various construction elements that will impact the Roads and Infrastructure

WEXCO has not seen, in the RDEIR, any calculations as to the weight of:

Imported soils to the Site.

Imported Concrete to the Site.

The RDEIR states that it assumes 100 Concrete Trucks per day during the Project, but the amount (in Cubic Yardage- CY) of concrete is not included.

Imported Steel and Reinforcing Steel to the Site.

Heavy Equipment transported to/from the site.

... and other substantive Construction Equipment and Materials.

9.9R-10 Response

The commenter’s statement about the weights of various construction elements presumably relates to the potential impact Project vehicles will have upon the roadway, including Coldwater Canyon Avenue. The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage).

9.9R-11 Comment

RDEIR , Executive Summary (S-33)

Truck trips, Monday through Friday, would occur as follows:

8:00 a.m. to 9:00a.m. limited incidental deliveries (i.e., one or two for cement, supplies); [2 / day]

9:00 a.m. to 10:00 a.m. up to 6 trucks (12 truck trips); [6 / day]

10:00 a.m. to 2:00 p.m. up to 14 trucks per hour (28 truck trips per hour); [56 Trucks / Day]

2:00 p.m. to 3:00 p.m. up to 12 trucks (24 truck trips); [12 / day]

3:00 p.m. to 4:00 p.m. up to 6 trucks (12 truck trips). [6 / day]

RDEIR, 2. Project Description (2-15)

The Harvard-Westlake School's current hours of operation are as follows:

Monday- Friday: 6:30 am - 11:30 pm;

Classroom hours are 8:00am-3:10pm on Monday

Classroom hours are 8:00am-2:35pm Tuesday through Friday

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

The Harvard-Westlake Campus would continue to operate these same hours with the Project

RDEIR, 3.2 Air Quality and Greenhouse Gas (3.2 - 26-27)

It is anticipated that construction activity would begin June 2016 and occur over 30 months. The phases include Grading (234 days), Soil Nailing (234 days), Shotcrete (234 days), Foundation/Structure (338 days) Tower/Ramp Construction (130 days), Sitework (156 days), Streetwork (26 days), and Pedestrian Bridge (104 days)

Key Assumptions...

1. 200 CY of Demolition debris
2. 140,000 CY Excavated material
3. 144 Truck Trips per day for Hauling Excavated Material
- 3.5 acres of land disturbed per day
4. 100 Concrete Truck Trips per Day
5. 15,000 SF of paving

RDEIR, 3.8 Transportation, Circulation and Parking (3.8 - 13-27)

Assumptions...

1. 33 Construction workers on-site during Grading- using their own vehicles - 66 Vehicle Trips
2. Dump Truck Capacity = 20 CY, but only filled to 14 CY
3. During Peak Hours 160 Truck Trips per day for Hauling Excavated Material (Not 144 See 7C)

Relevant Summary

The total proposed trucks per day = 2 + 6 + 56 + 12 + 6, is equal to 82 Trucks per day (throughout the project). Truck trips are double that figure (i.e. incoming and outgoing truck trips) equal to 164 Truck Trips per day (throughout the Project duration). Harvard-Westlake assumes during excavation alone that there will be 144 Dump Truck Trips per day. The number of vehicles used to transport persons to/from the Campus that "would continue to operate" is not provided in the RDEIR and will remain unimpeded during construction, and will add to the ordinary Commuter Traffic along Coldwater Canyon. Dump Trucks will exit site, cross Coldwater, travel north to US 101 and deposit materials 35 miles away.

9.9R-11 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **Responses to Comments C-3 and H-5** regarding the Project's less than significant impact on traffic during construction. Therefore, no further response is required.

9.9R-12 Comment

WEXCO Commentary

The RDEIR underestimates the Impact of the Construction Activities of the Proposed Project

During Excavation and Export of soils, from the site, it is proposed that 20-CY Capacity Dump Trucks filled to 14 CY each, (equal to 164 Truck Trips - with a GVWR of 65,000 lbs or 32 Tons each) per day will haul (export) 175,000 CY of soil (Not 144,000 CY as indicated).

9.9R-12 Response

Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions. Although the total capacity of the haul trucks exceeds the amount of soil to be removed, the excess capacity allows for the soil swell discussed by the commenter and does not indicate that a larger amount of soil will be removed.

9.9R-13 Comment

As indicated in the Proposed Schedule, it will take approximately 234 working days (Monday- through Friday) - not including Rainy Days (Rain in excess of .25") or Windy Days (Wind in excess of 25 MPH) to Haul 175,000 CY.

Based on historic weather data (i.e. 2011) there is approximately 23 days of inclement weather (14 Rain Days /9 Windy Days) during a calendar year.

Based on the proposed use of 164 Truck Trips / Day (to haul 175,000 CY of Export Soil) and the schedule of 234 days to complete the proposed hauling of Export soils. The addition of 23 Days, for inclement weather, to the 234 days to export soils will increase the time to Export Soils to 257 workdays.

In total, 257 Work days is equal to (at least) 360 calendar days (1 Year) to accomplish the Export of Soils from the Site. This does not include many other construction related Hauling routines attributed to the Project including: Soils Import Hauling, Rebar Hauling, Structural Steel Hauling, Concrete Hauling, Shoring Hauling, and other Construction Materials Hauling/Trucking.

This also does not include Construction Delays or Extraordinary Weather related delays.

Based on the Proposed Schedule Start Date of the Project of June 1, 2016 the Excavation portion of the project alone will not be completed until End of May, 2017 ... nearly a full year of Excavation alone is forecast.

9.9R-13 Response

The potential for weather or other unanticipated natural or construction-related delays has already been incorporated into the construction schedule. As shown below, absent such delays, grading could be conducted in as few as 139 days as compared to the 234 days stated on the RDEIR page 3.2-26.

- 72 haul trucks per day, or 144 truck trips (RDEIR 3.2-27)
- 14 cubic yard capacity per haul truck (RDEIR 3.8-13)

At the above rates, a maximum of 1,008 cubic yards could be graded per day on the Development Site (72 trucks multiplied by 14 cubic yards each). Therefore, in total and without any significant delays, 140,000 cubic yards could be graded in 139 days (140,000 divided by 1,008). Moreover, the commenter improperly inflates the amount of soil to be exported by basing calculations on the maximum capacity of each haul truck (refer to **Response to Comment 9.9R-12**).

9.9R-14 Comment

Based on the proposed 14 CY Dump Loads, it will take 12,500 Dump Truck Loads (or 25,000 Truck Trips) to Export the Soil from the site, across Coldwater Canyon (a dangerous maneuver in and of itself), travel north along Coldwater Canyon to US 101 to an undisclosed site that is 35 miles away.

9.9R-14 Response

Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions, and to **Response to Comment D-62** regarding construction traffic control methods. The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

9.9R-15 Comment

Each loaded Dump Truck weighs about 65,000 lbs. or 32 Tons. The amount of Tonnage applied to the road and onto the infrastructure below the road (Sewer Lines, Water Lines, Utility lines) is on the order 25,000 Truck Trips x 32 Tons = 800,000 Tons for nearly a year.

The 800,000 Tons over the course of one year does not include the following:

1. Import of Soils
2. Concrete Deliveries
3. Rebar or Steel deliveries
4. Other Construction Materials Deliveries
5. Heavy Equipment Delivery/Removal
6. Campus/commuter Vehicle Traffic
7. Construction and Emergency vehicles for others

9.9R-15 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **Response to Comment 9R-50** regarding the repair of roadways that are damaged by the Project. Therefore, no further response is required.

9.9R-16 Comment

The Proposed Construction Scheduled included in the RDEIR that forecasts the number of days is unclear as to Calendar Days or Working Days for the proposed Project.

9.9R-16 Response

The construction schedule in the RDEIR is based upon working days, not calendar days. Please refer to Chapter 4, Corrections and Additions, of this FEIR as it relates to RDEIR pages 3.2-26 and 3.7-10.

9.9R-17 Comment

The impact of the construction and the associated truck loads on the streets and sidewalks and utilities (improvements) and to those that are served by these improvement is hazardous.

The result of the Project Construction activity, attributed to the Subject Project, on the Streets will cause premature aging and damage to the roads and sidewalks and infrastructure. Damaged roadways and sidewalks often lead to Vehicle, Bicycle and Pedestrian Accidents. Damaged Infrastructure causes damage to Property and Life and Limb.

9.9R-17 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage).

9.9R-18 Comment

There is no provision in the RDEIR as to where worker vehicles will be designated to travel and/or park at the project.

To the extent that worker parking is off-site, there is no provision or plan as to how workers will get

to/from the project.

9.9R-18 Response

The traffic impact analysis contained in the RDEIR assumed that construction workers (of which there will be a maximum of 33 onsite during the construction grading and material export phase) will each take their own vehicle to the Development Site (RDEIR page 3.8-13). RDEIR page 2-20 also states that parking for construction workers will be located on the Development Site or the Campus (referred to in the RDEIR as the “Project Site”).

9.9R-19 Comment

RDEIR, 2. Project Description (2-9)

Enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area, including the relocation of:

- Cars that currently park off-campus along Coldwater Canyon Avenue and neighboring streets, and
- School bus drop-off/pick-up operations on-site

Relevant Summary

Safety of Harvard-Westlake Community Associated with Vehicular and Pedestrian Circulation (Students, Employees, Parents, Visitor)

WEXCO Commentary

A viable solution for pedestrian travel on the East side of Coldwater Canyon is to build a sidewalk.

To the extent that the City determines that Harvard-Westlake students, and visitors, walking South on Coldwater on the East side of Coldwater (from Halkirk Street to the Campus) have a degree of safety risk (such that temporary cones are placed along the shoulder fronting the associated residence), the proper solution is to seek an easement along that portion of the ~100' distance of Coldwater Canyon from the intersection of Halkirk Ave and Coldwater Canyon southbound to the North/Visitor entrance of the school. (See attached imagery from Google Earth)

If the area between Halkirk Street and the Campus North/Visitor Entrance were made into a sidewalk, it would further ensure the safety of any pedestrian traffic from the residential streets to the campus (or to other southerly destinations). Even without the paved sidewalk alternative, there is currently ample room for pedestrians to walk safely southbound to the campus on the east side of Coldwater Canyon.

Unlike the Parking Structure project that places students, employees and visitors in harms way (i.e. crossing Coldwater Canyon), the alternative is to keep pedestrians on the east side of Coldwater Canyon, where the campus community and all its activities currently are, thereby keeping pedestrians safe. Further, if necessary, the School could improve the pavement that currently exists on the east side of Coldwater (between the North/Visitor Entrance up to the Main entrance - a distance of ~480').

9.9R-19 Response

Construction of a sidewalk along the limited distance between Halkirk Street and the northern entrance to the Campus would not alleviate the daily lack of parking for students, staff, and faculty nor for the other parking needs generated during school (such as parent-teacher meetings, prospective parent tours, conferences) and special and athletic events after school. Concerns about student and visitor safety are not limited to that stretch of Coldwater Canyon Avenue but, rather, are also derived from the number of vehicles that must park throughout neighboring streets and from student buses that are currently staged on

the shoulder of Coldwater Canyon Avenue.

Please also refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project, including measures that will be undertaken to address at-grade crossing of Coldwater Canyon Avenue.

9.9R-20 Comment

The current Bus/Pedestrian Drop Off System is Safe

School bus parking on Coldwater is currently safe as well. Students load and unload again on the east side of Coldwater with a wide margin away from the flow of traffic (12ft+). Students are safely dropped off onto sidewalks in front of the school - near the Main Entrance, and walk safely into campus at grade. There is absolutely no need to move bus loading and unloading within the campus.

There is no legitimate safety argument for moving the campus community (i.e. students, employees and visitors) across Coldwater Canyon to the West so that they must travel eastward across Coldwater Canyon at risk.

9.9R-20 Response

Please refer to **Response to Comment 9.6R-14** regarding the improved safety that will result from relocating bus staging on to the Campus as compared to the shoulder of Coldwater Canyon Avenue.

9.9R-21 Comment

RDEIR. 2. Project Description (2-29)

The Ground Level Site Plan (Figure 2-7)

WEXCO Commentary

The lack of a designated shoulder is a safety hazard.

The Proposed Plan does not include a Shoulder on the west or east sides of Coldwater Canyon. Especially in light of an increase of 750 vehicles that are attributed to the Parking Structure alone, the lack of a designated shoulder is a safety hazard.

To the extent that a Shoulder is designed/constructed on the west side of Coldwater Canyon at the Parking Structure, it may be construed by Campus persons as a means to drop-off persons (to cross Coldwater Canyon to the Campus or to gain access to the proposed Bridge) and/or use the shoulder as a sidewalk - which has been determined to be dangerous (see also S3-S4) due to "speeding" vehicles.

9.9R-21 Response

Contrary to the commenter's assertion, the Project does not involve any additional trip generating uses and will not add 750 vehicles to Coldwater Canyon Avenue (refer to **Response to Comment D-57**). This conclusion is based on the fact that no increase in student enrollment, faculty, staff, or guests for the Campus is being proposed as part of the Project. Nor does the Project propose to increase the number of athletic or school events that could generate new vehicular trips to the Campus. The primary purpose for the Project is to accommodate parking needs and provide enhanced athletic opportunities for the existing students. Therefore, the Project will not generate additional operational traffic over existing conditions.

Regarding the commenter's opinion that the lack of a designated shoulder is a safety hazard, the Project's frontage along the west side of Coldwater Canyon Avenue will be fully improved to City standards to include a curb and gutter. LADOT does not require shoulders to be provided between regular travel lanes

and a fully improved curb. Further, shoulders are typically provided in roadway sections where there is no improved curb and gutter (i.e., there is only an edge-of-pavement condition) in which case a shoulder provides some margin of error for motorists between the travel lanes and edge of pavement.

9.9R-22 Comment

RDEIR. 2. Project Description (2-10)

The catchment fence (32 feet tall), proposed around the perimeter and on top of the practice field would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue.

Relevant Summary

The 32' high Catchment Fence will stop balls from entering Coldwater Canyon Blvd.

WEXCO Commentary

We have not seen a Trajectory Study, in the RDEIR, to substantiate the proposed design of a 32' high catchment fence that will stop errant (or purposefully projected) balls from entering Coldwater Canyon.

The RDEIR does not include the details of the athletic activities associated with the proposed athletic practice field (Field Hockey, Lacrosse, Football, Soccer, etc.).

To ensure that no errant or purposefully projected ball or equipment exits the proposed Practice Field, it is suggested that the Practice Field be fully netted (i.e. netted at the sides and the top of the proposed Practice Field).

9.9R-22 Response

RDEIR page 2-10 states that the catchment fence would be “around the perimeter and on top of the practice field”. The netting is visible in RDEIR Figures 2-12 through 2-15 and is described in Figure 2-4 as “black woven mesh”. Errant balls or other objects will be blocked by the netting and will not fall onto Coldwater Canyon Avenue. Please also refer to **Response to Comment 9R-34**.

10R. Sierra Club, Barry Katzen, Chair, Letter dated March 15, 2016

10R-1 Comment

We are writing to express our concern about several elements of the project to expand the parking at the Harvard-Westlake High School on Coldwater Canyon Bl.

The 147 trees should be protected. 90% of the trees are in condition that leads to the expectation that they will survive many more years if left on the site.

10R-1 Response

The comment does not reflect the findings of the native tree survey and report prepared for the Project (RDEIR Appendices D.2b, D.3, and D.4). Although the survey found oak trees on the Development Site to have subcritical flaws, some 78 percent of the walnut trees on the Development Site were determined to be infected by TCD which has no available means of control and ultimately results in mortality. Further, approximately 65 percent of all protected trees on the Development Site were assigned a condition grade of “D” or “F” during field inspections in late 2014 and early 2015. The longevity of the infected walnut trees is not known; however, their removal and replacement with healthy trees will not only benefit habitat conditions and values, it is recommended by the University of California Statewide Integrated Pest Management Program with the concurrence of the State Department of Fish and Wildlife. Please also

refer to **MR-6** regarding the reduced biological value of unhealthy trees.

10R-2 Comment

The proposal to provide no replacement of black walnut trees harmed is an additional significant impact. This is made more so by the fact that Black walnut are extremely difficult to propagate. The walnut are a protected native tree, one of two species of protected tree species found on this site.

10R-2 Response

RDEIR page 3.3-24, Regulatory Compliance Measures RC-BIO-1, entitled "*Mitigation for Removals*" states that removal of trees shall be mitigated for according to the LAMC and to the satisfaction of the City's Chief Forester (Bureau of Street Services, Forestry Division), and the Board of Public Works. RC-BIO-1 has been further modified to state that protected oaks and walnuts that are removed as part of the Project must be replaced on-site by the same species at a 4:1 ratio (please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the updates and for the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8).

Mitigation trees placed on the Development Site are to be monitored by a qualified arborist for three years. Note that RC-BIO-1 (renumbered to MM-BIO-8), 2.s was modified as part of Chapter 4, Corrections and Additions of this FEIR to provide that "[f]ollowing the initial three-year monitoring period, additional monitoring, if any, shall be determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland." Given the potential for additional monitoring, at the City's sole discretion, and the requirement that any replacement trees that fail during the monitoring period be replaced with new trees with a new three-year cycle of monitoring (RC-BIO-1, 2.z), the mitigation plan for removal of protected tree species is appropriate and adequate.

10R-3 Comment

The importance of saving healthy native trees becomes more urgent with each year of increasing drought and climate change. The protection of trees is one way to adequately address climate change impacts as required by law.

10R-3 Response

Please refer to **Response to Comment 10R-2** regarding the Project's proper mitigation for removal of protected tree species. The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

10R-4 Comment

Another aspect of climate change mitigation that was not addressed was that more work could be done to encourage ridesharing, public transit and bicycling. You received comments from Jan Chatten-Brown that detail some of the efforts that could be made to reduce the need for parking by these efforts.

10R-4 Response

Please refer to **MR-7** regarding consideration of Project Alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed. Please also refer to **Response to Comment BBB-1** regarding the TDM program.

10R-5 Comment

There are several species of birds observed, or expected to be on this site. According to biologist, Travis Longcore, in the letter you received from him, there are many species of concern that were not observed by the developer's surveyor, but are present. This indicates a need for further biological survey. There are significant benefits to protecting the area as is for wildlife, even though it is not pristine. The significant impact on reptiles should also be avoided.

10R-5 Response

Generally speaking, those wildlife species considered to be of concern under the CEQA Guidelines are those listed as federally- and State-listed endangered or threatened and those listed as species of special concern by the California Department of Fish and Wildlife. Exceptions can occur, however, when a local jurisdiction identifies a species as being of concern within its boundaries. For example, the City of Los Angeles has ordinances regulating certain native trees as well as street trees within roadway right-of-ways. In the case of the County of Los Angeles, it also has ordinances regulating certain native trees and it maintains a "watch list" of bird species of concern. While the County has elected to include its listed species in its CEQA analyses, the City has not developed a similar list and is not obligated to consider the County listed species in its CEQA analyses. Therefore, this is not a deficiency in the RDEIR.

Please refer to **Responses to Comments D-157 and D-158**. All of the species listed in the comments are relatively common in the region and would not be significantly impacted by the project. In fact, both species of kinglets and the California towhee commonly occur in suburban developments and their regional population is not restricted to natural habitats. The western meadowlark occupies grassland and agricultural habitats which do not occur in the Development area. The greater roadrunner occurs in a wide variety of habitats ranging from coastal sage scrub and chaparral to desert habitats. Again, these species are not listed as federally- and State-listed endangered or threatened and/or as species of special concern by the California Department of Fish and Wildlife, and these species would not be significantly impacted by the Project.

In addition, the RDEIR (page 3.3-29) found that, "the Project is considered to make a cumulatively considerable contribution to a significant impact with respect to loss of this resource and impacts on sensitive species (primarily birds) that forage in oak-walnut woodland."

In order to reduce potential impacts on reptiles, the Project includes Mitigation Measure MM-BIO-6 that requires implementation of a pre-grading wildlife salvage program by a qualified wildlife biologist and relocation of captured wildlife to local designated open space preserves. Per the measure, additional salvage efforts would be undertaken during initial clearing of the Development Site to remove species of low mobility, with salvaged wildlife being released into preserved open space areas as near to the Development Site as possible. While these measures would substantially reduce potential impacts, the RDEIR conservatively concludes that potentially significant impacts to the San Bernardino ringneck snake and coastal western whiptail may still occur.

10R-6 Comment

Furthermore, it has not been established that this is reasonable development. The lighting of the field at night could be a significant disruption to the wildlife in the contiguous wild areas to this property.

10R-6 Response

Please refer to **Responses to Comments D-168 and 5R-4** regarding the Project's less than significant impact on wildlife as a result of practice field lighting, using focused LED technology, until 8 p.m. on weekdays.

10R-7 Comment

The zoning variances indicate a significant departure from the original designated zoning of the area.

10R-7 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

10R-8 Comment

The parking lot should be situated in a place that has no significant impact on the wild areas of the San Fernando Valley.

10R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opinion concerning alternative locations for a parking structure will be forwarded to the decisionmakers for their consideration in taking action on the Project.

10R-9 Comment

It may be possible to rework this project to have a less significant impact on wildlife here some of the changes could be:

Change the footprint of the parking garage to avoid damage to the oaks and walnuts by avoiding their drip zone.

10R-9 Response

Alternative 4 to the Project considers a reduced footprint to the Parking Structure, achieved by shortening its length by 25% from the southern terminus. This alternative would require the removal of 20% to 30% fewer protected trees but, as described in **MR-7**, the remaining impacts (aesthetic, noise, lighting) would be similar to the Project and the alternative fails to meet one of the major Project objectives (the provision of enhanced recreational opportunities for Harvard-Westlake students).

10R-10 Comment

Require the sports field be used daytime only to avoid nighttime lighting of the area adjacent to the wilderness.

10R-10 Response

Please refer to **Responses to Comments D-168 and 5R-4** regarding the Project's less than significant impact on wildlife as a result of practice field lighting, using focused LED technology, until 8 p.m. on weekdays.

10R-11 Comment

Require that there be detailed and concerted efforts to reduce the number of parking spots required by encouraging the use of ride sharing, busses, and bicycles.

We look forward to your review of the comments you have received indicating how to reduce the impact on wildlife, native vegetation and climate change.

10R-11 Response

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction. As discussed in **MR-7**, reliance on increased rates of student carpools and bus transportation will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

11R. Studio City Neighborhood Council, Lisa Sarkin, President, Letter dated March 21, 2016**11R-1 Comment**

The following comments relate specifically to the changes set forth in the Recirculated Draft Environmental Impact Report (the "RDEIR") dated February, 2016 for the Harvard-Westlake Parking Improvement Plan (the "Project"). Based on a review and analysis of the revisions in the RDEIR and the comments received from the stakeholders of Studio City, the Board of the Studio City Neighborhood Council (the "SCNC") in its response below is conveying the concerns raised about the impact that the Project will have on our community and the sufficiency of the RDEIR study and analysis.

11R-1 Response

The comment provides introductory information and does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-2 Comment

The SCNC has received the following specific concerns from the stakeholders: this Project will not result in improved traffic flow.

11R-2 Response

The traffic impacts resulting from Project operation and construction, including the Project's roadway improvements and related projects, were evaluated using the Critical Movement Analysis method of analysis that determines volume-to-capacity ratios on a critical lane basis. As summarized in RDEIR Table 3.8-6, on that basis, traffic conditions along the Project's Coldwater Canyon Avenue frontage will be improved following Project completion in 2019.

The traffic analysis was peer reviewed by an independent traffic consulting firm (RDEIR Appendix G.3) and was reviewed and approved by the Los Angeles Department of Transportation (RDEIR Appendix G.4 2). The Project will not generate additional traffic to the area, and the Project-related roadway improvements will benefit, not degrade traffic operations on Coldwater Canyon Avenue.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and D-57**). Please also refer to **Response to Comment K-1** regarding the traffic impacts resulting from Project operation.

The stakeholder's claim that the Project will not result in improved traffic flow will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-3 Comment

The construction of a privately owned pedestrian bridge across one of the major arteries between the San Fernando Valley and the City side of the hill is not safe as items can be thrown off the bridge which would represent a danger to traffic below

11R-3 Response

As noted on RDEIR page 2-11, the pedestrian bridge will include mesh screening on the sides in order to prevent objects from falling on to Coldwater Canyon Avenue. The mesh screening is visible in RDEIR Figures 2-5, 2-12, 2-14, and 2-15 and is consistent with similar protections that are located on bridges and overpasses throughout the City.

It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing as well as ensure that visitors cross the pedestrian bridge safely.

11R-4 Comment

The bridge will not be owned by a public agency and subject to the regular inspections applicable to other bridges in the City after an earthquake.

11R-4 Response

Please refer to **Response to Comment 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

11R-5 Comment

The City will not be responsible for repair of the bridge or removal of debris if the bridge is damaged by an earthquake.

11R-5 Response

The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, requiring Harvard-Westlake to address bridge maintenance and repairs in a manner that minimizes disruption to the general public and to vehicles that travel on Coldwater Canyon Avenue.

Please also refer to **Response to Comment C-5** regarding bridge safety.

11R-6 Comment

The Project, including the construction of the required retaining walls is not compatible with the surrounding environment or in compliance with the standards for retaining walls set forth in the Baseline Hillside Ordinance.

11R-6 Response

Please refer to **Response to Comment D-52** regarding the Project's compliance with City ordinances and municipal codes. Please also refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics and discussion on the Project's compatibility with the surrounding environment.

11R-7 Comment

The Project involves the grading and export of a total of 137,000 cubic yards (to be conservative 140,000 cubic yards is analyzed in the RDEIR) which will adversely impact the surrounding area during the grading and removal process and may adversely impact the stability of the surrounding area after its removal.

11R-7 Response

Please refer to **Response to Comments D-72, D-76 and D-192** regarding the stability of the hillside including during excavation and after completion of construction. RDEIR Chapter 3.5 discusses the geotechnical testing and modeling performed for the Project and the conclusions that “the hillsides surrounding the Project Site to the south, west, and northwest are grossly and seismically stable at levels in excess of City requirements” and that “the hillsides would not be compromised or otherwise destabilized by the Project” (RDEIR page 3.5-22). Specific calculations evidencing this conclusion are provided in RDEIR Appendix E.1, subappendix VII.

The system of tests to be used for verification and proof of soil nail strengths (including affirmation of the bedrock strength characteristics), as well as ongoing monitoring of soil nails, is included in RDEIR Appendix E.1. Geotechnical engineers and engineering geologists from the City’s Department of Building and Safety, grading division, reviewed the Project’s geotechnical study and approved it July 21, 2015. Please also refer to **Response to Comment C-4**.

11R-8 Comment

The Project requires many discretionary actions including granting: (i) a conditional use permit for the construction of a three-story parking structure with 750 parking spaces and a rooftop practice field with a protective fence, netting and lighting, in the RE40-1-H and R1-1 Zone, (ii) a height variance to permit maximum heights of 83 feet 6 inches for the Parking Structure and ancillary structures located on portions of the Development Site and 90 feet 5 inches for retaining walls, in lieu of the 30-foot height limit otherwise required by LAMC Section 12.21 C.10-4, (iii) encroachments into portions of the front yard setback area (along Coldwater Canyon Avenue), to allow for the setbacks ranging from zero to 20 feet, in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1 (iv) A maximum grading and export quantity of approximately 2,500 cubic yards of earth in a Hillside Area on a lot in the RE40-1H 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 Sections 12.21 C.10(f)(3). (The Project would actually involve the grading and export of a total of 137,000 cubic yards); however, 134,500 cubic yards are exempted from grading limitations pursuant to LAMC Section 12.21 C.10(f)(3)] (v) A maximum residential floor area of approximately 79,261 square feet in a Hillside Area, in lieu of the maximum residential floor area limits otherwise required by the Baseline Hillside Ordinance (LAMC Section 12.21 C.10 (b). The Project would provide the following square footages allocated among the two zoning designations that comprise the Development Site: a) 18,788.15 square feet (R1-1); and b) 60,472.96 (RE40-1-H) (vi) 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 (vii) an Airspace Vacation from the City of Los Angeles to allow a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue and (viii) a vacation of the paper street Hacienda Drive and (ix) approvals from the City of Los Angeles for the removal of protected trees.

11R-8 Response

The commenter restates the discretionary actions requested in connection with the Project and does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. Please refer to Chapter 4.0, Corrections and Additions, of this FEIR regarding the removal of request for waiver of the Tentative Tract Map requirement. Based upon a 2014 Appellate Court judgement (Second District, Division 1; Tower Lane Properties v. City of Los Angeles, Bruce Karsh et al.), such waiver is no longer applicable to projects that do not involve the subdivision of land.

11R-9 Comment

Additional property added to the Development Site to the south of the Parking Structure, including the paper street Hacienda Drive which is proposed to be vacated; there were numerous concerns expressed regarding the conversion of public land and air space into private property.

11R-9 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-10 Comment

Several stakeholders specifically expressed concerns related to safety as the vacation of the Hacienda Drive would restrict emergency access to the area in the event of a fire or other emergency. We note that the Harvard-Westlake School owns the land that the paper street is located on and that the city has an easement for the paper road. A major issue related to the proposed street vacation is access to homes above the project site in the event of emergency.

11R-10 Response

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation.

11R-11 Comment

The project includes the creation of a service access road as shown on page 2-29 Figure 2-7. This road parallels the paper road Hacienda. Please address in the final EIR the feasibility of connecting that service road at the top of the hill via a walking trail for the approximate 100 feet to Potosi. This would provide greater accessibility in the event of emergency than the existing easement via a paper road.

11R-11 Response

As described in **Response to Comment 6R-17**, the planned but unimproved street Hacienda Drive is not suitable for development and the Fire Department has no objection to its vacation. The commenter's request that the Project's service road be extended to Potosi Avenue will be forwarded to Harvard-Westlake but is not appropriately addressed as part of this FEIR.

11R-12 Comment

Addition of a debris basin west of the parking structure;

Although the debris basin will have Kristar FloGard Plus Catch Basin Filter Inserts which are expected to accommodate up to an 85th percentile storm event, we are concerned that the size of the basin itself will not be sufficient to hold the quantity of water generated by such a storm to permit its flow into the filters. Please address the concern related to the size of the basin in relation to the quantity of water expected in such a storm event and further explain how these filters will be maintained in an unobstructed state on a day to day basis.

11R-12 Response

The sizing of the Project's debris basin, in compliance with the City's Building Code and the Los Angeles County Hydrology Manual, is described in RDEIR Appendix E.2. The debris basin can accommodate up to the 85th percentile storm event, multiplied by a factor of 1.5 as per the Baseline Hillside Ordinance. The Kristar FloGard Plus Catch Basin Filter Inserts are similarly rated to accommodate up to the 85th percentile storm event, multiplied by a factor of 1.5.

During such a relatively uncommon rain event, 4.33 inches of rainfall per hour is modeled. Incorporating such assumption, the debris basin could provide appropriate drainage for up to 8 acres, well in excess of the 7.38 acres of actual tributary area to the debris basin even under this rare, and significant, rainfall event.

Maintenance of the Kristar filters is specified in RDEIR Appendix E.2. Exceeding the manufacturer's service recommendations (minimum three times per year), the filters will be inspected, cleaned-out, and where necessary, repaired, at the following minimum frequencies: 1) prior to October 15th each year; 2) during each month between October 15th and April 15th of each year and, 3) at least twice during the dry season (between April 16 and October 14 of every year).

11R-13 Comment

Changes in location and height of retaining walls;

The Project now proposes 4 rather than 2 soil retaining walls and the maximum height of those walls has now increased from 70 feet to 90 feet. The size and magnitude of the retaining walls is not in keeping with the "Desirable Open Space" designation of the area.

11R-13 Response

The maximum height of the soil nail retaining walls is as follows: DEIR page 3.5-20 states that "along the rear (west side) of the Parking Structure, the retaining wall would step back from east to west at the third level of the Parking Structure and would vary in height from 50 feet to 87 feet." RDEIR page 3.5-23 states that "the west face of the second soil nail retaining wall varies from 52 feet to 90 feet in height" and "all retaining wall height measurements include a 3-foot high protective fence." (RDEIR page 3.5-25) In comparing Figure 3.5-3 between the DEIR and RDEIR, there has been no change in the number of soil nail retaining walls. The "increase" in number of walls that the commenter cites is the result of a more detailed description of the soil nail system in the RDEIR.

11R-14 Comment

The RDEIR indicates that the retaining walls and the project site have been designed to control the flow of storm water so that it can be safely discharged onto Coldwater Canyon Avenue. The flow of storm water run-off during storms on Coldwater Canyon Avenue is already dangerous and we are concerned that additional storm water run-off onto this street which is currently absorbed into the ground and returned to the aquifer is not an environmentally friendly solution.

11R-14 Response

The debris basin, along with the retaining wall storm drain infrastructure, will collect and slow down storm water runoff that is not absorbed by the adjacent hillside during a large rain event. The runoff will then be conveyed via non-erosive channels to Coldwater Canyon Avenue. Energy dissipators are proposed at the outlet (RDEIR page 3.5-25). The combined effect of these measures is that the Project's infrastructure will better manage surface runoff from the hillside than is presently the case.

11R-15 Comment

Addition of deflection walls to the northwest of the Parking Structure;

We note the addition of 10 deflection walls to deflect surface runoff into a downstream debris channel. We are concerned that this runoff will also end up on Coldwater Canyon Avenue and not be returned to the ground water on site.

11R-15 Response

The purpose of the deflection walls is to manage potential debris flow (i.e. mudslide or rockslide), not rainfall. While the commenter is correct that the system of deflection walls and drainage channel direct such debris toward Coldwater Canyon Avenue, debris that is managed in a controlled fashion is much less dangerous than uncontrolled debris or landslide.

11R-16 Comment

New Final Geologic and Soils Engineering Report and updated Hydrological and LID reports;
The RDEIR has been updated with new geological, soil engineering, hydrological and LID reports which have been peer reviewed. We note that the geological report indicates that the proposed location for the footings of the pedestrian bridge is such that they would be anchored in bedrock. This placement is expected to increase the safety of the bridge in the event of an earthquake. However, the stakeholders continue to have concerns about a private bridge being constructed over one of the two major ways to traverse the Santa Monica Mountains from the Valley in Studio City to the City on the other side of the mountains. There are no bridges across Coldwater Canyon Avenue from Sunset Blvd. to Ventura Blvd. and as stated on page 3.8-8 Coldwater Canyon Avenue is a designated scenic highway.

11R-16 Response

Please refer to **Response to Comment 13R-4** regarding the manner in which the pedestrian bridge has been designed to safely resist seismic events and the inspections to which it will be subject.

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

11R-17 Comment

Please address why the bridge is proposed to have a 25 foot clearance and how it will not significantly impact on views.

11R-17 Response

The pedestrian bridge has been designed with a minimum clearance of 25 feet 7 inches (RDEIR page S-4) in order to accommodate vehicular traffic along Coldwater Canyon Avenue as required by the City.

As described in **MR-4**, the pedestrian bridge impact on aesthetics is considered to be less than significant, following mitigation, given that it:

1. Was designed to reduce the appearance of massing, including substantial use of non-reflective materials and perforated/open side panels to diminish the appearance of bulk. In addition, the pedestrian bridge's top would be transparent, which would minimize visual impacts.

2. Would be visible for a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides.
3. Uses glass along the north and south sides of the elevator tower on the east side of Coldwater, providing the ability for motorists to see through the tower (RDEIR Figures 2-12, 2-14, and 2-15).

11R-18 Comment

Supplemental Traffic and Tree reports;

Several places in the RDEIR refer to the Mobility Plan and changes in street designation based upon the Mobility Plan. As the Mobility Plan is the subject of litigation, we do not believe that it is appropriate to make revisions based upon the Mobility Plan.

11R-18 Response

Mobility Plan 2035 was adopted by the Los Angeles City Council on August 11, 2015. The analyses contained in the RDEIR, and resultant findings of environmental impact or lack thereof, do not change with the inclusion or exclusion of Mobility Plan 2035 given that a) no Project changes were enacted as the direct result of Mobility Plan 2035, the RDEIR cites the Project's dedication requirements with and without Mobility Plan 2035 (RDEIR page 2-5) and the Project was nonetheless found to be consistent with the objectives of Mobility Plan 2035 (RDEIR page 3.6-14 and 3.6-15).

11R-19 Comment

Further, in the analysis of the local intersections and roadways, there was no mention of the intersection of Mulholland and Coldwater Canyon Avenue. That intersection will also be impacted and that impact should be addressed in the final EIR.

11R-19 Response

As described on RDEIR pages 3.8-1 and 3.8-2, the five locations selected for evaluation in the traffic analysis were identified because they are:

1. Immediately adjacent or in close proximity to the Development Site;
2. In the vicinity of the Development Site and are already expected to have current or projected future adverse operational issues unrelated to the Project; and
3. In the vicinity of the Development Site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements during construction (e.g., at freeway ramp intersections)

The intersection of Mulholland and Coldwater Canyon Avenue was not selected, based on the above criteria, because construction vehicles will exit the Development Site in the opposite direction on Coldwater Canyon Avenue (RDEIR page 3.8-13), the Project will not generate new vehicle trips (RDEIR page 3.8-19), and localized shifts in traffic patterns following Project completion do not affect that intersection (RDEIR pages 3.8-19 through 3.8-21). The commenter's claim that the intersection of Mulholland and Coldwater Canyon Avenue will be impacted is therefore not substantiated.

11R-20 Comment

We are concerned that the traffic counts are understated because many commuters have been unable to use Coldwater Canyon Avenue due to major construction activities to the north of Ventura Blvd. We

appreciate the self-imposed truck limitations contained in the RDEIR on page S-33. Those limitations will serve to minimize the disruption to the community during construction.

11R-20 Response

Traffic counts were performed in January 2011 and in 2015. RDEIR page 3.8-2 states that the 2011 counts took place prior to the City Trunk Line construction project on Coldwater Canyon Avenue by the LADWP and, thus, there were no travel lane constrictions on Coldwater Canyon Avenue. Additional traffic counts were conducted in February and July, 2015, and evidenced a lower volume of cars at each of the five affected intersections. The higher traffic volume from the 2011 counts (increased by a 2% annual growth factor as required by LADOT) were still utilized in order to be conservative in the analysis of traffic impacts. Though not specifically referred to by the commenter, please also refer to **Response to Comment 9.6R-10** regarding the traffic analysis in relation to gridlocked conditions.

11R-21 Comment

The stakeholder group Save Coldwater Canyon! had a traffic study prepared that is at variance with the results of those contained in the RDEIR. We request that you review their letter to the SCNC and their traffic study and reconcile the differences between the reports. Please specifically address the analysis of the number of parking spaces required presented in their letter which is attached as part of Exhibit 1 to this response. Additionally, please address the suggestion therein for the implementation of a mandatory Transportation Demand Management plan.

11R-21 Response

For a response to the comments raised by Tom Brohard and Associates (dated February 29, 2016), please refer to **Responses to Comments 9.6R-1 through 9.6R-27**. For the analysis of the number of required parking spaces, please refer to **Response to Comment 9.6R-4** and for a response to the suggestion of a mandatory Transportation Demand Management plan, please refer to **Response to Comment 9.6R-7**.

11R-22 Comment

We note that there has been an increase in the percentage of the Development Site that will be disturbed and an increase in the number of protected trees to be removed. The RDEIR indicates that there are 338 protected trees on the Development Site of which 147 are proposed to be removed and 20 are proposed to sustain permanent encroachment. Although 15 of the trees to be removed are dead and certain others are diseased, the stakeholders noted that even those trees are a valuable source of wildlife habitat.

11R-22 Response

The increase in the number of trees to be removed would require commensurate replacement at a 4:1 ratio. Please refer to **MR-6** for a description of the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, and the corresponding increase to the portion of the Development Site that will be landscaped or undisturbed except for the planting of new native vegetation and mitigation trees. Further, the replacement of the 147 trees to be removed (most of which are fatally diseased) with 528 healthy trees will result in substantially improved woodland health and value to wildlife. Please also refer to **Response to Comment 5R-3** regarding the reduced value of unhealthy trees for nesting, food sources, and shelter.

11R-23 Comment

We are concerned that the site contains 3.33 acres of Southern Live Oak/Southern Walnut Woodland of which 3.0 acres would be impacted by the Project.

11R-23 Response

The commenter is incorrect that 3.0 out of 3.33 acres of oak-walnut woodland would be impacted by the Project. As stated on RDEIR page 3.3-23, 1.43 acres of oak-walnut woodland will be impacted (approximately 43%). The longevity of the infected trees is not known; however, their removal and replacement with healthy trees will not only benefit habitat conditions and values, it is recommended by the University of California Statewide Integrated Pest Management Program with the concurrence of the State Department of Fish and Wildlife. Nonetheless, the RDEIR cites the Project's cumulative contributions to significant impacts on oak-walnut woodland habitat.

11R-24 Comment

We understand that of the 538 trees to be replaced 365 will be on the property. Please provide your plan for the placement of the other 160 trees and confirm that they will be planted in Studio City. Please delete the following language from page S-20 of the RDEIR:

"If sufficient space is not available to accommodate all of the required mitigation trees on-site, off-site mitigation may be required. Off-site mitigation, if necessary, will comply with the requirements and guidelines for replacements as outlined in the City of Los Angeles Municipal Code 17.05 §R (4 & 5) as amended by Ordinance Number 177404, effective 4/23/06, and to the satisfaction of the City's Chief Forester (Bureau of Street Services, Forestry Division), and the Board of Public Works. Off-site mitigation may include, but not be limited to, payment of in-lieu fees, acquisition of appropriate habitat with a specific number of existing trees for preservation, planting mitigation trees at an off-site location, or any combination of these measures."

Also confirm that there is no plan for you to avoid the planting of any of the required trees through the payment of in lieu fees.

11R-24 Response

The Project would require the removal of 147 Protected Trees and the proposed mitigation includes replacement of those trees with 528 mitigation trees. In consultation with the City's Urban Forestry Division, protected oaks and walnuts that are removed as part of the Project must be replaced on-site by the same species (at the prescribed 4:1 ratio). Regulatory Compliance Measure RC-BIO-1 has been modified accordingly (please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8). Incorporating these changes, a protected tree and landscaping plan has been included as FEIR Appendix D.5. The plan depicts all replacement coastal live oak and black walnut trees being placed on the Development Site.

11R-25 Comment

The RDEIR states that the project will have significant and unavoidable impacts on the Oak-Walnut Woodland and would result in project specific impacts to two sensitive species -the San Bernardino ring neck snake and the coastal western whiptail lizard. The project is also considered to have a cumulatively significant and unavoidable impact with respect to sensitive (including bird) species. Please address the impact of displacement via migration on these species and what measures will be undertaken to mitigate this impact. We note that Appendix D.4 - Update to the Biological Resources Report indicates that the Project site is not part of a wildlife corridor so there would not be a significant impact on other species.

11R-25 Response

The RDEIR concludes that the Project would make a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland area and sensitive species that forage in that habitat; and as cited in the comment have a significant Project-specific impact regarding two species.

The RDEIR analysis identifies one Regulatory Compliance Measure, one Project Design Feature and seven Mitigation Measures to reduce impacts. Most notably, Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR) requires replacement of removed trees at a 4:1 ratio pursuant to LAMC requirements, and Mitigation Measure MM-BIO-1 provides measures for the protection of wildlife during construction. Potentially significant impacts on reptiles are also addressed in Mitigation Measure MM-BIO-6, which requires a salvage effort by a qualified biologist to be undertaken before grading commences, with salvaged wildlife being relocated and released into open space areas near the Development Site. Potential impacts on bird species are specifically addressed in Mitigation Measure MM-BIO-7, which provides for vegetation removal outside of the nesting season or, for removal of vegetation during the nesting season, a pre-construction surveying to identify nests that may be present, weekly monitoring of construction activities and notification to the City if Project activities have the potential or do damage active avian nests. Please refer to pages 3.3-17 to 3.3-23 of RDEIR Chapter 3.3 Biological Resources regarding the basis for the significance conclusions in the RDEIR and pages 3.3-23 to 3.3-29 regarding the full list of mitigation measures and their effectiveness. Also refer to RDEIR Appendix D.3, pages 10 through 13, regarding tree protection guidelines and Mitigation Measures. Also, the commenter's comment that the Development Site is not part of a wildlife corridor is noted.

11R-26 Comment

Additional consideration of an alternative with subterranean construction;

We note the inclusion in the RDEIR of an additional alternative - Two-Stories Above Grade, One Story Below Grade on the Development Site. This alternative would include one subterranean level (11 feet 4 inches below grade) and two stories above grade (plus rooftop practice field). The same area of the Development Site would be disturbed. Construction activities would be similar to the Project. It would require an additional 56,000 cubic yards of excavated soil to be removed (for a total of 196,000 cubic yards). The height of the structure would be reduced by approximately 11 feet 4 inches from 44 feet 6 inches to 33 feet 2 inches, but the height of the retaining walls would not change. Therefore views of the Development Site would be similar to the Project inasmuch as the Parking Structure (in the Proposed Project) or the retaining wall (in this alternative) would be visible on the Development Site. However, since the Parking Structure would be lower than the retaining walls in this alternative, the retaining walls behind the Parking Structure would be more visible than in the Project. Therefore, this alternative was not explored further because it would not reduce the level of significance of any environmental impact as compared to the Project. In addition, as for the Harvard-Westlake Campus, the potential for rapid flooding with little warning and reliance on mechanical pumping of runoff increase increases the safety risk, making subterranean parking infeasible. Also, mechanical ventilation of the subsurface parking would be required which would increase energy use and ventilation exhaust would have to be carefully located to avoid noise and air quality impacts. Although there would be certain short term downsides to this alternative, there may be long term benefits such as the reduced visible bulk and reduced noise levels. The retaining walls could be camouflaged to blend into the surrounding environment.

11R-26 Response

Project Design Feature PDF-AES-3 already provides that retaining walls shall be constructed with earth tone textures and finishes and that cast-in-place concrete walls would be provided with a natural appearing rock finish and colored to match the indigenous rock (RDEIR page S-14). While not specifically referenced by the commenter, a parking structure that consists of one story below grade and two stories above grade would have a significant impact on traffic. In the same manner as Alternative 3, the height of a two-story structure above grade would yield insufficient ground clearance for the construction of a pedestrian bridge, requiring that users of the Parking Structure to instead cross Coldwater Canyon Avenue via a cross walk with signal (with its appurtenant reduction in safety). Please also refer to **MR-7** regarding

analysis of a structure that is partially subterranean.

11R-27 Comment

Other updated information and design refinements. In addition, the requested entitlements have been updated.

Stakeholders expressed the concern that length of the turning lanes proposed is not sufficient to prevent traffic from backing up on Coldwater Canyon Avenue at the beginning and end of the school day. We note that Page 13 of Appendix G-2 of the RDEIR indicates that the turn lanes at the intersection of the main driveway and Coldwater Canyon Avenue are adequate to accommodate peak project turn volumes. Please confirm that the northbound left turn area will hold an estimated 12 cars and the southbound left turn area will hold 8 cars and that this capacity will be adequate at peak hours.

11R-27 Response

Please refer to **Response to Comment D-106** regarding the sufficiency of turn lane lengths.

11R-28 Comment

We noted an increase in the number of truck trips from 100 to 160 during construction without an increase in dispersion of expected particulate matter. We are concerned because this is the result of a construction emission standards revision rather than any actual improvement in the control over construction emissions themselves. Therefore, we continue to be concerned about the impact on these emissions on sensitive receptors.

11R-28 Response

Please refer to **Response to Comment C-17** regarding the Project's less than significant impact on air quality resulting from construction and operation. As explained on RDEIR page 3.2-30, 2016 equipment emissions factors have changed since the last version in 2008 and since the DEIR air quality analysis was first completed. The factors were impacted by, among other reasons, an increase in the fuel efficiency and emissions controls now available in most equipment. The factors and models were updated by the responsible regulatory agencies in the approved emissions modeling program (e.g., CalEEMod). In addition, the SCAQMD updated the meteorological data set that was used in the pollutant dispersion analysis. Regardless, the primary drivers of the Project's less than significant impact on air quality are the updated Mitigation Measure MM-AQ-10 (which requires the use of stringent emissions controls on most construction equipment) and new Mitigation Measure MM-AQ-11 (which requires the use of 2010 model year or newer haul trucks or, if unavailable, haul trucks that meet USEPA 2007 requirements for NOx emissions).

11R-29 Comment

With respect to lighting impacts the RDEIR indicates that potential impacts to light and glare are considered potentially significant. We note that direct glare would not exceed 0.0 foot candles ("fc") on adjacent residential properties and that the glare has been reduced from 3.5 fc to 0.4 fc on Coldwater Canyon Avenue due to the use of new LED lighting. There will be a negligible spillover lighting (0.0 fc) on adjacent open space land owned by the Mountains Recreation and Conservancy Authority. Residential uses to the north are also anticipated to receive negligible (0.0 fc) spillover light. Although such levels of spillover lighting are all well below the level of 2 fc on residential property considered acceptable by the City of Los Angeles (as indicated in LAMC Section 93.0117) we note that field lighting would be used weekdays only up to 8 p.m. as needed; no weekend use of lights would be allowed. To reduce the adverse impacts of nighttime lighting on the surrounding community, please consider converting the lighting on the existing athletic field to LED lighting.

11R-29 Response

The commenter correctly notes that spillover lighting (also referred to as direct glare) would not exceed 0.0 fc on adjacent open space land, 0.2 fc on the planned street Hacienda Drive, 0.4 fc on the western side of Coldwater Canyon Avenue (RDEIR page 3.1-35) and 0.0 fc on adjacent residences (RDEIR page 3.1-38), all of which are well below the 2 fc threshold of significance. The commenter's request that LED lighting be considered for use on the existing athletic field will be forwarded to Harvard-Westlake. Please also refer to **MR-3 and Responses to Comments D-17 and D-20**.

11R-30 Comment

Other Stakeholder Observations and Requests:

Page 2-1 of the RDEIR now indicates that there will be an approximately 289 square foot structure for a security office. Please confirm that the security officers will be responsible for ensuring that students and visitors do not j-walk: across Coldwater Canyon Avenue.

11R-30 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. The Lead Agency has confirmed that the security office (RDEIR page 2-1) will be used to monitor and control at-grade crossing.

11R-31 Comment

Stakeholders are concerned that Harvard-Westlake School will expand enrollment once the parking structure is completed. Please confirm that Harvard-Westlake School is willing to cap its enrollment at its current level.

11R-31 Response

Current Harvard-Westlake enrollment is approximately 900 students in grades 9 through 12, and as noted in **MR-1** the City has not imposed an enrollment cap on the Campus.

As stated on RDEIR pages 3.2-31, 3.2-34, 3.6-13, 3.7-21, 3.7-22, 3.8-11, 3.8-19, 3.8-26, no increase in student enrollment is proposed as part of the Project. Further, as stated in a September 22, 2014 letter issued by Councilmember Paul Krekorian to Michael LoGrande, Director for the Los Angeles Department of City Planning,

“Many community members question the need for this project and are concerned that it is a prelude to the school’s potential future expansion. Harvard-Westlake has stated that the development of the proposed project will not increase enrollment. In any event, and without regard to other concerns, the City must insist upon a strict and enforceable enrollment cap as a condition of approval for this project.”

The City has the authority under the conditional use request to impose an enrollment cap as part of the conditions of the Project. The commenter’s statement will be forwarded to the decision-makers for their consideration in taking action on the Project.

11R-32 Comment

Please confirm that Harvard-Westlake School would be willing to dedicate an employee to working with the community who would be available to handle any community complaints during the construction.

11R-32 Response

Harvard-Westlake has confirmed its willingness to provide an employee for the purposes of communicating with the community and responding to any complaints received during construction.

11R-33 Comment

Please confirm that, if the project is approved, Harvard-Westlake School would be willing to work with the community to design a bridge with a color pallet that blends into the surrounding hillside.

11R-33 Response

The commenter's request will be forwarded to Harvard-Westlake but is not addressed as part of this FEIR. It is noted in the RDEIR that multiple Project elements, such as the soil nail retaining walls and lighting fixtures, will use natural tones in order to blend in with the surrounding environment (RDEIR S-14). Further, as stated on RDEIR page 3.1-24, the pedestrian bridge would be "the same as the colors used throughout the Project (earth tones – tan, green, and dark bronze) that would complement the existing campus architecture and would blend with the natural landscape of the Project Site."

11R-34 Comment

Please enumerate the community benefits that Harvard-Westlake School would be willing to provide such as allowing local groups to use the parking structure.

11R-34 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project. See also **Responses to Comments 9R-53 and 9R-54** regarding community use of the garage.

11R-35 Comment

Initial Study and Checklist:

The initial study and checklist for this Project identified numerous potentially significant impacts to the project in the areas of: aesthetics, air quality, biological resources, hydrology and water quality, land use and planning, and noise. It also contained two mandatory findings of significance where there could be potentially significant impacts (1) the project has 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 and (2) the Project has impacts which are individually limited, but cumulatively considerable.

11R-35 Response

This comment restates analysis contained in the Initial Study and does not raise any new environmental issues contained in the DEIR or RDEIR. The Initial Study preceded the DEIR and RDEIR and analyzed the potential for the Project to impact environmental issues. The DEIR and RDEIR provide more detailed analysis in the issue areas of Aesthetics, Air Quality, Biological Resources, Hydrology and Water Quality, Land Use and Planning, and Noise. The DEIR and RDEIR analyze in detail the Project's potential to degrade the quality of the environment through the detailed analysis of each of these issues. Potential cumulative impacts are also addressed for each issue area in each topical chapter of the DEIR and RDEIR.

11R-36 Comment

Community Input Related to the RDEIR:

The SCNC provided various email notifications to its stakeholders to inform them that the DEIR for the Harvard-Westlake Parking Improvement Plan was being recirculated. On March 8, 2016, the SCNC held a special board meeting where representatives of Harvard- Westlake School were given an opportunity to present its Project to the stakeholders and Save Coldwater Canyon! was given equal time to present its concerns about the Project. There were over 230 people in attendance. Exhibit II contains the comment cards of the 82 stakeholders that spoke or submitted letters and/or comment cards in support of the Project and of the 58 stakeholders spoke or submitted letters and/or comment cards in opposition to the Project at that meeting. At the SCNC board meeting on March 16, 2016 additional comments were received from stakeholders. A summary of the comments received during both meetings is included in Exhibit III. We have included all stakeholder comments received by the SCNC through noon on March 19, 2016. Clearly, our stakeholders continue to be divided on this Project.

11R-36 Response

Please refer to **Response to Comment 11R-90** regarding the comments raised by stakeholders attached as Exhibit II and **Responses to Comments 11R-91 through 11R-102** regarding the comments raised by stakeholders attached as Exhibit III. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-37 Comment

Conclusion

Based upon the SCNC's review of the RDEIR and additional input received from stakeholders, there remains considerable concern that there has been insufficient analysis of all feasible alternatives as relates to the fundamental need for a parking structure which creates the proposed number of parking spaces.

11R-38 Response

As required by CEQA, the RDEIR presents a reasonable range of alternatives to meet the project objectives, including alternatives for addressing parking on the east side of Coldwater Canyon Avenue. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis and **MR-1** regarding the need for the Parking Structure.

11R-38 Comment

The impacts on the environment and the community as a whole remain significant.

11R-38 Response

Following construction, the Project's significant impacts consist of impacts to two species and a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland area and, indirectly, sensitive species (primarily birds) that forage in oak-walnut woodland. Otherwise, impacts would be less than significant. Please also refer to **MR-6** regarding a description of the Development Site's current biological condition.

11R-39 Comment

In order for the community to better understand these impacts, we request that Story Poles be installed on the entire Project site to facilitate visualization of the Project's scale.

11R-39 Response

Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning

on page 3.1-40. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no response is required. The comment will be forwarded to the decisionmakers for their consideration. Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics.

11R-40 Comment

We request that the Final EIR address: (i) each concern raised by our stakeholders and included in Exhibit III, (ii) those listed herein and in our response dated December 12, 2013 to the DEIR and (iii) to the comments made by the Santa Monica Mountain Conservancy, the Hillside Federation, Save Coldwater Canyon Avenue! and individual stakeholders to both the DEIR and the RDEIR.

After the SCNC has reviewed the responses provided in the Final EIR, the SCNC will submit a final response letter which will indicate whether or not the SCNC supports the Project and the conditions which will be required if the Project is to be approved.

We appreciate your consideration of our community's concerns about the Project.

11R-40 Response

Please refer to **Responses to Comments 11R-79 through 11R-102** regarding the responses to the comments raised by stakeholders attached to Comment 11R (including Exhibit III); **Responses to Comments C-1 through C-43** regarding the commenter's letter of December 12, 2013, **Responses to Comments D-126 through D-147 and 8R-1 through 8R-15** regarding comments made by the Santa Monica Mountain Conservancy, **Responses to Comments D-148 through D-152, G-1 through G-14 and 6R-1 through 6R-22** regarding comments made by the Hillside Federation, and **Response to Comments D-1 through D-203, E-1 through E-7, F-1 through F-23, DDD-1, and R9-1 through R9.9-22** regarding the comments made by the Save Coldwater Cayone Avenue! and their stakeholders.

11R-41 Comment

Lisa Sarkin asked that stakeholders to not comment as to whether they are for or against the project. She advised them that we have already held a special meeting for that specific purpose and that only comments related to the PowerPoint response were to be made at this board meeting. Despite that certain stakeholders gave comments related to the project itself. To be sure that all voices are heard the stakeholder comments received at the meeting are included herein.

11R-41 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-42 Comment

Sarah Boyd thanked the SCNC for including the suggestion of requesting story poles. She is happy with concerns we enumerated in the SCNC's response.

11R-42 Response

Please refer to **Response to Comment 11R-39** regarding the requested use of story poles.

11R-43 Comment

She said that she considers the community to be less divided than the numbers we reported in our response. She believes that the numbers should be weighted in favor of the residents.

11R-43 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-44 Comment

The transportation report of their transportation expert indicates that the truck limitations proposed are infeasible.

11R-44 Response

The comments raised by Tom Brohard and Associates (dated February 29, 2016) are addressed in **Responses to Comments 9.6R-1 through 9.6R-27**. Review of the Tom Brohard and Associates comments did not reveal a claim that the truck limitations are infeasible.

11R-45 Comment

Alex Izbicki said that the suggestion in the presentation about the current lights is questionable and the area is barren of birds due to the lights. He said the Sierra Club has released a negative report on LED lights.

11R-45 Response

Common sources of night lighting include the use of high wattage halogen lights that either are pointed up or are not shielded. A preferred solution is to use LED lights that are pointed downward and are shielded so as to allow illumination of targeted areas only and to prevent significant light trespass. Whereas this may not completely avoid the potential negative effects of lighting, it will minimize impacts to a level that is not considerable. In addition, the practice field lighting would be limited to the hours of operation ending by 8:00 pm during the week, and not be used on weekends and on holidays that occur on a weekday. Analysis of the lighting configuration indicates that intensity will average 30 fc (lower than the 50 fc used for practice on the Ted Slavin Field), 0.0 fc of light will spill over onto adjacent open space properties (RDEIR 3.1-35) and is formalized as a required standard via Mitigation Measure MM-AES-3 (well below the City's 2.0 fc threshold of significance). Based on these considerations, the effects of night lighting to birds is considered to be less than significant. Please also refer to **Response to Comment D-168** regarding the biological impact of the field lights.

11R-46 Comment

He also said that many people who spoke at the special meeting could have been alumni of Harvard-Westlake and they are not stakeholders. He does not believe the community is divided.

11R-46 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, further response is required.

11R-47 Comment

Parker Andrews thanked us for preparing a response to the RDEIR. He expressed concern that the tabulation of the comment cards appears as a vote.

Jim Johnson said that he is a 20 year resident of Studio City he thanked us for the hard work. He wanted to remind us that we are the voice of the small stakeholder. He asked that we continue our good work.

11R-47 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-48 Comment

Jannie Milne said that she thought the PowerPoint presentation was moving. She said that she is horrified by the project after seeing the PowerPoint. She is shaken. She has never heard of a business doing private construction over a public road.

11R-48 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

Please refer to **Response to Comment G-6** regarding pedestrian bridges. Note that there are many private pedestrian bridges over City thoroughfares.

11R-49 Comment

She asked what is the community benefit of the project? When we consider voting on the project, we should realize that there is no benefit to the community.

11R-49 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project

11R-50 Comment

Andres Sher said he lives in Studio City. Students park outside his home. The roads are packed only on special events. He doesn't think the project is needed.

11R-50 Response

Please refer to **MR-1** regarding the need for the Project. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-51 Comment

His fear is that the campus will be expanded.

11R-51 Response

Harvard-Westlake has stated that it has no plan to build additional facilities on the campus. The construction of additional facilities will require compliance with the City's rules and regulations and with CEQA. The Parking Structure is required to meet current demands.

11R-52 Comment

A fungus was released into the air after Northridge earthquake. He believes that this grading may cause the same type of problem.

11R-52 Response

The comment does not provide the specific fungus of concern, but it is assumed that the comment is referring to the fungus *Coccidioides immitis*, which produces spores that may cause Valley Fever when inhaled. According to a study published in the *Journal of the American Medical Association*, in 1994, an outbreak of Valley Fever occurred in Simi Valley in Ventura County due to large dust clouds generated by

landslides associated with the Northridge earthquake.⁷ Grading associated with the Project would not result in landslides and would not result in fugitive dust emissions on the level and scale of the 1994 Northridge earthquake. It should be noted that dust emitted during an earthquake would be a release that is not under the control of the construction contractor. As shown on page 3.2-35 of Chapter 3.2, Air Quality, of the RDEIR, Project construction would be compliant with SCAQMD Rule 403, which requires that soil be stabilized by watering the unpaved portions of the Development Site three times a day. The use of water is an accepted environmentally-safe dust control agent. In addition, the Project would suspend construction activities on unpaved surfaces when wind speeds exceed 25 mph. In addition, soil migration off-site would be mitigated by installing wheel shaker device to remove soil from tires and vehicle undercarriages as they exit the site, which would minimize the potential for transport of the Valley Fever spores, if present in the soil. Furthermore, as stated in the RDEIR, “ground cover in disturbed areas shall be replaced as quickly as possible” (page 3.2-35) in order to further reduce the likelihood of fugitive dust emissions. As a result, Regulatory Compliance Measure RC-AQ-1 would ensure that fugitive dust impacts are less than significant and would minimize the likelihood of spore release to the environment. Please refer to **Responses to Comments 144R-3 and 149R-5** for additional information regarding the potential for exposure to Valley Fever from grading.

11R-53 Comment

Michael Sher objected to our definition of what constitutes a stakeholder. A number of people in favor of the project are parents of students that were at Harvard-Westlake years ago. They live on Woodland???

11R-53 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-54 Comment

There has never been a problem with the safety of the students.

11R-54 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

11R-55 Comment

Jonathan Green said that an earthquake could be worse than we think. If the bridge comes down we could not get out of the area if there is a fire.

11R-55 Response

Please refer to **Response to Comment 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

11R-56 Comment

The Harvard-Westlake track team runs on Coldwater Canyon regularly.

⁷ Schneider E, Hajjeh RA, Spiegel RA, Jibson RW, Harp EL, Marshall GA, et al. A coccidioidomycosis outbreak following the Northridge, Calif, earthquake. JAMA. 1997 Mar 19;277(11):904-8.

11R-56 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-57 Comment

He can't put a garden wall on his property more than 12 feet high. This is not consistent with the existing zoning.

11R-57 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC explicitly permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and the development standards that are required as part of a conditional use permit.

11R-58 Comment

Michael Switzer said that it was a pretty good presentation but it left out two things. There was much discussion about the safety of the children. It is a false subject. These are teenagers. They will run across the street. Kids are not concerned about safety.

11R-58 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. Please also refer to **Response to Comment 9.6R-14** regarding the safety improvements that will result from the Project.

11R-59 Comment

With respect to the definitions of Stakeholders – residents should be weighed heavier as they will be impacted.

11R-59 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-60 Comment

Eric Peven said he was surprised when the project materialized. The Councilmember should kill it. There has been no meaningful exploration of putting a parking lot on the east side of the street. He thinks there should be no tally of those who are for or against the project in the report.

11R-60 Response

Please refer to **MR-7** regarding the analysis of Project alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. Such analysis has also been expanded upon as part of Chapter 4, Corrections and Additions, of this FEIR.

11R-61 Comment

Barry Johnson said that in light of recent earthquake activity in Coldwater Canyon, there should be an evaluation of the earthquake faults in the project area similar to the evaluation that was done for the Capital Records project. These earthquake faults should be explored.

11R-61 Response

The commenter references the Capitol Records project in Hollywood, California. Comparisons to that project are not valid given that there was a known fault located in the vicinity of that project, although it was at the time thought to be inactive. By contrast, there are no known fault lines, active or inactive, in the vicinity of the Development Site (RDEIR page 3.5-6 and Appendix E.1 page 13).

Please also refer to **Responses to Comments C-4 and C-5** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

11R-62 Comment

Richard Adams requested that the enrollment cap be permanent.

11R-62 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project. The commenter's opinion that a permanent enrollment cap should be instituted will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-63 Comment

He wanted to know if the RDEIR had been sent out to stakeholders and if not why not. He stated that there is no way to mitigate the impacts of the project.

11R-63 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein. The RDEIR was distributed to required City agencies, owners and occupants within a 500 foot radius of the Campus and interested parties who requested to receive the distribution. As required by CEQA, the RDEIR has analyzed the potential environmental impacts from the Project, including the use of mitigation measures that could reduce such impacts.

11R-64 Comment

He understands that stakeholder definitions are to be as expansive as possible but he believes that employees of Harvard- Westlake should be excluded from voting.

11R-64 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-65 Comment

Suellen Wagner thanked the SCNC for the hard work that went into preparing the SCNC's response to the RDEIR. She thanked us for the story poles suggestion.

11R-65 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics. Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. The comment does not raise any concerns about the environmental analysis

contained in the RDEIR nor question its adequacy. Therefore, no response is required. The comment will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-66 Comment

She wants to be sure there is something to indicate something about size of the debris basin. We need a model for the debris basin. She believes that this is a wildlife corridor and said that CLAW is sending us a letter.

11R-66 Response

The debris basin is depicted in RDEIR Figure 2-2 and is 0.22 acres in size (RDEIR page 3.1-30). Please also refer to the Hydrology Study contained in RDEIR Appendix E.1, subappendix VIII. The Development Site is located at the east edge of the northern end of a finger or peninsula of open space within surrounding suburban development, and therefore substantial interference with wildlife movement/migration corridors to the extent that the Project would diminish the chances for long-term survival of any sensitive species is not anticipated. Please refer to **MR-6** for information regarding wildlife corridors.

The letter from CLAW has been submitted and is included within the FEIR as **Letter 5R**. Please refer to **Responses to Comments 5R-1 through 5R-5**.

11R-67 Comment

Arden Rynew asked if he could hand out a map. The map was received by the board. He is a resident of Studio City. Tuesday morning he took a video of the traffic for 30 minutes. 750 cars passed on Coldwater Canyon. Doubling the size of the road will not help.

11R-67 Response

Please refer to **Response to Comment 11R-2** regarding the improvement of traffic flow following Project completion.

11R-68 Comment

Cal Tech has identified a Harvard-Westlake fault.

11R-68 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

Please refer to **Responses to Comments C-4 and C-5** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the finding that there are no known faults within the vicinity of the Development Site, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

11R-69 Comment

Sari Rynew said that the earthquake two days ago had an impact on her home. She took a video this morning at 9:19 AM and the traffic was backed up on Coldwater Canyon from Ventura Blvd. to Ethel. She sees this problem on a daily basis.

11R-69 Response

The commenter's observation of morning traffic on Coldwater Canyon Avenue will be forwarded to the decisionmakers for their consideration in taking action on the Project. The Project's impact on traffic, from construction as well as during operation, were analyzed in DEIR and RDEIR Chapter 3.8 and the conclusion was reached that traffic impacts would be less than significant.

11R-70 Comment

Heidi McKay said that she is a resident of Studio City. She does not understand how alumni are stakeholders. She has numerous pictures that traffic does not clear until 10:30 AM.

11R-70 Response

The commenter's observation of morning traffic on Coldwater Canyon Avenue will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-71 Comment

We would appreciate your help and assistance in clarifying the Harvard-Westlake School's parking, carpooling and busing numbers as we are finding that they just don't add up. The School states, per the RDEIR, it currently has 578 parking spots. It also states, per the RDEIR, it has 400 student drivers (Juniors and Seniors), 185 faculty and staff and 50 vendors and 30 coaches who drive to school on regular school day. That would add up to 665. But if we are to believe the School's claim that they have a 75% carpooling/busing rate, some of these student drivers must be carpooling.

This week at the meeting, the Harvard-Westlake school told SCNC that they have "75% busing + carpooling" (without explaining whether that means parent carpooling or student carpooling, how many student per car, or how much carpooling there is compared to busing). Therefore, it is not at all clear exactly how much carpooling there really is. Or if the busing number went up or down from 33% (the School previously told SCNC that they had 33% busing).

11R-71 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis and **Response to Comment 11R-72** regarding the current use of carpools and busing. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-72 Comment

The problem is, the School's parking management is only voluntary, unprovable to any outside source, and un-enforceable by the City. The exact numbers are quite important when trying to figure out the daily Vehicle Trips to and from the School, as well as how many spaces the School's daily use demands.

11R-72 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-73 Comment

Archer School's TDM (attached) delineates strict numbers of busing (mandatory 70% -- not voluntary 33%), and it outlines the number of 3-person as well as 4-person student and parent carpools that are mandated in order to receive carpooling parking privileges. As part of their TDM, the Archer School must provide yearly accounting of their Vehicle Trips, busing, and carpooling numbers to the DOT. As do most other private schools in residential neighborhoods. All of this is an effort to minimize impact to the neighborhood and to reduce the number of vehicle trips to and from school.

11R-73 Response

Please refer to **MR-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed. The commenter's suggestion that the TDM program become mandatory will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-74 Comment

At Harvard-Westlake, Juniors and Seniors "in good standing are given dedicated, reserved spots (source: Harvard-Westlake Upper School Handbook, 2015-16). Do they each really "need" their own dedicated spot? This alone could explain why spaces lay empty on campus yet they say visitors don't have enough room to park on campus. Why hasn't the school used valet attendants and tandem parking, as well as an increased amount of enforceable carpooling? Because then they couldn't say they "need" this parking garage, expand across Coldwater and add a new athletic field.

11R-74 Response

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction. As discussed in **MR-7**, reliance on increased rates of student carpools and bus transportation will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed. Based upon information obtained from Harvard-Westlake, tandem parking is already in use wherever applicable and amounts to approximately 50 parking spaces for students.

11R-75 Comment

With some simple adjustments to their Project, such as leaving bus drop-off/pick-up where it currently is, they would no longer need to eliminate 192 spots on their existing East campus. That would drastically reduce the size of the requested parking increase.

11R-75 Response

The relocation of bus staging from its current location on the shoulder of Coldwater Canyon Avenue to Harvard-Westlake's Southern Parking Lot results in the removal of 103 parking spaces during the regular

academic day (RDEIR page S-6), not the 192 spaces cited by the commenter. However, such spaces would continue to be available for special event parking needs.

As noted in **Response to Comment 9.6R-14**, continued use of the Coldwater Canyon Avenue road shoulder for bus staging represents an unsafe practice as compared to the use of the Southern Parking Lot for such purposes (as provided for by the Project) with students waiting for buses along a busy roadway. By relocating bus staging, and the corresponding loading and unloading of students, to a protected parking area, the probability of accident is reduced and student safety is improved.

If the Project were to be modified to follow the commenter's suggestion that bus staging remain on Coldwater Canyon Avenue, not only would the reduction in demand for parking spaces be insufficient to result in material Project modifications (for example, 103 spaces is less than one-half of one floor of parking supplied by the Project) but bus loading and unloading would continue to operate in a less safe manner as compared to the Project.

11R-76 Comment

With an increase in carpooling, the School would similarly reduce the size of any requested parking increase. Only once the actual numbers of current carpooling and busing is established, can the true number of their alleged parking need be proven. But it must be proven, rather than the City and the SCNC and the community taking the School's word for it: certainly the School could be asked to show receipts paid for bus permits, as well as receipts for reserved spots and carpool placards.

11R-76 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction. As discussed in **MR-7**, reliance on increased rates of student carpools and bus transportation would likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

11R-77 Comment

This information would also drastically change the possible Alternatives to the current 750-space garage. For example, we may find they don't need any spaces, and therefore-- separate and apart from the numerous CEQA reasons --Alternatives #1 and #2 in the RDEIR would be the appropriate Alternatives for the SCNC to support when it responds to the Final EIR. Or, if they only need 50-100 more spaces, then the appropriate increase in parking spaces for their project would be as simple as adding one story to one of their existing lots-- an alternative that has been rejected from RDEIR consideration. This alternative would address safety and parking demand, by keeping their students safely on the East side.

11R-77 Response

Please refer to **Response to Comment 8R-6** regarding the analysis of Project Alternatives on the east side of Coldwater Canyon Avenue, including the use of a single-story structure over an existing lot.

As described in Response to Comment **11R-76**, increased reliance on student carpools, bus transportation, and other TDM measures will not reduce the demand for parking such that a one-story structure will be an adequate solution. Such options also do not meet, or only partially meet, one of the Project's primary

objectives (increased recreational opportunities for Harvard-Westlake students).

11R-78 Comment

It would help tremendously if the SCNC could ask City Planning to insist that the School reveal their exact current parking, carpooling and busing statistics, and then have them independently verified. No City Planning review should proceed until the School is forthcoming about their actual parking demand, because the size of any increase has simply not been established!

Thanks again for your time and attention to this matter.

11R-78 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-79 Comment

The commenter included an April 23, 2015 Recommendation Report from the Department of City Planning regarding The Archer Schools for Girls, which can be viewed by reviewing the original comment letter contained in Appendix L. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

11R-79 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. No further response is required.

11R-80 Comment

The commenter included the comment letter from Tom Brohard and Associates, dated February 29, 2016. For text of the letter, please refer to Comment 9.6R.

11R-80 Response

Please refer to the response to comments raised by Tom Brohard and Associates which are addressed in **Responses to Comments 9.6R-1 through 9.6R-27**.

11R-81 Comment

The commenter included an email from Sarah Boyd (dated March 15, 2016), which includes an email from Elaine Lovitt (dated March 14, 2016), regarding the ownership status of the planned but unimproved street Hacienda Drive, as well as copies of an LADBS parcel report, notice of proposed vacation from the City's Bureau of Engineering (dated August 25, 2015), the March 25, 2015 application by Harvard-Westlake for the vacation of the planned but unimproved street Hacienda Drive, and tract maps regarding Hacienda. The email text of the comment is included below, and the full comment, including the aforementioned attachments, can be viewed by reviewing the original comment letter and included in Appendix L. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

From Sarah Boyd

Dear Lisa and Rita:

It's not clear to me who is on the Ad Hoc committee, so I'm sending this info to both of you. Hope it's helpful. Thanks! We have had a title company do a search for the owner of Hacienda Dr. West. Attached please find the Title documentation she provided, showing its dedication to the City of Los Angeles in 1928 (See attached 148-9 Map subdivision)

(from Elaine Lovit)
The street is owned by the city.
Elaine Lovit
Fidelity National Title Insurance
Elaine.Lovit@fnf.com
www.elainelovit.com
818-203-1778

Hacienda Dr West (also called Hacienda Court) is not part of any of Harvard-Westlake's existing parcels. Harvard-Westlake asked for a Vacation of the Public Right of Way and asked that Hacienda Drive be "tied to parcel 1111," which is the parcel immediately north of Hacienda. So it is not currently tied to Parcel 1111.

We have pulled the Parcel into from Lot 1111 and confirmed this. (See attached LADBS). It shows no easements or Right of way (it actually includes multiple lots/addresses, none of which include ownership of the paper road).

This information is consistent with the School's Vacation Request to the Bureau of Engineering. The outline on the Exhibit A clearly outlines in yellow that the Hacienda Dr land merges with Coldwater Canyon and is not part of HW property (see attached Notice of Vacation).

The owner of this paper road is still the City of Los Angeles.

It is therefore misleading and inaccurate in the RDEIR for the City to say "...eight parcels and Paper Hacienda, all owned by Harvard-Westlake..." (2-5 RDEIR). If the right of way is vacated, then HW will have an easement to use that paper road. If the vacation is denied, the paper road will remain in the public's trust, where it has been since 1928.

11R-81 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **Response to Comment 6R-15** regarding the requested vacations. The comment does not question the adequacy of the analysis contained in the RDEIR and does not raise any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding the clarification to RDEIR page 2-5 that the planned but unimproved street Hacienda Drive, west of Coldwater Canyon Avenue, is owned by the City and not Harvard-Westlake.

11R-82 Comment

The commenter included the comment letter from Wexco International, dated March 16, 2016. For text of the letter, please refer to Comment 9.9R.

11R-82 Response

Please refer to the response to comments raised by Wexco International which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**.

11R-83 Comment

The commenter included the comment letter from Autumn Wind Associates, dated March 16, 2016. For text of the letter, please refer to Comment 9.1R.

11R-83 Response

Please refer to the response to comments raised by Autumn Wind which are addressed in **Responses to Comments 9.1R-1 through 9.1R-29**.

11R-84a Comment

The commenter included an email from Sarah Boyd to the Board of the Studio City Neighborhood Council, dated March 17, 2016, the text of which is as follows.

Since you said you are collecting comments for the record until Sunday, we would like to send you our petition, last signed March 17, 2016.

Attached please find for your SCNC records the Change.org signatures and comments – there are over 1,300 signatures, with a quick perusal you can see 100s are from Studio City residents. (No way for us to verify the stakeholder status of all of them other than those that are clearly residents, but the number of Studio City residents alone is persuasive.) Certainly there are many more in Mr. Krekorian’s district, so we will be sharing the petition with him directly.

Thanks!!

Sarah Boyd, President

Save Coldwater Canyon Inc.

The text of the petition can be found at:

<https://www.change.org/p/councilmember-paul-krekorian-mayor-eric-garcetti-director-of-planning-la-city-planning-dept-michael-logrande-protect-open-space-land-in-coldwater-canyon>

Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

11R-84a Response

Please refer to **Responses to Comments 9.3R-1 through 9.3R-6** and **11R-84b through 11R-84c** for the text of and responses to the Save Coldwater Canyon! petition, **Response to Comment 9.4R-1** regarding individuals who signed the petition, and **Response to Comment 9.5R-1** regarding individuals who submitted their own brief comments when signing the petition. The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. No further

response is required.

11R-84b Comment

It reads:

The Harvard-Westlake School has proposed a massive development on the Westside of Coldwater Canyon, south of Ventura Blvd. in Studio City.

This project would carve out 135,000 cubic yards of hillside and chop down over 130 protected oak and walnut trees to build a 3 story private parking garage, a lighted athletic field on top, and a private bridge over Coldwater, a designated scenic highway.

11R-84b Response

The Project will involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts, and will be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23), resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years. RC-BIO-1 2.s has been further modified to state that additional monitoring following the three-year period shall be determined by the City Forester. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding the additional monitoring required and the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8. The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; therefore, no further response is required.

11R-84c Comment

We do not support the urbanization of this open space land - land which has been designated for conservation. The proposed project is grossly out of character with the natural hillside environment, and not consistent with the site's current zoning and land use. If approved, it would set a terrible precedent for any development not only within the Santa Monica Mountains, but in all residential communities. The Santa Monica Mountains Conservancy, the Hillside Federation, the Studio City Residents Association and the Sherman Oaks Homeowners Association have all recognized the significant adverse biological and visual impact this project would have.

We urge our Studio City and City of Los Angeles representatives to join the neighborhood in recognizing the importance of open space land in Coldwater Canyon! Tell the school to confine their development to the East side of Coldwater on their existing footprint - maintaining the integrity of the Open Space and single-family, residentially zoned land on the West side of Coldwater Canyon.

11R-84c Response

Please refer to **Responses to Comments 9.3R-1 through 9.3R-6** regarding responses to the text of the Save Coldwater Canyon! petition.

11R-85 Comment

The commenter provided a list of individuals who signed a petition offered by Save Coldwater Canyon!. Please refer to Comments 9.3R and 11R-84b through 11R-84c for text of the petition. The list of petition signers can be viewed by reviewing the original comment letter included in Appendix L and included on the CD inside the back cover of the FEIR.

11R-85 Response

The petitioners' expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-86 Comment

The commenter provided a chart which contains the list of individuals who signed a petition offered by Save Coldwater Canyon and who submitted their own brief comments when signing the petition. Please refer to Comment 9.5R-1 for a copy of the chart, or to the original comment letter included in Appendix L and included on CD inside the back cover of the FEIR.

11R-86 Response

Please refer to **Response to Comment 9.5R-1** regarding the individual comments submitted by the Save Coldwater Canyon! petition signers.

11R-87 Comment

The commenter included comment cards that were received during the March 8, 2016 meeting of the Studio City Neighborhood Council which can be viewed by reviewing the original comment letter included in Appendix L and included on the CD inside the back cover of the FEIR. Comment cards indicated individuals' desire to speak for or against the Project, or their support of or opposition to the Project.

11R-87 Response

Individuals' expression of opposition to or support for the project will be forwarded to the decisionmakers for their consideration in taking action on the project. No further response is required.

11R-88 Comment

The commenter included a letter from Marshall Long to the Studio City Neighborhood Council, dated March 8, 2016, the text of which is as follows:

Harvard Westlake Parking, Safety, and Athletic Improvement Project

I'm Marshall Long and I have lived in Sherman Oaks for almost 40 years. I know the Harvard Westlake community well, having had three boys go to school there. In proposing this project the school is asking for what the City Council has already built for itself, a detached parking structure on a lot across the street from its City Hall facilities, connected by an elevated bridge, to protect its staff and visitors from traffic hazards. The main difference is that Harvard Westlake is paying for it by itself, while the City used public funds.

The Parking, Safety, and Athletic Improvement Project will be similar to the City Hall project. It will be something that the community can be proud of and it will protect its students and staff and reduce the traffic impacts on Coldwater. I urge you to support the PSA Improvement Project.

Thank you

Marshall Long, PhD, PE, FASA
mlacoustics.com

11R-88 Response

The commenter's support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. No further response is required.

11R-89 Comment

The commenter included a letter from Alan Horn to Councilmember Paul Krekorian, dated February 23,

2016, the text of which is as follows:

Dear Councilman Krekorian

I write to offer my support for Harvard-Westlake School's recently re-introduced Parking, Safety and Athletic (PSA) Improvement Project. On a professional and personal level, this project makes sense not only for Harvard-Westlake but also for Studio City and the surrounding communities. I hope that you will support this much-needed project.

As you may know, I am chairman of The Walt Disney Studios. A number of our employees have children who attend Harvard-Westlake and an even greater number commute from other locations to our studio and others (e.g., Warner Brothers) in Burbank using Coldwater Canyon.

As a former trustee who has had two daughters graduate from Harvard-Westlake, the PSA Improvement Project will provide increased safety for students, parents, faculty, and visitors. At present, because of parking shortages, students' park in the neighborhood and walk up and down Coldwater Canyon, which has no sidewalks, during morning and evening commute times. The PSA Improvement Project will alleviate this concern and allow daily traffic to park in the three-story parking structure.

Finally, Harvard-Westlake is a true community resources. From the students who volunteer in the community to hosting events like the Special Olympics, from the significant financial aid provided to students in need to the school's commitment to providing a diverse and inclusive educational environment, Harvard-Westlake takes a tremendous amount of pride fulfilling its mission.

I understand that in early March, the Studio City Neighborhood Council will hold a public meeting on Harvard-Westlake's PSA Improvement Project. I sincerely hope that you or someone from your office will communicate your support of this project.

Should you have any questions or need additional information, please let me know.

11R-89 Response

The commenter's support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. No further response is required.

11R-90 Comment

The commenter included comment cards that were received during the March 8, 2016 meeting of the Studio City Neighborhood Council which can be viewed by reviewing the original comment letter included in Appendix L and included on CD inside the back cover of the FEIR. Comment cards indicated individuals' desire to speak for or against the Project, or their support of or opposition to the Project.

11R-90 Response

Individuals' expression of opposition to or support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. No further response is required.

11R-91 Comment

The commenter included the March 8, 2016 presentation by Harvard-Westlake to the Studio City Neighborhood Council which can be viewed by reviewing the original comment letter included in Appendix L and included on CD inside the back cover of the FEIR.

11R-91 Response

Harvard-Westlake's presentation will be forwarded to the decisionmakers for their consideration in taking action on the project. No further response is required.

11R-92 Comment

The commenter included an email from Sari and Arden Rynew, dated March 19, 2016, which is contained in this FEIR as Comment 143R.

11R-92 Response

Please refer to **Responses to Comments 143R-1 through 143R-4** regarding the March 19, 2016 email received from Sari and Arden Rynew and the manner in which the Project, including the Parking Structure and pedestrian bridge, have been designed to safely resist seismic events.

11R-93 Comment

The commenter included an email from Sari and Arden Rynew, dated March 19, 2016, which is contained in this FEIR as Comment 141R.

11R-93 Response

Please refer to **Responses to Comments 141R-1 through 141R-15** regarding the March 19, 2016 email received from Sari and Arden Rynew, the manner in which the Project, including the Parking Structure and pedestrian bridge, have been designed to safely resist seismic events, and the analysis of other potential Project impacts such as traffic, noise, air quality, and aesthetics.

11R-94 Comment

The commenter included a letter from Kathleen Nielsen to the Board of the Studio City Neighborhood Council, dated March 16, 2016, the text of which is as follows.

I am unable to attend the meeting tonight. I live downhill from the project proposed by HV. I have lived in my home for approximately 40 years. I am totally opposed to this project for a myriad of reasons: the noise emanating from the activities planned on the hill, the congestion on Coldwater during the construction and after the project is completed, the destruction of the natural beauty and habitat of wild animals.

Parenthetically, I was astounded that parents of students attending this school were showing their children how to commit crimes and get away with it.

11R-94 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **Responses to Comments D-81 through D-85** regarding the Project's impact on noise, including Appendix F.2, the Arup Study, Potential Echo Effects, regarding the study undertaken to identify sound reflection off local topography and the overall noise impact from Project construction and operation.

The Project's temporary construction noise impact is cited on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. However, as described in **MR-2**, the analysis conservatively assumes:

1. All equipment applicable to each construction phase is simultaneously in use, even though actual

- construction activity and equipment use would fluctuate.
2. Noise is measure from the closest point on the construction boundary to the closest point on each sensitive receptor's property line (i.e., the shortest possible distance).
 3. Noise, measured thusly along the shortest possible distance, applies to the sensitive receptor's entire property, including inside any structure(s) that exist on the property.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Lastly, please refer to **MR-4, MR-6** and **Response to Comment D-23** regarding the impacts on biological resources, aesthetics impacts and urbanized nature of the Development Site.

11R-95 Comment

The commenter included a letter from Jeffrey S. Jacobs of Save Coldwater Canyon to the Board of the Studio City Neighborhood Council, dated March 16, 2016, the text of which is as follows:

In an effort to diligently submit to the City an independent air quality report that can either verify or rebut the City's report within the RDEIR, Save Coldwater Canyon (SCC) has been trying to help Greg Gilbert, an Air Quality expert get information from the Lead Agency. However, requests made to Diana Kitching from Greg Gilbert, on March 10, 2016 requesting detailed emission-related information on the RDEIR's air quality model have not been fulfilled.

The request for information contains information that should have been provided by Harvard-Westlake (HW) to the city that should have been submitted with their Appendix C and should readily be available.

I am attaching three emails that indicated Save Coldwater Canyon's attempt to gather this information.

1. Email from 3/10/16 Greg Gilbert detailing information requested from Diana Kitching and a statement regarding Greg Gilbert conversation with Diana Kitching discussing the lack of detail regarding CalEEMod emission modeling inputs for Harvard-Westlake's Appendix C
2. Email 3/15/16 from Save Coldwater Canyon to Karo Torossian and Courtney Hamilton of Councilperson Paul Krekorian's office
3. Email 3/15/16 from Save Coldwater Canyon to Diana Kitching requesting a prompt response to Greg Gilbert's request.

Although these email represent a period of 7 days, public comments are due March 21, 2016, and time is of the essence.

SCC hopes that SCNC will comment on HW air quality issues during the March 16, 2016 SCNC meeting and request that Harvard-Westlake submit all reference material that substantiates their Appendix C to both SCNC and to Greg Gilbert, Air Quality expert. SCC will share this report once the expert receives the necessary underlying information.

Your prompt attention to this issue will be greatly appreciated.

SCC may request additional time to respond beyond the March 21, 2016 deadline because of this delay.

Please put this comment into SCNC records.

11R-95 Response

Please refer to Comments 56R, 11R-96, and 11R-97 and corresponding **Responses to Comments 56R-1 through 56R-4, 11R-96, and 11R-97** regarding the additional air quality information requested by Greg Gilbert and Save Coldwater Canyon!. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

11R-96 Comment

The commenter included an email from Greg Gilbert, dated March 10, 2016, which is contained in this FEIR as Comment 56R.

11R-96 Response

Please refer to **Responses to Comments 56R-1 through 56R-4** regarding the additional air quality information requested by Greg Gilbert.

11R-97 Comment

The commenter included an email from Sarah Boyd of Save Coldwater Canyon to Karo Torossian and Courtney Hamilton of Councilperson Paul Krekorian's office, dated March 15, 2016 as well as an email from Sarah Boyd to Diana Kitching, dated March 15, 2016. The text of both emails follows.

As you know time is of the essence as the community prepares public comment to the HW Parking expansion project, due Monday, March 21. A key area of concern for our community is the Air Quality impacts – the new (RDEIR) model of which drastically reduced projected emissions without any [word illegible] change in diesel trucks or excavation equipment. In order to verify these projections, an Air Quality expert must have the underlying assumptions, such as horsepower, and a master list of equipment. None of this information is within the underlying RDEIR report.

City Planning has not responded to Mr. Gilbert in many days, and we are in need of your help to facilitate getting us this information as soon as possible. Please see below.

Ms. Kitching,

We have been made aware that the independent expert, Greg Gilbert, who is trying to verify Air Quality modeling done by the Harvard-Westlake school's experts, has asked you for the Master List of equipment that was used to make the extrapolations about air quality.

As you can imagine, it is of great concern to the community to verify the recent RDEIR Air Quality report, since it drastically reduced the projected emissions without any listed change in diesel trucks or excavation equipment. If we cannot verify the information from the unclear and incomplete underlying report(s), it is my understanding that the Lead Agency must make it available.

Time is of the essence, as public comments are due Monday, March 21st. We hope you will respond as soon as possible.

11R-97 Response

The Air Quality Appendix C of the RDEIR provides detailed CalEEMod outputs that identify construction equipment and assumptions. For each CalEEMod output, please refer to Section 1.3, "User Entered Comments and Non-Default Data", which clearly identifies the default assumptions and those assumed for

the Project. In addition, Section 3.0 “Construction Detail” of the CalEEMod output clearly identifies the construction schedule and the equipment utilized in the emissions analysis, along with the estimated equipment usage hours, horse power ratings, load factors, and the number of days of each phase of construction activity. This data provides the decision makers and the public with the ability to validate and verify the emission estimates provided in the Air Quality chapter of the RDEIR and satisfies the public disclosure requirements of CEQA with respect to the estimated construction emissions. The CalEEMod analysis has been revised as presented in Appendix C.3 of this FEIR. The modeling parameters are likewise included in the revised CalEEMod analysis. Additionally, Table 3.2-5A (Construction Equipment) has been added to Chapter 4, Corrections and Additions, of this FEIR in order to summarize the information requested; equipment to be used by construction phase, emissions requirements, horsepower, and quantity.

Please also refer to **Response to Comment C-17** for additional information on the finding that the Project would result in a less than significant impact to air quality, both during construction and operation.

11R-98 Comment

The commenter included an email from Jo Perry, dated March 16, 2016, to Lisa Sarkin, which is substantially the same as Comment 131R. The text of the email is as follows.

If the board approves the parking project below are my comments:

Here is my statement opposed to HW mega parking garage/field/bridge project.

To borrow a phrase from Joni Mitchell, Harvard Westlake wants to "pave paradise" and put up a parking structure.

Would you like to live next door to a four story-high football-field sized parking structure with a blazingly illuminated football field on top? Would you like the glare polluting the night sky above your home 4 evenings or more a week? Large and commercial scale light pollution, traffic and noise belong near an airport, not on a rustic, residential canyon.

Why should inhabitants of a rustic area be forced to tolerate a wildlife-disrupting, greenspace destroying, traffic-worsening and safety threatening project that brings no benefit at all to them or our community?

The SCRA, canyon and other groups, St. Michaels Church, and the Santa Monica Mountains Conservancy oppose this project and believe it would harm Studio City. I agree. This project grossly insensitive—to the character of the area, its already gridlocked traffic, and to HW’s neighbors. The grandiosity of the project, and its failure to even attempt reduce cars and vehicle trips through the canyon is a demonstration of real chutzpah.

There is also a sense of entitlement that informs this proposal: In response to concerns about the project, HW has increased the scale and footprint of the structures.

Other private schools in residential neighborhoods (Marlborough, Archer, Oakwood) have found more environmentally and resident-friendly solutions to their transit challenges. Why can't HW?

At the recent hearing it was interesting to observe that HW's basic argument was one of privilege rather than practicality. HW provided a slide show of their crest, their programs, etc. but never ever explained

why a parking structure couldn't be built on their expansive existing property or why the number of car trips made by their students, visitors to our area, couldn't be reduced.

The "safety" issue they advanced --pushing pedestrian traffic across a busy highway does not make sense.

HW students and alums voiced support for this parking edifice, but could not once explain why their massive development is good for our community in any way. Or why a bridge that will be visual blight to the canyon is the only answer to their unexpressed but obvious plans to expand. Students come and go. This is our home.

The SCNC Board must fight to protect the irreplaceable character of our community and its open space before HW destroys them forever.

11R-98 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **Responses to Comments 131R-1 through 131R-16** regarding the concerns cited by the commenter.

11R-99a Comment

The commenter included two copies of a letter from Jeffrey Jacobs to the Studio City Neighborhood Council, dated March 8, 2016, the text of the email is as follows.

You know what magicians do? They baffle their audience with smoke and mirrors.

That is what Harvard-Westlake is trying to do to Studio City with their statements that they need more parking.

The original DEIR claimed Harvard-Westlake needed more parking. However, this claim was rebutted at that time by opposition experts.

11R-99b Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

11R-99b Comment

Now, Harvard-Westlake is trying again in its current Recirculated Draft EIR to again restate their need for parking. This time Harvard Westlake says they have 578 parking spots. Approximately 400 students (doesn't say whether or not they are carpooling), 185 faculty and staff and 50 vendors and 30 coaches drive to school on a typical school day. That's approximately 665 parking spaces only about 87 more spaces than they have now and that assumes no carpooling. Harvard Westlake is also stating they need more parking for football games, graduation ceremonies and school related functions. Harvard-Westlake has not indicated how many days of extra parking they need. Surely Harvard Westlake can accommodate their current parking needs without the need for 750 more spaces with this project.

11R-99b Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis and **MR-7** regarding sufficiency of the Alternatives analysis.

11R-99c Comment

Harvard-Westlake is continuing to state that Harvard-Westlake vehicles are parking in neighborhoods even though they cannot come up with a total for the number of vehicles parking on Coldwater Canyon or in the neighborhoods. They have actually guessed 28 vehicles in their traffic report. This claim was also rebutted by opposition experts.

11R-99c Response

Please refer to **MR-1 and Responses to Comments C-3, D-10, and D-12** regarding the need for the Parking Structure and practice field and the use of neighborhood streets for parking by Harvard-Westlake students and visitors.

11R-99d Comment

Does Harvard-Westlake really need this “project”? It is a “project” even though Harvard-Westlake is now calling it “the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles”?

The answer is no.

11R-99d Response

Please refer to **MR-1** regarding the need for the Project.

11R-99e Comment

Does Studio City need this project? The answer again is no. There is no benefit for the neighborhoods.

Don't let Harvard-Westlake's smoke and mirrors baffle us in Studio City.

Please oppose this “Project”.

11R-99e Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

11R-100 Comment

The commenter included an email from Leni Boorstin, dated March 14, 2016, which is contained in this FEIR as Comment 31R.

11R-100 Response

Please refer to **Responses to Comments 31R-1 through 31R-15** regarding the various concerns cited by the Leni Boorstin.

11R-101 Comment

The commenter included an email from John Walker to Rita Villa and Lisa Sarkin of the Studio City Neighborhood Council, dated March 13, 2016, the text of which is as follows.

Hello Ladies:

Story poles are what I suggested before – I hope you will consider this as part of the response. It makes perfectly good sense to be able to see what could be built.

11R-101 Response

Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no further response is required. The comment will be forwarded to the decisionmakers for their consideration.

11R-102 Comment

The commenter included comment cards that were received during the March 16, 2016 meeting of the Studio City Neighborhood Council which can be viewed by reviewing the original comment letter included in Appendix L and included on CD inside the back cover of the FEIR. Comment cards indicated individuals' desire to speak for or against the Project, or their support of or opposition to the Project, as well as the following hand-written comments.

1. I am against the garage.
2. I oppose the HW Parking Plan.
3. I strongly oppose Harvard-Westlake's expansion project. As we saw with Sarah's outline report from 3/8/16, the negative impacts still far outweigh the benefits for one private school. Why should Studio City, and really all of Los Angeles, have to suffer for it?
4. Vehemently oppose this project!!! There is no good reason for this project to proceed. It is destructive to the environment and community.
5. I oppose this parking structure ruing beautiful wildlife.

11R-102 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project and **MR-1** regarding the need for the Project.

Biological resources are analyzed in RDEIR Chapter 3.3 and the RDEIR acknowledges the Project's cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and habitat and the sensitive species that forage in that habitat (RDEIR pages 3.3-22, 3.3-23, and 4-1) and the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR page 3.3-23). The Project will involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts, and will be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23), resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years. With implementation of Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7 all other biological impacts resulting from the Project would be less than significant. Please refer to **MR-6 and Response to Comment D-23** regarding the Project's impact on biological resources.

Individuals' expression of opposition to or support for the project will be forwarded to the decisionmakers for their consideration in taking action on the project. No further response is required.

12R. Studio City Residents Association, Alan Dymond, President, Letter dated March 17, 2016**12R-1 Comment**

Studio City Residents Association (SCRA) submits the following comments to the Recirculated Draft Environmental Impact Report.

The Recirculated Draft Environmental Impact Report (RDEIR) fails to respond to a request made during the public comment to the Draft Environmental Impact Report.

Pursuant to a public hearing held before the Studio City Neighborhood Council (SCNC) a request was made by the board that Harvard Westlake provide its ten year plan for the school. The request was not complied with but subsequently the Recirculated Draft Environmental Report (RDEIR) was issued however no mention was made of any future enrollment plan. Instead the following comment was made at Page 3.8-26 of the RDEIR: (The Harvard-Westlake Parking Improvement Plan is referred herein as Plan)

“...no increase in student enrollment is proposed as part of the Proposed Project... Current student enrollment is approximately 900 students with approximately 300 in each grade (10th, 11th, and 12th grades).”

12R-1 Response

Harvard-Westlake has stated that it has no plan to build additional facilities on the campus and no 10-year plan as requested by the commenter. The construction of additional facilities will require compliance with the City’s rules and regulations and with CEQA. The Parking Structure is required to meet current demands. Please also refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project

12R-2 Comment

The present parking provisions are adequate for the existing use of the school and a rationale for building this parking structure is not justified. See traffic report by Tom Brohard and Associates, Harvard Westlake Traffic Improvement Plan. Feb 29th 2016.

12R-2 Response

Please refer to **MR-1** and **Responses to Comments 9.6R-3 through 9.6R-5** regarding the need for the Project and the insufficient supply of parking.

12R-3 Comment

The statement in the RDEIR avoids responding to the request: it is silent about any intent for the future usage of the parking structure. An inference can be drawn that the purpose for the parking structure is having the ability to comply with additional parking requirements for any increase in future enrollments.

As stated in the Brohard report “Current limitations without disclosing those intentions at this time when excess parking is being proposed amount to segmentation, a serious violation of the California Environmental Quality Act. (CEQA).”

The SCRA joins in this comment even more so as a request has been made for the future plans of the school and the response is less than forthcoming.

12R-3 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of

the Project. Please also refer to **Response to Comments N-5 and LL-1** regarding the commenter's incorrect assertion that this Project will result in segmentation of a larger project. The comment does not question the adequacy of the DEIR. Therefore, no further response is required.

12R-4 Comment

The RDEIR fails to respond to the objection that vacation of city interests is primarily for the benefit of Harvard-Westlake.

A vacation application could have been made prior to designing the Plan. Harvard-Westlake, however, chose to link the two therefore Planning Department is the de facto place to process all issues notwithstanding the vacation application is handled by separate city agencies.

The RDEIR fails to show that a primary public benefit arises from the vacations and that Harvard-Westlake is not the major beneficiary of these vacations.

12R-4 Response

The commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations is incorrect and does not relate to the adequacy of the RDEIR or question the analyses contained therein, but will be forwarded to the decisionmakers for their consideration in taking action on the Project. Moreover, separating the request for vacations that are part of the Project from the remainder of the Project is not permissible under CEQA.

Please also refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project and **Response to Comment 6R-15** regarding the requested vacations.

12R-5 Comment

Any environmental review based on the outcome of future vacations that may not occur is deficient on its face. Alternates 1, 2, 3 and 4 do not rely on such vacations. Vacations by the city are of no consequence: only Alternates 1, 2, 3 and 4 should be considered. The Plan and Alternate 5 should not be considered.

12R-5 Response

The vacations of the planned but unimproved street Hacienda Drive and the airspace for the pedestrian bridge are discretionary actions that Harvard-Westlake has requested as part of the Project in the RDEIR. Similar to the Project's other such discretionary actions (RDEIR page 2-21 through 2-23), it is within the City's purview to approve or deny all or a portion of the requested discretionary actions based upon consideration of the Project's cumulative benefits when weighed against the environment impacts. As noted in **Response to Comment 9.7R-3**, the impact of the requested vacations was included as part of the RDEIR analyses and it is therefore appropriate to consider the Project and alternatives that may rely upon the vacations as part of their design.

12R-6 Comment

The RDEIR confirms that the prime beneficiary of the parking structure and pedestrian bridge is Harvard Westlake. It is the primary beneficiary of the vacations by the city.

The proposed vacations are solely for the benefit of Harvard Westlake.

The intent for the pedestrian bridge is quite clear: it is for access from the parking structure directly to the Harvard Westlake Campus.

The vacation of Hacienda Drive was not addressed in the RDEIR but it is known from the Plan and Alternate 5 that the Hacienda Drive vacation makes possible construction of a load bearing wall so the parking structure can be built: therefore again the intent is clear that the principal beneficiary is Harvard Westlake: it is not for the convenience of the general public. A private benefit cannot be the decisive factor in granting a vacation of public land. A private benefit may be incidental to a vacation but not one that principally is to benefit a private interest. Similarly, vacating the airspace over Coldwater Canyon goes to the benefit of Harvard Westlake.

12R-6 Response

Please refer to **Response to Comment 6R-15** regarding the requested vacations. The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. No further response is required.

12R-7 Comment

Any vacation must also consider the impacts of such vacations e.g. adjacent property devaluations, noise and light intrusions, visual impacts. etc.

12R-7 Response

Please refer to **Response to Comment 9.7R-3** regarding the inclusion of the requested vacations as part of the RDEIR analyses and **MR-1** regarding non-CEQA issues such as property values.

12R-8 Comment

The principal source document is the RDEIR (ENV2013-0150-EIR) that should be reviewed by Bureau of Engineering.

12R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

12R-9 Comment

If an incidental benefit occurs to a private party due to vacation, vacation would still be permissible. Here the major benefit is to a private party and, perhaps, a possible incidental benefit to the public: SCRA maintains there are no principal benefits to the public by these two vacations.

It is readily apparent that the primary beneficiary is Harvard Westlake with no principal benefit to the public: rather, significant present and future losses to the general public

Hacianda Drive has present, future, beneficial and safety uses for the Public.

Hacienda Drive vacation for Harvard Westlake's benefit would not result in any public use or benefit: Given that the closure is part and parcel of the proposed project then the following loss of public benefits should be addressed. E.g. future trail head access to Santa Monica mountain Conservancy lands for environmental studies, research, and access for trails to SMMC lands plus an additional fire exit route for residents on Potosi.

12R-9 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation. Please also refer to **Response to Comment 6R-15** regarding the requested vacations.

12R-10 Comment

The bridge would detract from the public enjoyment of a canyon experience, the views overlooking the Valley floor upon exiting the canyon, and would negatively impacting the experience of residing and belonging to a family neighborhood, reduction of property values.

12R-10 Response

Please refer to **Responses to Comments 11R-17** regarding the design features of the pedestrian bridge and the finding that the bridge would have a less than significant impact on aesthetics and **MR-1** regarding non-CEQA issues such as property values.

12R-11 Comment

Request for future notices and hearings

Studio City Residents Association in behalf of its members pursuant to Los Angeles Municipal Code and California Public Resources Code, Section 21092.2 request SCRA is added to any notices of future hearings in the above matter. SCRA members reside in the subject area or travel through the subject area therefore they are affected parties to the above referenced matter

Finally: SCRA joins and support the comments, observations and objections by SCNC, Save Coldwater Canyon, the Hillside Federation, Santa Monica Recreation Authority, and other nonprofits and individuals.

12R-11 Response

The commenter's request to be included in the distribution of future Project notices is acknowledged. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

13R. Aaron, Resident, Email dated March 20, 2016**13R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

13R-1 Response

The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City's Building Code (RDEIR page 2-5).

The comment correctly cites the Project's impact on the coastal western whiptail lizard and San

Bernardino ringneck snake and cumulative contributions to significant impacts on the oak-walnut woodland habitat and the sensitive species that forage in that habitat (RDEIR pages 3.3-22, 3.3-23, and 4-1), but does not raise any new environmental issues contained in the RDEIR. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

13R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

13R-2 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **Response to Comments D-52 and D-54** regarding discretionary entitlements and the Baseline Hillside Ordinance.

13R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

13R-3 Response

The commenter does not cite specific concerns with the RDEIR environmental impact analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR.

The RDEIR analyzes the impact on air quality resulting from the Project's construction on pages 3.2-26 to 3.2-31, and the impact on air quality from Project operation (including from the relocation of school buses) on pages 3.2-31 to 3.2-34. With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded, nor would the Project conflict with implementation of the applicable air quality plans, nor violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor expose sensitive receptors to substantial pollutant concentrations, nor create objectionable odors affecting a substantial number of people, and, therefore, appropriately found that there would be no significant impact on air quality from Project construction or operation. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR (and further below the CEQA threshold by which air quality impacts are considered significant). Mitigation Measure MM-AQ-11 has also been added to this FEIR (which requires diesel haul trucks to be model year 2010 or newer or, if unavailable, meet the USEPA 2007 model year

NOx requirements). Lastly, in light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015) and includes an analysis of the Project's reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. The HRA incorporates revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards. When taking into account this mitigation measure, which would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk. Please also refer to **Response to Comment C-17** for additional information on the finding that the Project would result in a less than significant impact to air quality, both during construction and operation.

Noise impacts are addressed in RDEIR Chapter 3.7. The RDEIR states that 16 residences adjacent to the Development Site and 34 residences on the east side of Coldwater Canyon as well as St. Michael's (which includes Sunnyside) would be significantly impacted by temporary construction noise during the overlapping construction phases of grading, soil nailing, and shotcrete activities (RDEIR page 3.7-24). Please refer to **MR-2** regarding the noise analysis for St. Michael's and Sunnyside. Additionally, Regulatory Compliance Measures RC-N-1 through RC-N-3 and Mitigation Measures MM-N-1 through MM-N-11 would be imposed to reduce noise impacts, including less than significant impacts, resulting from construction and operation of the Project. New Project Design Feature PDF-N-3 has also been added to Chapter 4, Corrections and Additions, of this FEIR and forbids the use of a portable public address system as well as music from any source. With implementation of these Regulatory Compliance Measures and Mitigation Measures, impacts related to construction noise, other than to the identified residences and St. Michael's, were found to be less than significant and operational noise impacts from all sources (mobile, practice field, parking and bus activity) were found to be less than significant.

Chapter 3.1 analyzes the aesthetic impacts of the Project and appropriately concludes that the Project will not exceed any thresholds of significance because it will not have a substantial impact on a scenic vista, substantially degrade scenic resources, substantially degrade the existing visual character or quality of the site and its surroundings, nor create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Please refer to **MR-4** and RDEIR Chapter 3.1 regarding the Project's aesthetics and the finding that with implementation of Regulatory Compliance Measures RC-AES-1 through RC-AES-3, Project Design Features PDF-AE-1 through PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-9, the Project's aesthetics impacts would be less than significant.

Biological resources are analyzed in RDEIR Chapter 3.3 which appropriately found the Project would contribute to significant impacts as described below. Please also refer to **MR-6** for information on the current state of the Development Site's environment. The RDEIR acknowledges the Project's cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and a significant impact on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). The Project will involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts. Pursuant to LAMC requirements and at the direction of the Urban Forestry Division, protected oaks and walnuts that are removed as part of the Project must be replaced on-site by the same species at a 4:1 ratio. Regulatory Compliance Measure RC-BIO-1 has been modified accordingly. Part 2.s of RC-BIO-1 has also been modified to require that all

trees be monitored for a minimum of three years, with additional monitoring to be “determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland” (refer to FEIR Chapter 4, Corrections and Additions, for these updates to RC-BIO-1 and for the renumbering to Mitigation Measure MM-BIO-8). Incorporating these changes, a protected tree and landscaping plan has been included as FEIR Appendix D.5. The plan depicts all replacement oak and walnut trees being placed on the Development Site. Additional tree species are also envisioned and include the use of Canary Island and Eldarica pines, and native tree species such as Toyon, Mountain Mahogany, and Hollyleaf Cherry which are already present in other areas of the Campus and throughout Coldwater Canyon. As shown on Figure 3.3-2 of the DEIR and the RDEIR and in FEIR Appendix D.5, significant portions of the Development Site containing oak and walnut woodland, adjoining the MRCA property, would remain and would not be disturbed by the Project other than supplemental plantings in areas that are currently bereft of trees. With implementation of revised Regulatory Compliance Measure RC-BIO-1, Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7 all other biological impacts resulting from the Project would be less than significant.

The use of lights on the practice field, in the Parking Structure, and on the pedestrian bridge are described in RDEIR pages 3.1-32 to 3.1-40 as well as RDEIR Appendix I. The RDEIR appropriately concluded that with implementation of Regulatory Compliance Measure RC-AES-3, Project Design Features PDF-AES-4 and PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-8 the impact from light would be less than significant. Please also refer to **Responses to Comments D-15E and D-82 through D-85** regarding light impacts

Lastly, the impact on traffic from the Project’s construction and operation are analyzed in RDEIR Chapter 3.8 and Appendices G.1 and G.2. With implementation of Regulatory Compliance Measure RC-TR-1, Project Design Features PDF-TR-1 and PDF-TR-2 (amended in Chapter 4, Corrections and Additions, of this FEIR), and new Project Design Feature PDF-TR-4 (see Chapter 4, Corrections and Additions, of this FEIR), the DEIR appropriately found that construction traffic impacts would be less than significant and that there would be no operational traffic impacts. The traffic analysis was peer reviewed (RDEIR Appendix G.3) and approved by the Los Angeles Department of Transportation (RDEIR Appendix G.4 2). Please also refer to **Responses to Comments C-3 and C-7** regarding traffic impacts.

13R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

13R-4 Response

The commenter’s opinions will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6**, second to last paragraph, regarding the commenter’s opinion that the Project is out of scale with the surrounding area. While the bridge would be privately-owned, Harvard-Westlake will comply with all applicable building codes including those relating to seismic events and structural safety. Please refer to **Response to Comment C-5**. The Project’s structural engineer, at Harvard-Westlake’s request, has increased the imposed seismic design loads by 50 percent in excess of those required by the City of Los Angeles Building Code when designing the Parking Structure, pedestrian bridge, and bridge support structures (RDEIR page 3.5-21). Using a load factor 1.5 times greater than what is required puts the pedestrian bridge and Parking Structure in the same Codified Occupancy Risk Category as an “essential facility” as described in the 2017 City of Los Angeles Building Code, table 1604.5. Other

examples of “essential facilities” are hospitals, fire stations, police stations, and earthquake shelters, as shown below, and are intended to be occupied safely and immediately following a natural disaster or earthquake without significant structural damage or loss of integrity.

Category	Type	Examples	Building Code Seismic Importance Factor
I	Low hazard to human life	Barns, sheds, and other agricultural storage	1.0
II	Structures not listed in categories I, III, or IV	Residential homes	1.0
III	Substantial hazard to human life	Schools and gymnasiums	1.25
IV	Essential facilities	Hospitals, fire stations, police stations, earthquake and emergency shelters	1.5

As further described in **Response to Comment C-5**, the Vierendeel truss system by which the pedestrian bridge has been designed, combined with the 1.5 increased seismic force, results in a more ductile bridge capable of undergoing large seismic movement without failure.

Regulatory Compliance Measure, RC-GEO-6, revised as per Chapter 4, Corrections and Additions, of this FEIR (and renumbered to Mitigation Measure MM-GEO-1), also requires regular monitoring and inspections of the pedestrian bridge.

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City’s CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

13R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

13R-5 Response

Impacts on wildlife have been fully evaluated in Chapter 3.3 of the RDEIR, with six supporting Technical Appendices. Project Design Features, Regulatory Compliance Measures and Mitigation Measures would be implemented to reduce potential impacts. For further discussion, please refer to **MR-6** that addresses Project impacts on biological resources. The commenter’s support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

14R. Karen Abrams, Resident, Email dated March 19, 2016

14R-1 Comment

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

14R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

14R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

14R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

14R-3 Comment

My greatest concerns are:

Air quality and health impacts during excavation and construction (now estimated at 30 months):

I have a young child and partner who already have breathing issues with a normal allergy season. Removing the side of a mountain will relegate us all to being inside most of the time,

Biological resources: impacts to protected trees and sensitive species,

Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil (estimated now at least 160 trips per day).

14R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, and traffic impacts.

14R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

Is it right for Harvard/Westlake to ask all of it's neighbors sacrifice their health, lose protected species, endure more light and noise pollution, and struggle through impossible traffic congestion just so they can have a private bridge?

This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

14R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

The commenter cites general concerns about various potential areas of Project impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, and traffic impacts.

14R-5 Comment

Please stand with the Studio City neighbors, the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

14R-5 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

15R. Walter Afanasieff, Resident, Email dated March 17, 2016**15R-1 Comment**

I live on Galewood St.

It is uphill to Harvard Westlake. This school has been progressively getting louder, crazier and disrespectful of their neighbors and neighborhood. If this private and unimportant organization gets away with this preposterous and totally selfish plan then my wife, my family and I will be forced to sell our home (of course we would lose money) and move. I will, along with hundreds of my neighbors, be forced to file law suits against Harvard Westlake and Studio City and any and all politicians involved. Please do not allow this obnoxious school of entitled and mindless assholes get away with this crazy and dangerous project.

15R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **MR-3** regarding light and noise from existing Harvard-Westlake operations and the relationship to the practice field, as well as **MR-1** regarding Harvard-Westlake's compliance with the CUP issued in connection with the Ted Slavin Field lights and non-CEQA issues such as property values and litigation.

16R. Della Alesso, Resident, Email dated March 21, 2016**16R-1 Comment**

I am vehemently opposing the construction of this huge parking structure and bridge. Building a monstrosity such as this on Cold Water Canyon would absolutely distroy this quaint and nostalgic area completely.

An area that has obviously, previously taken great pride in it's ability, so far to not turn one of the few areas in Southern California left, that hasn't been transformed into a concrete jungle, into one.

16R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the Project's location and biological impacts.

16R-2 Comment

Please do not distroy this beautiful and historic area.

16R-2 Response

The Project's impact on cultural resources is analyzed in RDEIR Chapter 3.4. A search of archaeological, paleontological, and human remains records yielded no evidence of historical resources on the Development Site or in the immediate vicinity, and thus the Project's impact on cultural resources was found to be less than significant. If, during construction, any such resources or materials are discovered, Mitigation Measures MM-CUL-1 through MM-CUL-6 provide that Project construction shall be halted and appropriate experts retained to preserve the resources.

Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the Project's location and biological impacts.

16R-3 Comment

I beg you, not to consider this proposal. Doing so, would not improve Cold Water Canyon, doing so would completely destroy it. Approving this construction would be a terrible regretful mistake and would create absolute devastation. Devastation that could never be corrected.

Thank you for your consideration in this very extremely, important matter.

16R-3 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The comment does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about the Project. Therefore, no further response is required.

17R. Kurt Alexander, Resident, Email dated March 21, 2016**17R-1 Comment**

My house is the last house on Galewood which happens to be adjacent to the Harvard-Westlake proposal site. With that being said, I oppose Harvard-Westlake's parking expansion plan.

17R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

17R-2 Comment

I have owned my home for more than 12 years, and since that time, I have gotten structural movement and settling to my property, this, just from the natural earth movement of this hillside. If approved, I cannot imagine the additional impact this Harvard-Westlake parking expansion will have on my property's movement.

17R-2 Response

Please refer to **Response to Comment 11R-7** regarding stability of the hillside during Project construction and operation.

17R-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

17R-3 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

17R-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

17R-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

17R-5 Comment

Air quality and health impacts during excavation and construction (now estimated at 30 months).

Noise pollution impacts.

Aesthetic impacts to the scenic canyon and its natural views.

Biological resources impacts to protected trees and sensitive species.

Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.

Also, the horrendous traffic impacts. For example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

17R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, and traffic impacts.

17R-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. I have no clue why this could happen to such a beautiful, peaceful and protected area.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

17R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures. Please also refer to **MR-6** regarding the condition of the Development Site and the desirable open space designation.

17R-7 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

17R-7 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

17R-8 Comment

I understand that we're going up against a very well funded plan here. However, we're a community and our voice and concerns should be just as important as the possible expansion planners.

This is our home, our community, our beautiful land that will be immensely affected here.

Please understand our concerns here. Let's make this about what's right and not what's profitable.

17R-8 Response

Please refer to **MR-1** regarding non-CEQA issues including opposition to the Project. The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about the Project. The commenter's expression of opposition will be forwarded to the decisionmakers for their consideration in taking action on the Project.

18R. Deborah Amelon, Resident, Email dated March 21, 2016**18R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It will wreak havoc throughout Los Angeles and the San Fernando Valley.

18R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

18R-2 Comment

It benefits no one, not even the students of HW. I know several families of children who have graduated from HW and none of them support this grotesque proposed project. It appears the only people now speaking for the project are their highly paid lawyers and a few small scale employees at the school who want to make points with their employer.

18R-2 Response

Please refer to **MR-1** regarding the need for the Project and non-CEQA issues including support or opposition of the Project and **Response to Comment D-13** regarding the existence of community benefits. The Project includes a "series of traffic improvements and operational changes that would improve vehicular circulation along Coldwater Canyon Avenue, including but not limited to widening Coldwater Canyon Avenue to add new traffic lanes travelling south on Coldwater Canyon near the Project Site. The Project also includes changes to the existing entrances and parking configuration on the Harvard-Westlake Campus to improve vehicular circulation and provide for bus parking on-site rather than on Coldwater Canyon." (RDEIR page 2-1)

18R-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

18R-3 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR and, therefore, no further response is required.

18R-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

18R-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

18R-5 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

18R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, and traffic impacts.

18R-6 Comment

There is no need for added parking at the school except for their intention to expand it. Their lawyer stated at the SCNC mtg that they are allowed to grow unabated. That simply is not true but if you allow these parking places you are in fact allowing them to grow unabated despite their COO. They have already exceeded their COO by 30 percent.

18R-6 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. Please also refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project. Harvard-Westlake has stated that it has no plan to build additional facilities on the campus. The construction of additional facilities will require compliance with the City's rules and regulations and with CEQA.

18R-7 Comment

There certainly is no need for an additional football/soccer field. Their field sits empty most weekends except when they rent it out. As a parent of a Division I college athlete I know what it takes to attain this

level and it is not an extra field. The athletes recruited by colleges are spotted by college coaches by what they do outside of high school and how they master their sport on a national competitive level.

18R-7 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein. Please refer to **MR-1** and **Response to Comment D-12** regarding Harvard-Westlake's need for additional practice field space.

18R-8 Comment

As a college professor at a top university and the parent of two children who went to the number one and number two universities in the world, I know what it takes to gain entrance into top universities. It is not parking places and a football field. It is taking the tough AP courses. HW should spend their money on better AP teachers to attract better students to their school, not this monstrosity that means nothing except the school wants to expand and get more tuition dollars. Since they want to do that they should follow the lead of their own lawyer who was so rude by telling us all at the last meeting to "move."

18R-8 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein. Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, as well as **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics. Please also refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

18R-9 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. This project has nothing to do with the students' safety. If they put students' safety first, then long ago they would have put in an extra lane and had better drop off, or instituted a carpooling program.

18R-9 Response

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6 and **MR-7**.

Please also refer to **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is out of scale with the surrounding area, and **Response to Comment 9.6R-14** regarding the safety improvements that will result from Project construction.

18R-10 Comment

I have been told by credible sources that they encourage them to park over over on Halkirk to make it appear there is a parking problem. I have lived in the area thirty years and there was never parking on Halkirk and Goodland until recently when HW began fighting for these entitlements. There are more than enough parking places on campus as proven by Save Coldwater Canyon.

18R-10 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

18R-11 Comment

If they truly cared about students they would make this area into a great hiking spot for all of them during breaks. As it stands, only athletes have an outlet for exercise on the campus.

18R-11 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

18R-12 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

18R-12 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

18R-13 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development.

18R-13 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

19R. Parker and Carol Andrews, Residents, Email dated March 21, 2016**19R-1 Comment**

We are stakeholders who have lived in Studio City for 38 years, the last 31 on Galewood St. in Coldwater Canyon and wish to continue for years to come. When considering who is a genuine stakeholder in this matter, a thoughtful consideration must be given. Many alleged "stakeholders" that periodically flood local Studio City Neighborhood Council meetings and fill out comment cards supporting Harvard-Westlake's project do not fit the amended definition of stakeholder set out by the Los Angeles City Council in 2013 and 2014.

19R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

19R-2 Comment

The RDEIR does not in any manner alleviate our concerns that we expressed in our previous correspondences, therefore this letter is in addition to our DEIR response dated December 11, 2013 emailed to diana.kitching@lacity.org, and our NOP response letter dated May 13, 2013 emailed to emily.dwyer@lacity.org. In fact the scope of the project has grown, therefore increasing our objections. A clear zoning and Baseline Hillside Ordinance compliant alternative to this project is not presented in the RDEIR.

19R-2 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis. Please refer to **Response to Comments N-1 through N-4** regarding the comments received on the DEIR on December 11, 2013 and **Response to Comments N-5 through N-17** regarding the comments received on the NOP.

19R-3 Comment

Even the RDEIR acknowledges the severity of the proposed project's impact on the natural environment. The ongoing shear number and scope of Harvard-Westlake's requests for entitlements and variances to current zoning and The Baseline Hillside Ordinance make it clear the proposed expansion is out sized. As proposed the structures continue to be incompatible with the character of Studio City, The Baseline Hillside Ordinance and the Community Plan in general. Perhaps the most egregious of the many requested entitlements and variances is the conversion (vacancies) of public property and public air space for private use.

19R-3 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **MR-6** regarding the scale of the Project and **Response to Comment D-42** regarding compatibility with applicable land use plan designations. Refer also to **MR-1** regarding non-CEQA issues such as opinions about street and airspace vacations and **Response to Comment 6R-15** regarding the requested vacations.

19R-4 Comment

Harvard Westlake is not a public school that serves the adjacent public community; in fact it is a private business with a very small percentage of local Studio City resident students.

19R-4 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

19R-5 Comment

While exhibiting an insatiable appetite for expansion without critical consideration of the negative impact to the community, Harvard-Westlake has not informed the community of future expansion plans which it no doubt has or should have in some form.

19R-5 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Response to Comment 11R-51** regarding Harvard-Westlake's statement that it has no plans for expanded facilities.

19R-6 Comment

The proposed addition of a lighted athletic field atop the garage makes clear Harvard-Westlake's lack of understanding that it's traffic pollution, light pollution, and noise pollution of Coldwater Canyon is over sized even in it's current state.

19R-6 Response

The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comment C-3 and H-5**).

Please refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

Please also refer to **Responses to Comments D-82 through D-85** regarding the Project's less than significant impact from operational noise.

19R-7 Comment

There are activities on Slavin athletic field that fill the canyon with amplified sound, boisterous practices, screaming crowds and pounding drums several hours a day, seven days a week, year round; frequently until after 8:00 PM.

19R-7 Response

Please refer to **MR-3** regarding light and noise from Ted Slavin field and the differing use of the practice field.

19R-8 Comment

To add yet another venue, the proposed "practice field", lighted and occupied until at least 8:00 PM, will add an even greater disturbance of the neighborhood's right to peaceful enjoyment of ones home.

19R-8 Response

Please refer to **MR-3** regarding light and noise from Ted Slavin Field and the differing use of the practice field. Please also refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level. Refer also to FEIR Chapter 4, Corrections and Additions, which adds Mitigation Measure MM-N-11 to ensure that the practice field has no public address system or sound broadcast equipment as well as no radios, band practice or other musical instruments and thereby reduces the less than significant noise impact from the practice field.

19R-9 Comment

We rely upon our city representatives to foster and enforce compliant and reasonable development. This project is far from being either compliant or reasonable. Please help us protect our city's future and keep Harvard-Westlake from permanently scarring our natural surroundings and the City at large as approval of this project will set a precedent. This request is not a nimby, it quite simply should apply to any similarly zoned area in the city's General Plan.

Among these and a considerable number of other reasons, we strongly urge you to oppose Harvard-Westlake's plans for the 4 level parking garage and lighted athletic field.

19R-9 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

20R. Anonymous, Resident, Email dated February 24, 2016

20R-1 Comment

Since the late 1990s I have been involved in hillside construction in Sherman Oaks and Studio City. I have spent entire years at a time on estate lots in the area removing soil, grading, pumping out holes drilling for piles, inserting piles, pumping concrete, and building retaining walls. Often, I personally perform these types of construction work.

My conclusions on the Harvard/Westlake building plan along Coldwater Canyon are as follows: 1) The subject site is inappropriate for the planned construction; 2) the school has not been properly advised of construction costs, soil removal, drilling, and what their plan means in a construction sense; 3) Any board member voting for this plan is breaching fiduciary duties by allowing the school to undertake a \$100,000,000 or more construction project merely for additional parking and a field that will receive minimal use.

20R-1 Response

Please refer to **MR-1** regarding non-CEQA issues such as the cost of the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

20R-2 Comment

Construction should be consistent with zoning, the physical properties of the site, the time to finish construction, and cost based upon the finished project and its economic value. Civic and academic construction is not supposed to set construction spending records. Difficult sites and construction costs likely to be ten times the average are unheard of.

20R-2 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and **MR-1** regarding non-CEQA issues such as socio-economic concerns. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

20R-3 Comment

Conservatively there is \$25,000,000 in site work without the proposed driveway. It will cost a minimum of \$25,000,000 to grade, remove soil, and build the necessary retaining walls presuming the soil removal figures are as claimed which they are not. The parking structure will cost another minimum of \$25,000,000 which is unheard of for a parking structure of this size. There will be additional costs for the field with regulation lighting, drainage, grass, irrigation, seating, and the restroom building. The driveway, in itself, will be an expensive undertaking.

20R-3 Response

Please refer to **MR-1** regarding non-CEQA issues such as the commenter's concern with the cost of the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

20R-4 Comment

The provided plans do not specify how many friction piles are needed. Besides the 140,000 cubic yards of dirt that will be removed merely to grade (which seems woefully inadequate; I think at least 480,000 cubic yards of soil will have to be removed for friction piles), presuming each pile is merely 50 feet deep (which will not be the case because some of the bedrock is that deep) and there are friction piles every 15 feet for the retaining walls, and every 15 feet of the construction for the parking garage there are a minimum of 400 friction piles each of which will yield another 16 or more cubic yards of dirt. Not only is this approximately 7,000 more cubic feet of dirt to remove, it is a few hours of drilling for each hole presuming water or granite is not hit before the required depth into the bedrock.

20R-4 Response

Note that in RDEIR Figure 2-6, which depicts the architectural cross sections for the Parking Structure and soil nail retaining walls, no friction piles are indicated for the retaining walls. Instead, as discussed in RDEIR Appendix E.1, page 31, "drilled, cast-in-place concrete friction piles are recommended to support portions of the proposed parking structure located over deep fill and alluvium, as shown on the Geologic Map and sections, and the eastern side of the pedestrian bridge. Piles should be a minimum of 24 inches in diameter and a minimum of eight feet into bedrock. Piles may be assumed fixed at three feet into bedrock."

Based upon the number of friction piles required for such areas, estimated spoilage volume (i.e., excavation) is approximately 1,200 cubic yards; this volume is included in the 140,000 cubic yards of excavation that was analyzed in the RDEIR (see also Chapter 4 Corrections and Additions and the new Appendix E.6, as well as the third party review of the soil nail wall design in Appendix E.7, added in this FEIR).

20R-5 Comment

Even if only 140,000 cubic yards of dirt had to be removed that is well in excess of 10,000 trucks weighing at least 40,000 pounds. There is no question that the asphalt along Coldwater Canyon will be destroyed all the way to the 101 freeway presuming that is the exit path to landfills. Presuming there is more like 500,000 cubic yards of dirt that is 35,714 trucks. I am not aware of any precedent in terms of this much soil being removed to build a parking structure or field. If this is 35,714 trucks Harvard/Westlake might spend \$35,000,000 on trucking fees which is not part of the above estimates. They would also spend a considerable sum on heavy equipment operators continually loading these trucks.

20R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage). As identified in the RDEIR on page S-9, the Project will necessitate the removal of 140,000 cubic yards of dirt from the Development Site. The commenter's statement that the Project will necessitate the removal of 500,000 cubic yards of dirt from the Development Site is unsupported by any facts, but will be forwarded to the decisionmakers for their consideration in taking action on the Project.

20R-6 Comment

Having drilled far more than 100 friction piles in a 2/10 of a mile radius from the site I can assure Harvard/Westlake they will hit water. They will need to pump the water out, and bring pump trucks onto the site due to the massive number of holes they will have to drill. They will also hit rock equivalent to granite. They will spend a day seeing if they can get more than a few inches. They will have to get an exception for depth or drill for three days to get a few feet. Each of those episodes will cost thousands of dollars. I estimate they will encounter this at least 12 times if not significantly more.

Construction professionals assess hillside sites based upon their ability to naturally support the desired grade, the cost of building a driveway (the driveway will also have to be supported on friction piles and will cost a fortune), the costs of soil removal, pile work, and the size of retaining walls. This site fails all of these criteria for all but somebody on the Fortune 100 list who is madly in love with the site facing Coldwater Canyon with elevations many feet from Coldwater Canyon.

The present hillside grading ordinance allows for 14 foot retaining walls. The plans call for 59-95 foot retaining walls. The very large, laughable retaining walls along the massive 405 widening project are not 95 feet. They are not 40 feet. If this country's largest transportation district (Caltrans) took years to build these walls during a more than billion dollar project one must wonder how a private school with limited enrollment could possibly hire and pay outside contractors to build 59-95 foot retaining walls.

Retaining walls built during the last century were thought to have a 50 year life span. Even if Harvard/Westlake's retaining walls have a 75 year life span, it is irresponsible for a private nonprofit to remove so much dirt they have to build 59-95 foot retaining walls that might fail. Even if they presently have a \$100,000,000 donation or building fund for this project, the City and its residents should be concerned Harvard/West does not have those type of funds let alone construction access in 50-75 years if the walls survive a normal life, or 5-10 years if they do not. Again, Harvard/Westlake is not part of the State of California who assumed the safety of one of the most traveled freeway systems in America when they built multi-story retaining walls along a freeway and highway.

20R-6 Response

RDEIR Appendix E.1 describes the prior geologic exploration performed on the Development Site. The excavations and borings, conducted by three professional geotechnical engineering firms to a maximum depth of 76 feet, did not encounter groundwater or granite, or result in any failed bored due to geologic conditions. Published geologic maps of the Santa Monica Mountains do not show granite in the area of the Development Site. The silty and diatomaceous shale bedrock, observed in the borings and test pits, is common to the area of the Santa Monica Mountains and area surrounding the Development Site and can be penetrated with conventional drilled piles. For example, bedrock was penetrated by 73 feet in boring GH-B4 by a standard bucket auger drill rig.

Please also refer to **Response to Comment C-4** regarding the geotechnical testing and modeling performed for the Project's soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

Please also refer to **MR-1** regarding non-CEQA issues such as socio-economic concerns.

20R-7 Comment

The sheer height of the planned retaining walls demonstrates the inappropriate nature of the building site for the plan. If neighboring construction calls for a maximum height of 14 foot walls based upon soil removal, retaining wall construction, potential of failure, and aesthetics 59-95 is wholly out of place. Even the planned 28-30 foot retaining walls are twice the size of maximum neighboring construction.

The fact a bridge is needed to connect this parking structure, and the bridge is through a residential canyon is another sign the project does not make sense for the land Harvard/Westlake acquired while knocking down the oldest residence along Coldwater Canyon. There is zero precedent in a bridge running across the residential canyons in the area (Beverly Glen, Laurel Canyon, Coldwater Canyon, or Benedict Canyon). Nor is there precedent elsewhere in the City of Los Angeles or Beverly Hills. Bridges are often vandalized even in upscale neighborhoods. The trend has been to close off and abandon bridges over the 101 Freeway as well as underground tunnels in the Hollywood/Mid-City area due to blight, crime, and vandalism.

20R-7 Response

Please refer to **Responses to Comments C-4 and C-5** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, the ongoing monitoring to which they will be subject, and the conclusion that the hillsides would not be compromised or otherwise destabilized by the Project. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

Please also refer to **MR-4** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics and **MR-6** regarding the Project's location and biological impacts. Included in the analysis of the pedestrian bridge's potential impact on aesthetics, as described in **MR-4**, was that it:

1. Was designed to reduce the appearance of massing, including substantial use of non-reflective materials and perforated/open side panels to diminish the appearance of bulk. In addition, the pedestrian bridge's top would be transparent, which would minimize visual impacts.
2. Would be visible for a limited distance on Coldwater Canyon Avenue because of bends in the roadway and intervening hillsides.
3. Uses glass along the north and south sides of the elevator tower on the east side of Coldwater, providing the ability for motorists to see through the tower (RDEIR Figures 2-12, 2-14, and 2-15).

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

The pedestrian bridge and Parking Structure will be maintained by Harvard-Westlake free of graffiti and otherwise is good condition (see Regulatory Compliance Measure RC-AES-1). Additionally, the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor safe use of the pedestrian bridge.

20R-8 Comment

The construction of the bridge will unquestionably have to shut Coldwater Canyon down. The cost of constructing the bridge will be massive.

20R-8 Response

Please refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue during initial installation of the pedestrian bridge and **MR-1** regarding non-CEQA issues such as concern with the cost of construction.

20R-9 Comment

Just in order to fill poured in place concrete retaining walls of an average height of 50 feet more than 420 concrete trucks will have to come to pump concrete. Additional trucks will have to come to pump friction piles. The amount of concrete to fill the poured in place walls (to build retaining walls) will cost more than \$4.2 million presuming you can even get concrete for \$100 a yard which I doubt will happen for 5,000 psi (3,000 is insufficient for the size of the contemplated walls). Generally for cement pours this large concrete is made onsite. This is how LAX did their runway expansion. 428 trucks weighing far in excess of 40,000 pounds will stress the street system to the 101 Freeway. Concrete made on site means large quantities of dust, aggregate, water, mixing equipment, and space none of which will happen here.

20R-9 Response

As stated on page 3.2-27 of the RDEIR, construction of the Project will be limited to 100 concrete truck trips per day (50 trucks per day). Concrete will not be made on the Development Site for the retaining walls or foundation elements. The RDEIR analyzed the traffic impacts from the concrete trucks trips in Chapter 3.8, Transportation, Circulation, and Parking of the RDEIR. According to the analysis, construction truck trips would result in less than significant traffic impacts at the study intersections. With regards to fugitive dust during concrete pours, Tables 3.2-6 and 3.2-7 of Chapter 3.2, Air Quality, of the RDEIR show that dust (PM10) levels are below thresholds during the foundation/structure phase of construction. The Project will also be required to comply with SCAQMD Rule 403 as part of Regulatory Compliance Measure RC-AQ-1, which includes the use of water as a stabilizing agent, a wheel shaker device, covering of all haul trucks, and the suspension of construction activities when wind speeds exceed 25 miles per hour. As the comment presents no evidence to contradict the analysis in the RDEIR, and the issues raised in this comment are already addressed in the RDEIR, no further response is required.

20R-10 Comment

It is unclear why the parking structure would not be vandalized, why students would not smoke marijuana in it as they do on the surrounding residential streets, and why portions of the retaining wall would not be ripe for vandalism. It is also fairly certain coyotes from the Santa Monica Mountains would make their way onto the land and bother visitors during morning, afternoon, and evening hours.

20R-10 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The pedestrian bridge will be secured when Harvard-Westlake is closed to prevent unauthorized access (RDEIR page 2-11) and the Parking Structure will contain a security office (RDEIR page 2-1) that will be used to monitor access to the Parking Structure as well as visitor activity. Please refer to **MR-1** regarding non-CEQA issues such as the socio-economic concerns.

20R-11 Comment

In any desired construction project the property owner must balance costs, ability to do the project, and appropriateness for the area. Here, the balance does not make any sense. This Harvard/Westlake site is a

private school with limited enrollment serving only the 10th through 12th grades. Students are admitted based upon academic criteria, fame of parents, and the likelihood of the student's admission causing donations in the present and future. Students generally do not go on to play in the NBA or NFL. Students are most desirous of receiving an academically challenging environment, experimenting in street drugs, experiencing psychosis due to the pressure of the environment, and hopefully getting accepted at a top 25 university. The need for a second field is questionable.

20R-11 Response

Please refer to **MR-1** regarding the need for the Project and non-CEQA issues such as socio-economic concerns and **Response to Comment D-12** regarding the need for the practice field.

20R-12 Comment

A significant portion of the existing parking spaces are being eliminated to aid in the appearance of the existing property. One must wonder why the parking structure is not being built on the existing flat land the school already occupies.

Without related site costs such as the retaining wall and soil removal the cost of building this particular parking structure will be roughly ten times the costs of building a parking structure on flat, or relatively flat ground.

20R-12 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. As noted in the RDEIR, the use of the Southern Parking Lot (103 spaces) for bus staging is intended to improve safety and not to aid in the visual appearance of the Campus. Relocation of the main Harvard-Westlake driveway results, in order to allow for the construction and placement of the pedestrian bridge to the Parking Structure, eliminates 140 parking spaces (RDEIR page S-6).

20R-13 Comment

Presuming the construction is done in five years, all surrounding streets are shut down so Harvard/Westlake can have a massive parking structure in the middle of a residential canyon, all surrounding streets have to be redone after truck travel, the neighbors endure noise and dust for five years, property tax does not go down due to devaluations in the area, homeless encampments do not spring up along the construction, there is a not a landslide during temporary shoring, the school spends \$100,000,000 for the construction the end effect will be a massive parking structure with field and 84 foot lights in a RE-40 and RE-15 neighborhood.

20R-13 Response

Project construction is anticipated to last 30 months (RDEIR page 3.2-26). Please refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue during construction, **Response to Comment C-17** regarding the finding that the Project's construction will have a less than significant impact on air quality, **Responses to Comment D-82 through D-85** regarding the Project's less than significant operational noise impact, and **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics. As to the issue of hillside excavations, the RDEIR includes a detailed analysis of the excavation requirements and methodologies included in the Final Geologic Soils and Engineering Report (RDEIR, Appendix E.1), the Geological Report Peer Review (RDEIR, Appendix E.1a) and the City of Los Angeles Soils Approval Letter (RDEIR, Appendix E.1b). Included in the City's approval letter is a detailed list of requirements to ensure the safety of the soil excavation and exportation, including, without limitation, compliance with the requirements for

excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial safety, approval of the grading by the Board of Building and Safety, and recommendations for the uncharged temporary excavations (Appendix E.1b, pages 2 and 3). Refer also to **MR-1** regarding non-CEQA issues such as socio-economic concerns.

20R-14 Comment

The number of RE-40 lots in Los Angeles have dwindled. The number of RE-15 lots has also dwindled. The project will back up to a RE-15 neighborhood with home values of \$1,500,000- \$6,000,000. Except for one neighbor whose son attended the school, none of the neighbors want this project. The thriving nature of boutique retail establishments and eateries in the area, as well as the area being enjoyed by professionals associated with CBS and Hollywood, will be compromised. This will be the traffic pit Valley Vista has turned into from Stansbury to the 405 freeway. It will be the homeless sector of the Southeast Ventura Boulevard communities, the foreclosure and short pay capital of the area once nobody wants to be near this construction.

It should be noted that the construction and development comes within 92 feet of a RE-15 lot on Galewood, and even closer to Van Nord Street.

20R-14 Response

The commenter's opinion about the impact on real estate values, commercial enterprises, and the number of RE-40 and RE-15 lots is noted (refer to **MR-1**). The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

20R-15 Comment

This opinion is largely based upon the construction and zoning aspects of the project because those are my areas of expertise.

20R-15 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

20R-16 Comment

There are also environmental issues that include native species, pollution from building, and pollution from the parking garage once it is built.

20R-16 Response

The RDEIR has evaluated the Project's environmental impacts pursuant to CEQA Guidelines. The analyses address impacts on Biological Resources, Chapter 3.3, supported by six technical reports; and impacts on Air Quality and Greenhouse Gas Emissions, with a supporting technical appendix. The FEIR has supplemented the previous analyses with a new Health Risk Assessment (HRA) that is provided in Appendix C.1 of the FEIR. The RDEIR, as reconfirmed in the FEIR, concluded that the Project would result in a significant impact regarding two species and would make a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland habitat area and sensitive species that forage in the habitat; and that the Project would result in a temporary significant noise impact during construction. Mitigation measures have been required to reduce these impacts to the extent feasible. No other significant impacts would not occur.

20R-17 Comment

Finally, increased traffic during construction and thereafter will guarantee Coldwater Canyon from the 101 freeway to Mulholland being a continuous line of vehicles. Presently, the backup extends west of Coldwater to Ethel, to Fairway to the east, and often North to Moorpark.

20R-17 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

20R-18 Comment

There are also extreme noise issues. Presently, Football games across Coldwater Canyon can be heard vividly on the streets near Coldwater Canyon and prominently as far as Ethel Avenue.

20R-18 Response

Please refer to **MR-3** regarding Harvard-Westlake's compliance with Article 5, Section 115.02 and Article 6 of the LAMC (both relating to noise) and the differences in use and noise emissions from the Ted Slavin Field and the practice field.

20R-20 Comment

I am a resident in the Studio City section of the Longridge Estates on Galewood, a commercial property owner and business owner in the same area on the Sherman Oaks side, and have been a resident of the area since 1977.

20R-20 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

21R. Ranelle Angora, Resident, Email dated March 21, 2016**21R-1 Comment**

I strongly oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

21R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

21R-2 Comment

This project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

21R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

21R-3 Comment

I have the following concerns, among others:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

21R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic, and aesthetic impacts (including scenic vistas and views and light).

21R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of Los Angeles.

21R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

21R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

21R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

22R. Julie Atwater, Resident, Email dated March 20, 2016**22R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

22R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

22R-2 Comment

My house sustained substantial damage as the result of the resent water main work on Coldwater Canyon. The plaster in my 1940's house did not fair that well with all the trucks going up and down Coldwater Canyon for that work and I can't imaging how it will do with the HW project. I hope you will vote with us an stop this development.

22R-2 Response

Vibration resulting from the Project's construction activities is analyzed in RDEIR Chapter 3.7. After factoring in the mix of construction equipment and distances to nearby residences, the RDEIR concludes that construction vibration would not exceed 0.01 inches per second peak particle velocity at the closest residential structure to the Development Site, below the Federal 0.2 inches per second peak particle velocity threshold. The RDEIR appropriately concluded that impacts from construction vibration are less than significant. Please also refer to **Response to Comment C-25**.

22R-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

22R-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

22R-4 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

22R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

22R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

22R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

22R-6 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

22R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

23R. Joël Badie, Resident, Email dated March 21, 2016**23R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

First I would like to say, which ever way the decision, for or against this "Improvement Project" moving forward is verdict, the relationship between Harvard-Westlake and the nearby residence and community has been damaged.

23R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

23R-2 Comment

That being said, I have lived in this community for sixteen years and I understand what community means to those of us who are homeowners and commuters. It means we watch out for each other, removing nails, glass, and debris from the roadway in front of our houses to save someone from tire damage. It means observing the fire hazards at all times. Respect of your neighbors property and well being by not infringing on either. I could go on but I'm sure you get my point.

23R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

23R-3 Comment

I have attended a few of the meetings listening to the pros and cons of this project. In a previous meeting the representative from Harvard-Westlake showed an aerial shot of what the area looked like before the campus was built. It showed the country club and almost no homes, secluded and certainly no traffic on Coldwater Canyon. When the representatives from Harvard-Westlake continued and used the word “community”, it by my standard was not inclusive of the residents or commuters who live along and traverse as far as into Beverly Hills, because all I saw and heard was what they wanted as a solution for their growth that did not include the homeostasis of the community or commuters. Their “mission statement” was not inclusive of the community.

23R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

23R-4 Comment

I am not going to make a case for environmental impact, but I will for commerce. The earning impact for a lot of us who are Talent, Agents, Managers, or Producers in the Entertainment Industry will be tremendous. This does not include those who commute for Goods And Services, of which there are many. Traffic delays for 30 plus months will cause a great strain on business affairs. Business that cannot be conducted from a phone or an automobile. Business that benefit many families who have monetary needs to pay for everything including tuition for other schools including Harvard-Westlake. To get to Beverly Hills from Dickens & Coldwater Canyon now takes almost 90 minutes or more. With moving traffic it takes 20 minutes. Benedict or Laurel Canyon are further away and more chaotic that Coldwater. Has anyone from Harvard-Westlake got in a car and tried to drive to Wilshire Blvd from the campus between 7AM and 10AM Monday through Friday? With this proposed “Project” it will most likely be worst than the water main breakage.

23R-4 Response

The RDEIR found that the Project’s construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

23R-5 Comment

Also I have yet to see a contingency plan for fires, medical, and accidents on Coldwater Canyon by Harvard-Westlake to the residence who live between the campus and Mulholland Drive.

23R-5 Response

While the prospect of disruption to Coldwater Canyon Avenue as a result of maintenance of the pedestrian bridge as well as the potential for impeding emergency responder movement are of public concern, the likelihood of such disruption has been reduced through a number of engineering elements (**please refer to Responses to Comments C-4 and C-5**).

23R-6 Comment

On one side, “we want our project” and on the other side “we want our canyon”.

Your input will demand levels of contemplation you probably have yet to experience in this lifetime if you weigh everything at a high frequency. So I will conclude with this:

“Once you create an us against them mentality, you no longer have community” -JDB

23R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

24R. Adrienne Barbeau, Resident, Email dated March 21, 2016**24R-1 Comment**

Since I am emailing from my phone while I am out of the country, I will not go into great detail, but I am adding my voice to those who oppose Harvard-Westlake's proposed pedestrian bridge and parking lot construction.

24R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

24R-2 Comment

Please, I beg you to consider the negative impact this undertaking would have - especially in light of last week's earthquake originating less than a thousand feet from the proposed site.

24R-2 Response

Please refer to **Response to Comment C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

25R. Linda Bergman, Resident, Email dated March 21, 2016**25R-1 Comment**

This project is obscene in light of the impact it makes on the residents of the area.

25R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

25R-2 Comment

Moving students across Coldwater will worsen students' safety, while traffic, air quality and noise from the project will create a significant negative impact on our community for years.

25R-2 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

The RDEIR found that impacts on traffic and air quality during Project construction and operation were less than significant. The Project's temporary construction noise impact is cited on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. The Project's operation was found to have a less than significant noise impact (refer to **Responses to Comments D-82 through D-85**).

25R-3 Comment

New expert reports show the School (and the City) are underestimating truck trips to haul 137,000 cubic yards of soil away from this area of Coldwater.

25R-3 Response

The commenter is presumably referring to the Wexco letter received by the Lead Agency (**Comment 9.9R**). Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions.

25R-4 Comment

What does that mean? More traffic, more air pollution -- toxic air contaminants and particulate matter emissions from huge diesel trucks and equipment. What's at stake? The health and welfare of nearby school children and other sensitive folks (athletes and elderly, those with asthma, nearby residents, etc)

25R-4 Response

Project impacts inclusive of traffic, air quality and toxic contaminants have been evaluated in the RDEIR and FEIR. The analyses have been performed pursuant to CEQA guidelines and will be considered by the decision makers in taking action on the Project. As indicated in the analyses regarding these topics, impacts would be less than significant. Notably, the FEIR has included a quantitative health risk assessment (please refer to Appendix C.1) that evaluates the health risk to sensitive populations and concludes that with mitigation health risk would be less than significant. Please also refer to **Response to Comment C-17**.

25R-5 Comment

As a nearby resident, I consider this move a personal assault on my family's good health.

25R-5 Response

Please refer to **Response to Comment C-17** regarding the finding that the Project's construction and operation would have a less than significant impact upon air quality.

26R. Patrice Berlin, Resident, Email dated March 19, 2016

26R-1 Comment

Without repeating what you have read many times I would like to go on record as a Studio City Homeowner/stakeholder I am very much against the HW project for many reasons...traffic, environmental etc.

26R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

26R-2 Comment

How our city could even consider having both the Sportsmens Landing without an EIR & HW projects within blocks of each other is mind boggling.

26R-2 Response

The Project's impact on traffic included consideration of numerous related projects, including the proposed redevelopment of Sportsmen's Lodge (RDEIR Appendix G.2). Factoring in such related projects, as well as the Project's own vehicular uses, the RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

27R. Mayim Bialik, Resident, Email dated March 21, 2016**27R-1 Comment**

I live a few blocks from Harvard-Westlake and I oppose their parking expansion plan ((ENV-2013-0150-EIR). I am an actor on a very well known television show and in order to maintain my security I have been unable to be as vocal about this as I'd like to be. But this expansion plan has me wanting to take to social media, it's so ridiculous.

27R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

27R-2 Comment

I am concerned about the air quality, traffic and environmental damage that are to be expected during excavation and construction and the disruption to our neighborhood for what it seems is a prominent and influential school's desire for students to drive to school en masse, which is not a requirement for a high school student.

27R-2 Response

The RDEIR analyzed potential environmental impacts and found that the Project would not have a significant impact, other than from short-term construction noise (RDEIR page 3.7-24) and cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1).

Less than significant impacts on air quality resulting from the Project's construction are described on pages 3.2-26 to 3.2-31. With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR. A new Mitigation Measure MM-AQ-11 has also been added to require that haul trucks be of model year 2010 or newer or, if unavailable, that they meet the USEPA 2007 model year requirements for NOx emissions.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6 and **MR-7**. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

27R-3 Comment

I urge the City to deny the applicant's request for not one but two vacations; the air space over Coldwater Canyon and for Hacienda Ct. The applicant failed to follow the required multiple approvals process in the City's municipal code, and the street vacation is for private use with no public benefit.

27R-3 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **Response to Comment 6R-15** regarding the requested vacations.

Please also refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

The commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations does not relate to the adequacy of the RDEIR or question the analyses contained therein, but will also be forwarded to the decisionmakers for their consideration in taking action on the Project.

27R-4 Comment

The bridge would set an unwelcome precedent if approved, for a private bridge over a designated scenic highway...in the foothills of the Santa Monica Mountains.

27R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

27R-5 Comment

It is also not adequate to resolve the safety concerns since the garage creates its own safety issues per the Wexco RDEIR Report Review dated March 16, 2016.

27R-5 Response

Please refer to the response to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-1 through 9.9R-4 and 9.9R-21 through 9.9R-22**.

27R-6 Comment

I am also very concerned about the following issues this project creates:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts (they admit to un-mitigatable noise impact to Sunnyside Nursery School, St. Michael's and to several neighbors, me being one of them)
3. Aesthetic impacts to the scenic canyon and its natural views.
4. Biological resources impacts to protected trees and sensitive species.
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.
6. Traffic impacts: This construction will create gridlock not just for Coldwater Cyn, but all the other canyons and main arteries that commuters use to go to work. 160 truck trips per day and the applicant claims it will have minimal impact on traffic?? That's a truck carrying tons of soil driving down Coldwater Cyn every 10 minutes.

27R-6 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

27R-7 Comment

This Project is so egregious it's hard to believe this is even being considered. It is exactly the type of development the City should be trying to stop.

Please join The Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, Laurel Cyn HOA, Beverly Glen HOA, and Save Coldwater Canyon and oppose this massive development!

27R-7 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

28R. Joseph Bishara Kebbe, Resident, Email dated March 20, 2016**28R-1 Comment**

I oppose the Harvard-Westlake parking expansion plan.

It seems that since the last DEIR, the Project has become bigger and more intrusive to the hills and occupants of it, as well as those who pass through appreciating the open canyon space.

28R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's

opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

28R-2 Comment

I have lived on Coldwater for the last 11 years at 3454, and every year I watch a nest of hawks in the tree across from me breed, raise their young, then fly off until next season over the course of around two months. I cannot help but think of the impact on them, flying and hunting as they do - with truckload after truckload of earth excavated.

28R-2 Response

The RDEIR has evaluated potential Project impacts on wildlife inclusive of Coopers Hawk, considered very likely to occur on the Development Site. The analysis has required Mitigation Measure MM-BIO-7, which addresses protection of nests and nesting success that may be affected by construction activity. Please also refer to **Response to Comment D-31**.

28R-3 Comment

My other concerns are common ones it seems:

1. Air pollution, noise pollution, and traffic during the years of construction - please keep in those of us living on Coldwater have already been impacted for years with construction project related traffic.
2. Aesthetic destruction of the natural canyon.
3. Light pollution from the field on the roof and the private pedestrian bridge.

28R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

28R-4 Comment

There really should not be a private bridge built across our canyon that we all share.

28R-4 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project, as well as **MR-4** regarding the finding that the Project, including the Pedestrian Bridge, would have a less than significant impact on aesthetics.

28R-5 Comment

I've attached some pictures of the hawks I've observed over the years.

Please do not let one of the rare areas of this city with natural hillside be compromised for private interests.

28R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland.

29R. Mary Ann Blodgett, Resident, Email dated March 21, 2016**29R-1 Comment**

My name is Mary Ann Blodgett and I am opposed the parking garage. The main concern is the 90ft. lights. These lights will disrupt the natural beauty of the canyon.

29R-1 Response

Please refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

29R-2 Comment

I also can't understand why a private parking garage would be built in a public neighborhood.

29R-2 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

29R-3 Comment

I enjoy the natural beauty of the canyon and feel this project should not be allowed to benefit private interests that do not benefit the public.

Please consider the voices of the people that live here in this beautiful canyon and oppose the construction.

29R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **Response to Comment D-13** regarding community benefits from the Project.

30R. Jon Boorstin, Resident, Email dated March 21, 2016**30R-1 Comment**

I attended the Studio City Neighborhood Council Wednesday night meeting to consider Harvard-Westlake's proposal and I listened to both sides with great interest. I am a proud Harvard Westlake parent and also a neighbor of the school. My H-W son, who learned to walk in this house, is now a lawyer practicing in the Valley. I respect and admire what the school has accomplished, but I must add my name to those opposing this project. I have lived through construction on Coldwater. I can imagine what 160 trucks a day for over a year will mean in environmental degradation. (We live beside St. Michael's church, and I share the Rector's concerns.) And the finished result will be intrusive and will subsume the neighborhood into Harvard Westlake.

30R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics. The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon

peak traffic hours. Please also refer to **Responses to Comments U-1 through U-13** regarding the Project's impact on St. Michael's.

30R-2 Comment

This seems to be a solution in search of a problem. I have not seen a convincing case made for this project. They talk about street parking and 'safety.' In thirty years here, student parking has not been a problem near me, save for a few big days that HW handles well, and for all their talk about safety they haven't offered any evidence that there is any particular danger at present. No Coldwater Canyon injuries or close calls that I've been told about.

30R-2 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. Please also refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

30R-3 Comment

In fact, this will increase the potential for accidents. At present all the students remain on the east side of Coldwater. This project will have them crossing back and forth. That's much more dangerous than the current situation. I've been a teen ager. I know how often I'd have used the bridge when I was their age. (And as for canyon traffic, how will that be helped by having hundreds of cars making left turns at rush hour into the commuters?)

30R-3 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

30R-4 Comment

HW has not demonstrated a reason to spend millions on this project. Why do they need hundreds of additional parking places? The only explanation I find credible for spending this much time and effort on massive new parking is to expand the school. They say they'll agree to size limits, but whatever agreements they make can be unmade. Parking restrictions are the true restraint. Once they have the parking, enlarging the school is only a matter of time. I believe they are already the largest private day school in California.

30R-4 Response

Please refer to **MR-1** regarding the need for the Project. Please also refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project. Harvard-Westlake has stated that it has no plan to build additional facilities on the campus nor increase enrollment (**Response to Comment 11R-31**). The construction of additional facilities will require compliance with the City's rules and regulations and with CEQA. The Parking Structure is required to meet current demands.

30R-5 Comment

So I urge you to do the neighborhood, and Harvard Westlake, a favor. Spare us all from this disruptive, unhealthy, and potentially dangerous project.

30R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

31R. Leni Boorstin, Resident, Email dated March 21, 2016**31R-1 Comment**

Attached is a letter that I sent to the Studio City Neighborhood Association about the Harvard Westlake Parking project. I oppose the scale and scope of the project and hope the Planning Department will take my concerns as a neighbor into consideration. This project, which has expanded and moved ever closer to the blind curve at Coldwater and Avenida Del Sol makes no sense in a canyon. Please see letter attached. Thank you for your consideration.

31R-1 Response

Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics.

31R-2 Comment

Last Wednesday night's meeting was helpful in gaining a perspective on the Harvard Westlake proposal. I understand why, from their perspective, they would like to build this project. ('Want to; not need to', as Save Coldwater Canyon correctly states.)

While Harvard Westlake earned my trust, love and respect when my children were students there, I cannot say quite the same as a neighbor because of how this project was introduced: there was obfuscation, hubris, and seeming deliberate misdirection with skewed images of the project. I appreciate all of the presentations and speakers last week. I like President Commons, and the community relations director, Stacy Marble. I learned that different points of view lead to different opinions related to the project.

I agree that Coldwater Canyon should not only be saved, but, be improved. I agree that change happens in communities and that development happens, and that Harvard Westlake has the right to develop property it owns, and for the good of its students.

31R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

31R-3 Comment

I do not agree that the hillside west of the campus, admittedly 'not pristine', leads to the solution to build a parking lot of a scope worthy of an airport, and an overpass worthy of a freeway. The pillars alone for the bridge over Coldwater, with their necessary elevators, make my heart sink.

The RDEIR plan diminishes my aesthetic concerns and makes my heart sink further.

31R-3 Response

Please refer to **MR-4** and **Response to Comment D-139** regarding the finding that the Project would have a less than significant impact on aesthetics, and **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space.

31R-4 Comment

That the hillside in question was left in such junky state for so long leads to my mistrust of Harvard Westlake. If they cared about the neighborhood and community, they would have made property improvements long ago.

31R-4 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The Development Site has previously been graded for the single family homes and used for temporary storage of equipment and supplies in connection with the LADWP's water line construction for the public benefit (RDEIR page 3.1-23).

31R-5 Comment

Had Harvard Westlake embraced safety for its students, it could have developed a side walk on the east side of Coldwater long ago. Buses drop off and pick up safely on Coldwater in its long and safe curb lane daily.

31R-5 Response

Construction of a sidewalk along the east side of Coldwater Canyon Avenue to the northern entrance of the Campus would not alleviate the daily lack of parking for students, staff, and faculty nor for the other parking needs generated during school and special and athletic events after school. Further, since most of the properties are owned by private individuals, it is speculative to assume that Harvard-Westlake would be able to build the improvements on other people's private property. It is also infeasible and speculative to assume that Harvard-Westlake would be able to acquire or lease off-site parking, such as along Ventura Boulevard, from which students would then walk to school (RDEIR page 5-3).

Please also refer to **Response to Comment 9.6R-14** regarding the improved safety that will result from relocating bus staging on to the Campus as compared to the shoulder of Coldwater Canyon Avenue.

31R-6 Comment

The safety concern is caused by proposing a building of a parking lot incompatible with the neighborhood on the wrong side of the street!

31R-6 Response

Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics. Please also refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

31R-7 Comment

It appears to me that neighbors who have student cars parked on their streets, in the main, would far prefer those cars, than the construction of a three story plus practice field 750 car garage on Coldwater.

31R-7 Response

The commenter's opinion regarding students parking on neighborhood streets is noted.

31R-8 Comment

Trust has not been built with neighbors when current field lights go into peoples' homes.

31R-8 Response

Please refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property) and **MR-3** regarding the difference in uses and lighting between the Ted Slavin Field and the practice field.

31R-9 Comment

Trust has not been built by having Harvard Westlake solve its not quite-enough-parking spaces, when it never put in place a real enforced plan to diminish car travel in the first place (car pooling and bus service). Or, a shuttle system with off-site parking.

31R-9 Response

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6 and **MR-7**. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

An alternative that utilizes offsite (or leased) parking was analyzed (RDEIR page 5-3) and determined to be infeasible and speculative.

31R-10 Comment

Harvard Westlake's plan seems backward looking, rather than forward. LA passed its new Mobility Plan January 20, 2016. We are all thinking about walking, cycling, shared and public transportation.

31R-10 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

31R-11 Comment

Nothing modern about Harvard Westlake's plan. It is about private benefits; not public, and in no way feels like an innovative approach to what it wants to solve for.

31R-11 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

31R-12 Comment

Although at first it sounds great that their plan calls for two southbound lanes created for a slightly longer portion of Coldwater, unfortunately it goes to one lane right away, just around the corner!

31R-12 Response

Please refer to **Response to Comment 11R-2** regarding the improvement of traffic flow following Project completion.

31R-13 Comment

In the end: who is this for, and why? It is not worth the disruption for close to three years to result in something that has so little community benefit.

31R-13 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project, as well as **MR-1** regarding the need for the Project.

The RDEIR analyzed the potential environmental impacts resulting from Project construction and found that the only significant impact would be temporary construction noise for a number of sensitive receptors located in the proximity of the Development Site (RDEIR page 3.7-24).

31R-14 Comment

Please demand that Harvard Westlake come back with a plan that doesn't reveal itself as being so inappropriate to the environment,

31R-14 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue.

31R-15 Comment

As to need complicated and extraordinary waivers and variances, and air space and vacationing (love that word) of paper streets. Common sense is called for.

31R-15 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **Response to Comment 6R-15** regarding the requested vacations. The comment does not express any concern with the environmental analysis in the RDEIR. Therefore, no further response is required.

32R. Jack Bornoff, Resident, Email dated March 21, 2016**32R-1 Comment**

The school has renamed their project the "Harvard-Westlake Parking, Safety and Athletic Improvement Project" -- yet moving their students across Coldwater will worsen students' safety, while traffic, air quality and noise from the project will create a significant negative impact on our community for years.

32R-1 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project. The RDEIR analyzed the impact on traffic and air quality from the Project's construction and determined that impacts would be less than significant (RDEIR Chapters 3.2 and 3.8).

The Project's temporary construction noise impact is cited on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. The Project's operation was found to have a less than significant impact.

32R-2 Comment

New expert reports show the School (and the City) are underestimating truck trips to haul 137,000 cubic yards of soil away from this area of Coldwater.

32R-2 Response

The commenter is presumably referring to the Wexco letter received by the Lead Agency (**Comment 9.9R**). Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions.

32R-3 Comment

What does that mean? More traffic, more air pollution -- toxic air contaminants and particulate matter emissions from huge diesel trucks and equipment. What's at stake? The health and welfare of nearby school children and other sensitive folks (athletes and elderly, those with asthma, nearby residents, etc).

32R-3 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Please refer to **Response to Comment C-17** regarding the finding that the Project's construction and operation would have a less than significant impact upon air quality.

32R-4 Comment

In the best case, the School is trying to rush through their Project's approval without proper analysis of the impact to the community -- in the worst case, they know but want their Project anyway.

32R-4 Response

The Project's Notice of Preparation, DEIR, RDEIR, and this FEIR were prepared in accordance with the requirements of CEQA, present analyses and conclusions supported by fact, and followed the requisite process for evaluation, circulation, and public comment. The analyses include potential impacts to the Development Site as well as the general community in the areas of aesthetics, air quality, biological resources, cultural resources, geology, land use, noise, and transportation.

32R-5 Comment

So far, the City just accepts the School's expert reports without skepticism. I am holding you accountable.

We the residents do not want a bridge over our public roadway and do not want a 3-story (4 level) parking garage on Studio City's precious hillside open space land.

32R-5 Response

Please refer to **MR-6** regarding the Development Site's Desirable Open Space designation. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

32R-6 Comment

Do you think for once you can stand on the side of the tax paying residents who's planning commission and Mayor's corrupted favorings to their/his friends have turned a once lovely neighborhood into a commercial horror! And exactly what happens when the Mayor's buddy redevelops Sportsman's Lodge, another project railroaded through? Add that congestion to what already is one of the worst intersections in LA each and every rush hour morning, Ventura/Coldwater and you try living there. Is you role to fatten the

coffers of the developers at the expense of the quality of life of the community? It sure as hell looks that way to me.

32R-6 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **Response to Comment 26R-2** regarding the inclusion of the proposed redevelopment of Sportsmen's Lodge in the traffic analysis and the finding that the Project's impact on traffic would be less than significant.

33R. Liza Botkin, Resident, Email dated March 21, 2016

33R-1 Comment

The more I learn, the worse it gets. The latest draft of the bldg is even bigger and they are taking out over 160 healthy trees now. (And several species of birds, lizards, etc will be destroyed during the excavation) It really is and will be devastating to the area.

33R-1 Response

The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City's Building Code (RDEIR page 2-5). Not included among those changes, however, were modifications to the Parking Structure dimensions. This is most readily apparent by comparing the discretionary actions requested in the DEIR (page 2-20) and the RDEIR (page 2-22), specifically the unchanged heights of the pedestrian bridge, top of the elevator towers, top slab of the Parking Structure, equipment room, catchment fence, and practice field lights. The DEIR and RDEIR also both state that the practice field dimensions are 330 feet long by 195 feet wide (DEIR and RDEIR page S-3).

As described in the RDEIR, the correct number of trees that would be removed is 147 trees (of which 15 are already dead). Pursuant to Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), the removed trees would be replaced by 528 new trees. The increase in the number of trees removed would be off-set by a four-fold proportional increase in the number of replacement trees. RDEIR page 3.3-20 describes that "among the native members of the southern California fauna known for their ability to thrive near human habitation are the southern alligator lizard, coyote, raccoon, striped skunk, and several bird species including the northern mockingbird, mourning dove, scrub jay, bush tit, and house finch."

Lastly, as required by Mitigation Measure MM-BIO-6, a salvage effort by a qualified biologist will be undertaken before grading commences, and salvaged wildlife will be relocated and released into open space areas near the Development Site.

33R-2 Comment

We just got our Air Quality expert report in and it's horrendous how HW underestimated all the numbers to get it accepted. But the most important section is on the health of the HW students and Sunnyside. And I would imagine all the outdoor pets in the area will be negatively affected to but of course that's never mentioned. :(

33R-2 Response

The commenter presumably refers to a letter submitted by Autumn Wind Associates, which is addressed in **Responses to Comments 9.1R-1 through 9.1R-29**. Please refer to those responses. In particular, please note **Response to Comment 9.1-9 through Comment 9.1-11** regarding the input assumptions. As

indicated, corrections have been made to the analysis. As further indicated throughout the responses, a health risk assessment has been prepared and included as Appendix C.1 of the FEIR. The revised analyses indicate that with mitigation the air quality impacts, inclusive of health risk impacts, would be less than significant.

For purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible an individual could remain for 24 hours. With regard to outdoor pets, the SCAQMD Localized Significance Threshold methodology does not define outdoor pets or animals as sensitive receptors. However, the significance thresholds defined by the SCAQMD take into account sensitive populations such as the elderly and the very young. Therefore, the analysis presents a conservative, worst-case scenario with regard to air quality impacts.

34R. Lawrence Broach and Susan Dickes, Residents, Email dated March 20, 2016

34R-1 Comment

We oppose the Harvard-Westlake parking expansion plan, We live on Alcove Avenue near Halkirk, so we are very close to Harvard-Westlake. We have been opposed to this project from the beginning for a myriad of reasons, but now, having read the expert reports that were commissioned by Save Coldwater Canyon, we are becoming alarmed.

Simply put, the construction of this project is going to be very hazardous to the health of everyone in the vicinity – including the students of Harvard-Westlake.

The school is completely ignoring the effect of the project on air quality and health. An air quality report, commissioned by Save Coldwater Canyon (you have already received a copy, along with two other expert reports), says that the construction will severely impact air quality in the area. This will be terrible – and unacceptable – for the residents; but it may be even worse for the Harvard-Westlake students! The report says “School children will be captive on-campus for many hours per day, day after day, month after month, with increased health risks as a result of the project’s heavy reliance on extensive diesel-powered construction equipment...”

The irony, of course, is that Harvard-Westlake has been touting this project as promoting student “safety.” As residents, we don’t want our health or the health of our neighbors ruined by the air pollution this project will produce. And we are stunned that a school would be so cavalier with the health of its own students.

34R-1 Response

The commenter’s expression of opposition to the Project will be forwarded to the decision makers for their consideration in taking action on the Project. More detailed comments regarding the air quality impacts have been included in the Save Coldwater Canyon! Letter Attachment from Autumn Wind Associates, Inc, Letter 9.1R. Please refer to **Responses to Comments 9.1R-1 through 9.1R-29**. As indicated, corrections have been made to the RDEIR analysis, modification made to Mitigation Measure MM-AQ-10, new Mitigation Measure MM-AQ-11 added, and a refined quantitative health risk assessment has been prepared and included as Appendix C.1 of the FEIR. The revised and new analyses support the conclusions of the RDEIR that mitigated air quality impacts, inclusive of health risk impacts, would be less than significant.

34R-2 Comment

(We can only wonder how aware the parents of all the students and incoming freshman have been made with regard to the danger, potentially toxicity, and endless noise generated by the garage build that will fill the years that their children will spend at the school.)

34R-2 Response

The RDEIR analyzed potential environmental impacts from construction of the Parking Structure and related Project features (e.g., pedestrian bridge) and found that the only significant impact would be from temporary noise for a number of sensitive receptors located in the proximity of the Development Site (RDEIR page 3.7-24). Schools regularly undertake maintenance operations and construction of buildings and are able to continue offering educational instruction to students in spite of the incremental noise generated by the activities.

The Project will not have a significant impact on air quality resulting from the Project's construction (RDEIR pages 3.2-26 to 3.2-31). With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR.

Lastly, please refer to **Response to Comment C-17** regarding the inclusion of a Health Risk Assessment that concludes the health risk due to Project construction would be less than significant.

34R-3 Comment

There are many further reasons why this project should be stopped. These include:

Noise: during the multi-year construction, and operational noise.

Agricultural and forest resources: sensitive plant life will be adversely affected.

The protected tree issue is well-documented.

Biological resources: dislodged, and migration patterns possibly altered.

Hazardous materials: present, and possibly leaching into the water supply.

Traffic/transportation: during the multi-year construction phase every artery between the valley and anything "over the hill" will be negatively impacted. And we believe that the already difficult traffic problems on Coldwater will increase if the structure is approved, completed and put into daily use.

34R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding noise, biological resources and traffic impacts. As to the issue of hazardous materials, please refer to RDEIR Appendix B, Attachment B, Evaluation of Environmental Impacts, pages 33-34, which found that the Project would not have significant impacts related to hazardous materials.

34R-4 Comment

We further question the very necessity for the structure. This concern is addressed in the expert report on traffic and parking commissioned by Save Coldwater Canyon.

34R-4 Response

Please refer to **MR-1** regarding the need for the Project. The commenter presumably refers to a letter submitted by Tom Brohard and Associates, which is addressed as **Responses to Comments 9.6R-1 through 9.6R-27**.

34R-5 Comment

Please note that Harvard-Westlake mentions frequently and vociferously their desire for the second athletic field that will sit atop the multi-level parking structure. This creates its own set of concerns, which include noise, safety, and land-use and planning.

34R-5 Response

Please refer to **Responses to Comments D-82 through D-85** regarding the noise analysis conducted for the Project (construction, operation, and echo effect) and the finding that the Project would have a less than significant impact from operational noise. Please also refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project. Lastly, refer to **MR-5** regarding the Development Site's zoning designation.

34R-6 Comment

We remain concerned that the school is asking for a remarkable number of entitlements and exceptions to the municipal code.

34R-6 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

34R-7 Comment

These reasons are all important. For my wife and I, the damage this project will do to our air quality is what keeps us up at night.

Surely, even in a car-centric city such as ours, the Right to Breathe is more important than the Right to Park.

34R-7 Response

The commenter's opinion is noted and will be forwarded to the decision makers for their consideration in taking action on the Project. More detailed comments regarding the air quality impacts have been included in the Save Coldwater Canyon! Letter Attachment from Autumn Wind Associates, Inc, Letter 9.1R. Please refer to **Responses to Comments 9.1R-1 through 9.1R-29**. As indicated, corrections have been made to the RDEIR analysis and a refined quantitative health risk assessment has been prepared and included as Appendix C.1 of the FEIR. The revised and new analyses support the conclusions of the RDEIR that mitigated air quality impacts, inclusive of health risk impacts, would be less than significant.

34R-8 Comment

Please, please read the expert reports submitted by Save Coldwater Canyon. You will find, in carefully documented detail, just how dangerous and unnecessary this parking structure is.

34R-8 Response

Please refer to **Responses to Comments 9.1R-1 through 9.9R-22** for responses to the reports that were submitted by Save Coldwater Canyon!. Please also refer to **MR-1** regarding the need for the Project.

34R-9 Comment

Please stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

34R-9 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

35R. Karen Brooks, Resident, Email dated March 20, 2016**35R-1 Comment**

I expect you to properly protect the residents of Los Angeles.

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

35R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

35R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

35R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

35R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

35R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

35R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

35R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

35R-5 Comment

Protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

35R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

36R. Allison Burns, Resident, Email dated March 21, 2016**36R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

36R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

36R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

36R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

36R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

36R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

36R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

36R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

36R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

36R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

37R. Richard and Carolyn Carson, Resident, Email dated March 21, 2016**37R-1 Comment**

As residents living on a small street just beyond [south of] Harvard-Westlake School, we are only able to access our home from Coldwater Canyon onto Avenida del Sol. As traffic on this major thoroughfare is so heavy during much of the day, especially during commuting hours, we, and all of the other residents on Oeste Avenue, Alta Mesa, and Avenida del Sol, must make left turns onto Avenida del Sol across oncoming traffic, with no stop light, on a dangerous curve, when driving south from Ventura Boulevard. We are at the mercy of some kind driver who must stop, with downhill traffic behind him, to allow us to make our turn. It is not unusual to wait for 20 or 30 cars to pass before making that dangerous turn. The same is true if one wishes to turn left to go uphill on Coldwater. Trying to watch for downhill traffic, while also looking to the right to see what might be approaching around the curve, is most difficult, and cars driving both directions tend to speed up at this point. These turns must also be made by parents picking up children from the small school on Avenida del Sol, located just a block off Coldwater Avenue, where there is often a great deal of congestion.

37R-1 Response

The commenter's opinion regarding existing traffic on Coldwater Canyon Avenue is noted.

37R-2 Comment

Among all of the other negative impacts of the proposed Harvard-Westlake proposed parking structure is that of worsened traffic conditions for all of us, as there would be a longer stop, to allow for much more H-W traffic turning left at the school's relocated stoplight, than is presently the case for only east turns onto the campus. We envision long strings of cars sitting on Coldwater Canyon, facing downhill, blocking access to our home and to neighboring streets. When there are emergency vehicles, trash trucks, construction and service vehicles and other encumbrances to deal with, this is a serious safety issue, with potential loss of life at this location.

37R-2 Response

The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Please also refer to **Response to Comment D-108** regarding the inclusion of northbound left turn movements into the Parking Structure, the finding of less than significant impacts on traffic, and that the length of the relevant turn lane is sufficient to handle the volume of traffic during the peak morning hour.

37R-3 Comment

For far too long, the city has allowed Coldwater Canyon to disintegrate into a series of potholes, deep cracks and fissures from the 101 freeway south to Mulholland Drive, with no consideration for the thousands of commuters who must travel over the terrible road multiple times per day, causing physical stress to oneself, to passengers and to one's automobile. If there are eventual plans by the DWP to do further infrastructure work on Coldwater, and by the city to finally improve Coldwater, there would be even further disruption in our ability to reach our homes. This would go on for a very long time, even without an expansion by Harvard-Westlake.

37R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

37R-4 Comment

It seems that Harvard-Westlake's plans have been underway for a very many years, since the school has been acquiring property on the west side of Coldwater for some time, obviously feeling confident that it would prevail, against the wishes, needs and concerns of the many opponents to their plans. The size and purpose of this project make it totally unacceptable to us residents in the neighborhood.

37R-4 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics.

37R-5 Comment

We already deal frequently, also, with the bright lights of the existing practice field on campus, and having additional lights located much higher, on yet another field, would be very glaring and obtrusive and create a look of major commercial development instead of the rustic canyon ambience which now exists. This development would be a very negative development for anyone living in the area or commuting on Coldwater Canyon.

We urge the city not to allow this proposed plan to proceed. Thank your for your attention.

37R-5 Response

Please refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level. Please also refer to **MR-3** regarding the differences in light from Ted Slavin field and how that would differ from the lights at the practice field.

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

38R. Mark Chatinsky, Resident, Email dated March 21, 2016**38R-1 Comment**

I have great concerns over the building of a 700 unit parking garage by the Harvard Westlake School.

It will be disruptive to the community as well as increase traffic that sometimes take up to an hour to get up the hill to Mulholland.

38R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

38R-2 Comment

The school has no need for more parking with the existing lot and bus service that they have. If they do need more parking then set up an off campus lot and shuttle people in.

38R-2 Response

Please refer to **MR-1** regarding the need for the Parking Structure and **MR-7** regarding the adequacy of the Project Alternatives analysis. An alternative that uses offsite (or leased) parking was analyzed on RDEIR page 5-3. It was dismissed, however, given the speculative nature of the alternative, its likely logistical problems, increase in traffic that might result, and the anticipated continued use of parking in the neighborhood. Please refer to **MR-1** regarding the need for the Project.

38R-3 Comment

I do not want to see a private bridge over Coldwater and old oak trees destroyed.

I strongly urge you stop this project!

38R-3 Response

Please refer to **MR-6** regarding the condition of the trees on the Development Site. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **Response to Comment D-23** regarding the RDEIR's finding of significant and unavoidable cumulative impacts to the woodland resource. Although there is a significant cumulative impact due to the cumulative encroachment and loss of oak-walnut woodland in the Project vicinity, the RDEIR details the mitigation measures that would reduce all other impacts to this woodland to a less than significant level. Compliance with the City's Protected Tree Ordinance will ensure that the impacts are fully mitigated. See Regulatory Compliance Measure RC-BIO-1 (RDEIR page S-19 through S-22), which has been renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR.

38R-4 Comment

it is very silly
to jam a road in the city
with parking lots and sports
and jam the neighbors in the shorts

so if I may say
to some dismay
stop the school
from trying to rule

38R-4 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

39R. Debby Cohen, Resident, Email dated March 21, 2016**39R-1 Comment**

I strongly oppose the Harvard-Westlake expansion plan. I'm a resident on Coldwater Canyon and have been so for almost 30 years. I have had numerous relatives and friends who have sent their children there. I have numerous friends who have been on the faculty there. It is a wonderful educational institution but that does not mean that it has the right to impact on the lifestyle of the taxpayers that live in the canyon.

People who live in the canyon bought there because it is not the city. We endure the possibility of fires and floods. We have coyotes, we have amazing spiders, we have tarantulas, we have scorpions, and we have rattlesnakes. We live here because of the solitude and the natural beauty.

39R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR and, therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

39R-2 Comment

A private bridge does not belong over our public road which leads into the foothills of this beautiful canyon. Where else in LA can you find a street which is a gateway to the beauty of Franklin and then drop into the beautiful homes of Beverly Hills?

39R-2 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

39R-3 Comment

We do not need more traffic or construction. We have had water main construction for almost a decade which has caused significant traffic problems. And now you want us to endure more? Those were necessary. This is not.

39R-3 Response

The comment does not dispute the accuracy of the environmental analysis. The commenter's concern with the traffic problems caused by the DWP project and continued traffic disruptions will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

39R-4 Comment

Almost 3 more years! And then what? Will it be better for the city of LA or the residents of Studio City?

39R-4 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

39R-5 Comment

What about the wildlife? Where will the displaced rats, coyotes, snakes, skunks and spiders go? Into our neighborhoods.. To threaten our pets and young children? Can we let them play in the yard knowing that these critters have been forced into literally our backyards?

39R-5 Response

A discussion of the effects related to wildlife displacement is provided in the RDEIR at page 3.3-21. Although less mobile and/or burrowing wildlife (rodents, reptiles and insects) will be destroyed during earthmoving activities, it is likely that some more mobile forms of wildlife will come in contact with nearby residents and their pets. This is a growing issue throughout urbanizing southern California and is not restricted to the subject Project alone. It is considered to be a potential short-term result of the Project that is not considered to be significant. Please also refer to **Response to Comment D-23**.

39R-6 Comment

All so generations of teenagers can learn that having one person per car rather than carpooling or bus riding is the way to preserve our planet and reduce our carbon footprint and arrest global warming? By destroying our native Santa Monica mountain habitat?

39R-6 Response

The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6 and **MR-7**. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

39R-7 Comment

When I built on my property, I had to abide by all of the city codes and regulations. I was told that city law required a garage or I could not close escrow. I was told that it would cost approx \$10K for a simple 2 car garage with electricity and a water spigot. After I signed and moved in, all the bids for the garage came in between \$75 and \$100K .. in the late 1980's! Why? For a simple garage? Because I as a homeowner had to abide by all canyon codes. But, it is my understanding that exceptions and entitlements have been given to Harvard-Westlake parking expansion. Why?

39R-7 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Therefore, no further response is required.

39R-8 Comment

Has Harvard-Westlake tried to work at all with the constituents and taxpayers of Studio City after seeing yard signs on almost all the nearby residents, by reducing the size of the project?? It is my understanding they have expanded the project.

39R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City's Building Code (RDEIR page 2-5). Please refer to **MR-7** for a discussion of a 2-story alternative as well as a reduced footprint alternative, and the conclusion that the Project is the superior solution.

39R-9 Comment

All canyon residents will be greatly impacted by this construction for years to come. For a garage? For more cars than they ever will need? Our health and well being and canyon life will be impacted and they will pave paradise and put up a parking lot?

39R-9 Response

Please refer to **MR-1** regarding the need for the Project. The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR.

Please refer to **MR-4** and **MR-6** for a description of the Development Site's biological condition and discussion of the finding that the Project would have a less than significant impact on aesthetics, and to **Response to Comment C-17** regarding the Project's less than significant impact upon air quality during construction and operation.

39R-10 Comment

Please protect our canyon. It is our present and Los Angeles future. There is no other canyon like ours. This is a habitat for plant life that is rare. The air quality and noise pollution and traffic is unacceptable. Our life will be impacted to make Studio City worse not better. Would you want this on your street?

39R-10 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics impacts.

40R. Ann Cooper, Resident, Email dated March 21, 2016**40R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive.

The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

40R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

40R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

40R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

40R-3 Comment

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

40R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

40R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

40R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

40R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

40R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action

on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

41R. Richard A. Cooper, Resident, Email dated March 21, 2016

41R-1 Comment

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

41R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

41R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

41R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

41R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

41R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

41R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

41R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

41R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

41R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

42R. Elaine Colter, Resident, Email dated March 20, 2016**42R-1 Comment**

Please listen to the community and reject this parking project. I have lived in Sherman Oaks for over 22 years and have seen and suffered thru the growing pains because of approved changes in community development plans.

42R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

42R-2 Comment

This parking structure is simply outrageous, benefitting not the local residents but only the school.

42R-2 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

42R-3 Comment

It will encourage more traffic congestion, destroy wild mountain space, disturb residents neighboring the school.

42R-3 Response

The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the

Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Response to Comment C-3 and D-57**).

The RDEIR concluded that there would be no significant impacts from Project operation, other than the Project's cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). Please also refer to **Response to Comment D-23**.

42R-4 Comment

The solution is for the school to bus in students from a leased parking lot elsewhere, not to expand school facilities where inappropriate.

42R-4 Response

Please refer to **Response to Comment 38R-2** regarding the infeasibility of using an offsite (or leased) parking lot.

43R. Sharon Crigler, Resident, Email dated March 21, 2016

43R-1 Comment

I approve of the plans for the Harvard Westlake project. I drive the canyon all the time.

43R-1 Response

The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

44R. Sue Culhane, Resident, Email dated March 17, 2016

44R-1 Comment

I oppose Harvard-Westlake's parking expansion plan. It is out of step with and unwelcome in the community, besides being unnecessary.

44R-1 Response

Please refer to **MR-1** regarding the need for the Project and **MR-4 and MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is out of step with the community. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

44R-2 Comment

Don't give the school special treatment. Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

44R-2 Response

Harvard-Westlake is not receiving special treatment by the City. The entitlement application is being processed in the same way as every other school project in the City of Los Angeles located in a residential area. Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

44R-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

44R-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

44R-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage here there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

44R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

44R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

44R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

44R-6 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

44R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually

in this FEIR.

44R-7 Comment

Perhaps Harvard Westlake could look into relocating and developing the Valley Plaza area. There seems to be plenty of land there to meet the school's needs.

44R-7 Response

The commenter's suggestion that Harvard-Westlake relocate from Studio City is noted, but is not an alternative that requires analysis. As the comment does not raise any concerns about the environmental analysis in the RDEIR. Therefore, no further response is required.

45R. Nancy Cushing-Jones, Resident, Email dated March 21, 2016

45R-1 Comment

I strongly oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

45R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

45R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

45R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

45R-3 Comment

I have the following significant concerns, none of which has Harvard Westlake manage to assuage despite all their protestations to the contrary:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer given our recent past experience with the construction that took years to finish along Coldwater),
2. Noise pollution impacts during and after construction,
3. Dirt caused by the excavation and building that will be required over the 30 months to completion,
4. Aesthetic impacts to the scenic canyon and its natural views,
5. Biological resources impacts to protected trees and sensitive species,
6. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
7. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

45R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts. Refer also to **Response to Comment 7R-5** regarding measures to prevent dirt and dust emissions from construction activities.

45R-4 Comment

This is exactly the type of out-of-scale development that I am begging the City to stop.

This is the moment for the City to act responsibly on behalf of all the citizens who live and work around Harvard Westlake or use Coldwater Canyon on a regular basis.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

45R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

45R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

45R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

46R. Dana Kathryn, Resident, Email dated March 20, 2016**46R-1 Comment**

I live at 3663 Potosi Ave. I strongly oppose this project. There was a fire next to me June 25, 2014. I could've lost my home and all my neighbors homes too! I could have been trapped and not made it out. If the school takes Hacienda Their will never be a exit for me to get out. The home next to me burned up completely inside they are still working on it right now , and even the Fire Chief said it would've been a different story 10 minutes later. I'm up at the top of the street if there would've been a 83 foot retaining wall how would I have got out if the fire had blocked the street. My street is under 9 ft at the smallest and at the largest place 17ft. It is a very tiny road.

46R-1 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation.

46R-2 Comment

I believe if you own property you should be allowed to build. But you must follow building codes, zoning laws. I have been living in paradise my dream. The beautiful Studio City. The school removed 3 or 4 houses. They should be allowed to build 3 or 4 houses, not a 750 car parking garage with the playing field on top.

46R-2 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

46R-3 Comment

You should be allowed to build and enjoy your dreams, but you should not be allowed to ruin everyone else's dream . The city is supposed to protect the city the school is supposed to fit into the city not become the city.

Please help keep Studio City beautiful.

46R-3 Response

The commenter's expression of opposition to the project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

47R. Raymond Danon, Resident, Email dated March 21, 2016**47R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

47R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

47R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

47R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

47R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

47R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

47R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

47R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

47R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in OPPOSING this massive development!

47R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

48R. Joyce Dillard, Resident, Email dated March 21, 2016**48R-1 Comment**

Under Section 402(p) of the Clean Water Act, municipal NPDES permits shall prohibit the discharge of non-storm water except under certain conditions and require controls to reduce pollutants in discharges to the maximum extent practicable. Such controls include BMPs, as well as system, design, and engineering methods. A municipal NPDES permit was issued to the County and 84 incorporated cities including the City, in December 2001.³ The County Municipal NPDES Permit required implementation of the Storm Water Quality Management Program prepared as part of the NPDES approval process. The Storm Water Quality Management Program requires the County and the 84 incorporated cities to:

1. Implement a public information and participation program to conduct outreach on storm water pollution;
2. Control discharges at commercial/industrial facilities through tracking, inspecting, and ensuring compliance at facilities that are critical sources of pollutants;
3. Implement a development planning program for specified development projects;
4. Implement a program to control construction runoff from construction activity at all construction sites within the relevant jurisdiction;
5. Implement a public agency activities program to minimize storm water pollution impacts from public agency activities; and
6. Implement a program to document, track, and report illicit connections and discharges to the storm drain system.

And

Los Angeles Municipal Storm Water Permit (NPDES Permit No: CAS004001, December 13, 2001. The Los Angeles Municipal Storm Water Permit (NPDES Permit No: CAS004001, December 13, 2001; amended September 14, 2006 by Order R4-2006-0074, and August 9, 2007 by Order R4-2007-0042) requires new development and redevelopment projects to incorporate SUSMPs. Project categories for which SUSMPs are applicable include “Parking Lots” of 5,000 square feet or larger, or with 25 or more parking spaces. General requirements of the SUSMP include 1) post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate where the increased peak storm water discharge rate will result in increased potential for downstream erosion, 2) conserve natural areas, 3) minimize storm water pollutants of concern, 4) protect slopes and channels, 5) provide storm drain stenciling and signage, 6) properly design outdoor material storage areas, 7) properly design trash storage areas, 8) provide proof of ongoing BMP maintenance, 9) post-construction treatment control BMPs are required to incorporate, at a minimum, either a volumetric or flow based treatment control design standard or both, to mitigate (infiltrate, filter, or treat) storm water runoff.

Comments:

This is not the current MS4 permit and you have not addressed the compliance issues.

LA Regional Water Quality Control Board issued Municipal Separate Storm Sewer Systems Permit ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001. It reads as follows:

D. Permit Coverage and Facility Description

The Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the Los Angeles County Flood Control District with the exception of the City of Long Beach (see

Table 5, List of Permittees), hereinafter referred to separately as Permittees and jointly as the Dischargers, discharge storm water and non-storm water from municipal separate storm sewer systems (MS4s), also called storm drain systems. For the purposes of this Order, references to the “Discharger” or “Permittee” in applicable federal and state laws, regulations, plans, or policy are held to be equivalent to references to the Discharger, or Permittees herein depicting the major drainage infrastructure within the area covered under this Order are included In Attachment C of this Order.

Upper Los Angeles River Watershed Group is in the Upper Los Angeles River Watershed Management Area with the City of Los Angeles as the Lead Agency in the preparation of the EWMP Enhanced Watershed Management Plans and the CIMP Coordinated Integrated Monitoring Program. There exists responsibility for the Receiving Water compliance issues:

- Los Angeles River Watershed Trash TMDL
- Los Angeles River Nitrogen Compounds and Related Effects TMDL
- Los Angeles River and Tributaries Metals TMDL
- Los Angeles River Watershed Bacteria TMDL
- Los Angeles Area Lakes TMDLs

Attachments

Order R4-2012-0175-Final Attachment O

The commenter attached twenty-six pages from the State Water Resources Control Board, order number R4-2012-0175, regarding total maximum daily loads in the Los Angeles River Watershed Management Area.

Note: Original comment letters and attachments (not including video materials and certain large published City documents that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

48R-1 Response

The Los Angeles Municipal Storm Water Permit (NPDES Permit No: CAS004001, December 13, 2001; amended on September 14, 2006 by Order R4-2006-0074, on August 9, 2007 by Order R4-2007-0042, on December 10, 2012 Order R4-2012-0175, and June 16, 2015 by Order WQ 2015-0075 (posted July 1, 2015)) requires new development and redevelopment projects to incorporate the Low Impact Development Program. Low Impact Development (LID) is a leading storm water management strategy that seeks to mitigate the impacts of runoff and storm water pollution as close to its source as possible. Urban runoff discharged from municipal storm drain systems is one of the principal causes of water quality impacts in most urban areas. It can contain pollutants such as trash and debris, bacteria and viruses, oil and grease, sediments, nutrients, metals, and toxic chemicals that can negatively affect the ocean, rivers, plant and animal life, and public health.

LID comprises a set of site design approaches and best management practices (or BMPs) that are designed to address runoff and pollution at the source. These LID practices can effectively remove nutrients, bacteria, and metals while reducing the volume and intensity of storm water flows.

Los Angeles' LID ordinance became effective in May 2012. The main purpose of this law is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources

LID is applicable for projects which replace or install 500 square feet or more of pavement. General requirements of the LID include 1) post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate where the increased peak storm water discharge rate will result in increased potential for downstream erosion, 2) conserve natural areas, 3) minimize storm water pollutants of concern, 4) protect slopes and channels, 5) provide storm drain stenciling and signage, 6) properly design outdoor material storage areas, 7) properly design trash storage areas, 8) provide proof of ongoing BMP maintenance, 9) post-construction treatment control BMPs are required to incorporate, at a minimum, either a volumetric or flow based treatment control design standard or both, to mitigate (infiltrate, filter, or treat) storm water runoff.

Please also refer to RDEIR Appendix E.3 regarding the Project's compliance with LID measures.

49R. Carol Elkind, Resident, Email dated March 21, 2016

49R-1 Comment

Nothing should be rushed into! Alternate proposals are needed. I have all the concerns of the groups opposing this.

This is in early planning, there should be other options considered for their "parking issues".

Why are they not giving at least 3 varied proposals. Ones that do not include building across the street, and having a bridge!?!

Surely there are other options – Yet instead of responsibly making alternate proposals, they are acting like this one idea is "a done deal". Trying to bully it through...When in reality it should not be permitted on that property.

This could be an opportunity to come up with a solution that serves the school and also better fits and considers the city + neighborhood.

49R-1 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking lots on the Campus, east of Coldwater Canyon Avenue, has been expanded upon as part of Chapter 4, Corrections and Additions, of this FEIR.

49R-2 Comment

For instance perhaps a joint project could be worked out with either the Ralphs grocery property or Jerry's Deli property. Either of those could plan a renovation (similar to the past overhaul of the Ralphs at Hazeltine). It could include a parking garage and sport court shared by H.W.L. school, the business and the community!

49R-2 Response

Please refer to **Response to Comment 38R-2** regarding the infeasibility of using an offsite (or leased) parking lot.

49R-3 Comment

Please urge all to think “out of the box” for a solution. To think about the bigger community (not just the school) and come up with a more forward thinking, helpful to all (instead of only helpful to the school, while detrimental to others) plan.

49R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

49R-4 Comment

The current plan is exactly the type of development that the City should be trying to stop. This Project is wrong for the site, is asking for an astounding number of entitlements and exceptions to the municipal code and sets a dangerous precedent for the rest of L.A.

Thank you for your time and consideration of this.

49R-4 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer also to **MR-5** regarding the zoning of the Development which permits school uses and **MR-6** regarding the Development Site condition, compatibility with the surrounding community and the scale of the Project. Therefore, no further response is required.

50R. Alan Fiske, Resident, Email dated March 21, 2016**50R-1 Comment**

I am directly over and Am about 170 ft from The proposed project For coldwater canyon. As is, the hill below me is moving and is affecting my Home. The history of that hill is on file for instability.

50R-1 Response

RDEIR Appendix E.1 describes the extensive prior geologic exploration performed on the Development Site, including excavations and borings conducted by three professional geotechnical engineering firms to a maximum depth of 76 feet. Laboratory tests, peer-reviewed and approved by the LADBS Grading Division, indicate that earth materials in the northwest canyon, adjacent to the Development Site, and that are sloped more steeply than 28 degrees may not be surficially stable (RDEIR Appendix E.1 page 21). Accordingly, the Project incorporates a series of deflection walls to redirect, control, and dissipate any surficial debris flow, such as may occur during a heavy rainfall event.

However, while the hillside referenced by the commenter, when sloped more steeply than 28 degrees, was found to be surficially unstable (meaning, there is risk of rock or other surficial debris falling), the underlying hillside itself was found to be grossly and seismically stable during Project construction and operation. Please refer to **Response to Comment 11R-7**.

50R-2 Comment

The fact that the reason we bought house here Is because of the canyon being so pretty. I Alan Fiske Strongly oppose the project. As no people from harvard has returned calls for a year, or two on how they are going to handle the house right next to it from coming down with that large of dig. I am a lic. Builder and oppose the project due to the fact it is very dangerous!

50R-2 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **Response to Comment 11R-7** regarding the gross and seismic stability of the hillside during Project construction and operation.

50R-3 Comment

Thank you, and make sure we have the story poles up before anymore reviews go further.

50R-3 Response

Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no further response is required. The comment will be forwarded to the decisionmakers for their consideration.

50R-4 Comment

This is a project we could regret for safety reasons. I would not take this project lightly. Again I am closest to if not one of the closest to this project. My back yard has been sinking for years and the land owners down below have spoken but not acted on any proposal to keep and neighbors safe.

50R-4 Response

Please refer to **Response to Comment 11R-7** regarding the gross and seismic stability of the hillside during Project construction and operation.

51R. Fran and Arnold Freed, Residents, Email dated March 18, 2016**51R-1 Comment**

We oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

51R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

51R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

51R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

51R-3 Comment

We have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

An additional 30 month disruption to traffic over Coldwater Canyon which is already over-taxed and has been for several years with multiple necessary sewer related projects.

51R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

51R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

51R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

51R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

51R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

51R-6 Comment

We also request that the city put up Story Poles to show the real reach of the project.

51R-6 Response

Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no further response is required. The comment will be forwarded to the decisionmakers for their consideration.

52R. Stacey Freeman, Resident, Email dated March 21, 2016**52R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

52R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

52R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

52R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

52R-3 Comment

My greatest concerns are:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months): I have a young child and partner who already have breathing issues with a normal allergy season. Removing the side of a mountain will relegate us all to being inside most of the time.
2. Biological resources: impacts to protected trees and sensitive species,
3. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil (estimated now at at least 160 trips per day).

52R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

52R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

Is it right for Harvard/Westlake to ask all of it's neighbors sacrifice their health, lose protected species, endure more light and noise pollution, and struggle through impossible traffic congestion just so they can have a private bridge?

52R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

The commenter cites general concerns about various potential areas of Project impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, light, and noise impacts, health risks, biological resources, and traffic impacts.

52R-5 Comment

This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

52R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

52R-6 Comment

It's not always easy to please all of the people all of the time (in your job), but if Harvard Westlake would just build their parking lot on the existing campus, on top of their existing parking lot, everyone concerned - both the Studio City neighbors and the school would get what they want and this fight would go away.

52R-6 Response

Please refer to **Responses to Comments D-91 and 8R-6** regarding the analysis of Project Alternatives on the east side of Coldwater Canyon Avenue.

52R-7 Comment

Please stand with the Studio City neighbors, the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

52R-7 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

53R. Masami Fukuhara, Resident, Email dated March 21, 2016**53R-1 Comment**

I live in 3720 Alta Mesa Drive behind the Harvard-Westlake for last 21 years and I oppose Harvard-Westlake's parking expansion plan. I choose to live here because of the environment surrounded by nature and quietness. The proposed development will destroy the wildlife our community loves and the characteristic of hillside single-family neighborhoods protected by the current city ordinances.

53R-1 Response

The RDEIR acknowledges the Project's cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). The Project will involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts, and will be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23), resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years. RC-BIO-1 2.s has been further modified to state that additional monitoring following the three-year period shall be determined by the City Forester. Please refer to Chapter 4, Corrections and Additions, of this FEIR. With implementation of revised Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7 all other biological impacts resulting from the Project would be less than significant.

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is out of scale with the surrounding area.

53R-2 Comment

I'd like to see valid reasons for the increased parking needs along with the comparison with the other high school near by. For example, the numbers of parking space per the numbers of students and faculties and so on.

53R-2 Response

Please refer to **MR-1** regarding the need for the Project.

53R-3 Comment

I'd also like to see any alternatives for building a parking structure eastside in the campus rather than crossing Coldwater Canyon or destroying the hillside open space. Other alternative is to encourage using public transportation or off-site parking spaces.

53R-3 Response

Please refer to **MR-7** regarding the analysis of Project alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking lots on the Campus, east of Coldwater Canyon Avenue, has been expanded upon as part of Chapter 4, Corrections and Additions, of this FEIR.

Please also refer to **Response to Comment 38R-2** regarding the infeasibility of using an offsite (or leased) parking lot.

53R-4 Comment

Please protect our neighborhood from this out-of scale development. Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development. We appreciate your supports and consideration.

53R-4 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. Please also refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

54R. Jennifer Getz, Resident, Email dated March 21, 2016**54R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan (env-2013-0150-EIR)

54R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

54R-2 Comment

I am very concerned about these issues with this project:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts (they admit to un-mitigatable noise impact to Sunnyside Nursery School, St. Michel's and several nearby residents)
3. Aesthetic impacts to the scenic canyon and its natural views.
4. Biological resources impacts to protected trees and sensitive species.
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.
6. Traffic impacts, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil. This draft calls for approx 160 truck trips per day and they claim it will have minimal impact on traffic?

54R-2 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

54R-3 Comment

This Project is not in the best interest for Studio City and sets a dangerous precedent for the rest of L.A.

54R-3 Response

Please refer to **Response to Comment 13R-4** regarding preservation of the City's discretionary approval when reviewing future requests for other such structures.

54R-4 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, Save Coldwater Canyon, save Valley Village, Friends of Studio City, Friends of Valley Village and Coalition of Squeaky Wheels in opposing this massive development!

54R-4 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

55R. Adam Gilbert, Resident, Email dated February 26, 2016**55R-1 Comment**

I am writing in response to the Harvard Westlake parking structure and safety project (state clearinghouse 2013041033).

I have reviewed the updated EIR for the project and the conclusions remain the same that any impacts of the project can be mitigated.

Safety for drivers along Coldwater Canyon Boulevard and students accessing the campus will improve dramatically with this project. It is only a matter of time that someone will get hurt under the current existing conditions.

The vast majority of cars along Coldwater Canyon Boulevard are commuters going from the Valley to jobs on the other side of the hill; students and teachers at Harvard Westlake are not the traffic and safety problem. Yet Harvard Westlake is willing to invest to improve mobility and safety by taking cars, buses and pedestrians off the street.

Harvard Westlake will improve visibility at a signalized intersection, create turning lanes, erect a bridge to keep kids off the street and otherwise create more parking on site to reduce parking impacts off property.

I am a homeowner in Los Angeles and I appreciate preservation and neighborhood protection and based upon the project description and impacts, Harvard Westlake is making significant efforts to be a good neighbor during both construction and operation of the structure. So I cannot understand the complaints beyond unfounded fear of change.

It is time the City move this project forward and stop getting in the way of safety. Please certify the EIR and approve the construction of the parking structure and athletic field as proposed by the school as quickly as possible.

I would be glad to answer any questions you may have.

55R-1 Response

The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

56R. Greg Gilbert, Resident, Email dated March 10, 2016**56R-1 Comment**

Thank you for the time spent on the phone yesterday regarding my concern for the lack of detail regarding CalEEMod emission modeling inputs used to estimate air emissions quantities and concentrations for the Harvard Westlake RDEIR, and particularly within Appendix C. CalEEMod output sheets are found in Appendix C but contain unreferenced, unexplained, and unspecified construction-related equipment and vehicles that should have been identified and explained, item by item, vehicle by vehicle, in a master equipment table or list. The modeling could not have been performed without such a table or list, and I am requesting that it be provided to me so that I can then correlate the unidentified, unreferenced listings used for modeling inputs and found within Appendix C's modeling outputs to components with estimated emissions and across various model runs, and then replicate the modeling runs to check for overall accuracy of estimates found in the RDEIR's Air Quality element. The master list or table of "constructor specified" equipment, with each piece of equipment listed by name/type/model, vintage, horsepower used for the RDEIR, is critical to understanding how total emissions were estimated and how mitigation-based reductions were calculated; we have no interest in knowing the "constructor's" identity or in related confidential information, and therefore assume you will redact details irrelevant to our understanding, replicating, and verifying the accuracy of CalEEMod modeling performed for the Harvard Westlake School RDEIR.

Neither the RDEIR's air quality element nor Appendix C provide identification and detail on specific, individual pieces of equipment used as CalEEMod inputs necessary for the public to be able to re-run the model to confirm its emissions estimates. I am therefore requesting the specific, precise details and information for each piece of modeled equipment named by equipment type and model, horsepower, and the hours of daily and total hours of expected operation schedules by construction phase, necessary to understand and replicate how the RDEIR's emissions were calculated, and to verify the accuracy of emission values found in Appendix C and the RDEIR's Air Quality element. Equipment types are not identified in the Appendix by those parameters--as but one example amongst dozens, at pg. 27 of 532 there are 3 rows of "Tractors/Loaders/Backhoes" listed with, variously, 349, 84, or 96 horsepower. Not only are we unable to know which type and model of equipment was run in CalEEMod as reflected in those three (and other, similar) lines, but we are also unable to associate each by its horsepower. This is unacceptable since we are unable to understand critical selection choices made by the Lead Agency's air quality modeling consultants and underpinning the project's estimated construction impacts with and without proposed mitigation measures, nor are we able to verify the accuracy of each piece of equipment's horsepower used by the modeler or their aggregated emission estimates.

At many locations (for example, see "1.3 User Entered Comments and Non-Default Data", pg. 21 of 532) throughout the Appendix's CalEEMod output sheets there are multiple lines that state: "Off-road Equipment - based on equipment mix provided by the constructor". However, no corresponding detail is provided on the particular type/name of each "constructor"-specified piece of equipment, its horsepower, how many hours it will be used during the project, and any other factors that influence estimating the project's emissions. Each line in Appendix C's CalEEMod output sheets containing the "User Entered Comments and Non-Default Data" represents equipment and assumptions made by the modeler for inputting into the model—without a reference table or list with precise detail, the information behind the

“User Entered Comments and Non-Default Data” is essentially meaningless to the public and to our objectives of verifying the accuracy of the RDEIR’s modeled emissions estimates.

Please note, as well, that each line that involves “User Entered Comments and Non-Default Data” in the Appendix reflects either a single piece of unnamed equipment or a group (as with, for example, “tractors, loaders, backhoes” found elsewhere in Appendix C’s modeling output sheets). In the table of equipment and vehicle information we are requesting, please have identified each piece of equipment within any groups by name/type, hp, and other emissions-related details used for modeling results contained in Appendix C.

56R-1 Response

The Air Quality Appendix C of the RDEIR provides detailed CalEEMod outputs that identify construction equipment and assumptions. For each CalEEMod output, please refer to Section 1.3, “User Entered Comments and Non-Default Data”, which clearly identifies the default assumptions and those assumed for the Project. In addition, Section 3.0 “Construction Detail” of the CalEEMod output clearly identifies the construction schedule and the equipment utilized in the emissions analysis, along with the estimated equipment usage hours, horse power ratings, load factors, and the number of days of each phase of construction activity. This data provides the decision makers and the public with the ability to validate and verify the emission estimates provided in the Air Quality chapter of the RDEIR and satisfies the public disclosure requirements of CEQA with respect to the estimated construction emissions. The CalEEMod analysis has been revised as presented in Appendix C.3 of this FEIR. The modeling parameters are likewise included in the revised CalEEMod analysis. Additionally, Table 3.2-5A (Construction Equipment) has been added to Chapter 4, Corrections and Additions, of this FEIR in order to summarize the information requested; equipment to be used by construction phase, emissions requirements, horsepower, and quantity.

56R-2 Comment

At the bottom of pg. 22 of 532, the model output lists a default value of 650 acres for grading in one column, and a “New Value” of 450 acres in the adjacent column. The Project Description element specifies that the project is less than 5 acres in size. Please provide information on why those larger and varying acreage sizes are reflected in modeling outputs found in Appendix C.

56R-2 Response

The value referred to in this comment is related to size of the disturbed area, and is used by CalEEMod to calculate fugitive dust emissions during grading phase. Although the size of the Development Site is 6.83 acres (of which less than five acres will be disturbed), the modeled disturbed area is significantly larger due to the fact that construction equipment can make multiple passes through the Development Site in a given day. Hence, the equipment in use during the grading phase would be able to disturb 450 acres of land in multiple passes.

56R-3 Comment

At Appendix C, pg. 23 of 532 the “Construction Off-Road Equipment Mitigation” table contains multiple lines, each line likely reflecting an individual piece of construction equipment with its listed horsepower noted in the adjacent Column 3 and Column 4. Column 4 hp may be lesser or greater than that found in Column 3; we are unable to relate those hp values to any particular piece of equipment because the RDEIR and Appendix fail to provide a master list showing each piece of modeled equipment with listed type/model/name, hp, hours of operation per day and per phase, etc. For example, see Appendix C pg. 23 of 532 where one line shows 97 hp for an unnamed/unspecified piece of construction equipment in Column 3, yet immediately adjacent Column 4 shows 349 hp. Additionally, models within equipment

types vary by horsepower, and we therefore request not only the types of equipment but their model number. To exemplify, a CAT 613 Scraper will emit differently than a CAT 633 Scraper on the basis of differing horsepowers.

56R-3 Response

As indicated in **Response to Comment 56R-1**, a list of the construction model inputs and associated supporting references and citations used in the CalEEMod emissions modeling is provided in Appendix C.3 of this FEIR and can be supplemented with the addition of Figure 3.2-4 (Construction Schedule) in reference to RDEIR page 3.2-26 and Table 3.2-5A (Construction Equipment) in reference to RDEIR page 3.2-27. Please refer to Chapter 4, Corrections and Additions, of this FEIR for such information.

56R-4 Comment

Finally, a number of the CalEEMod output sheets (see the first example at pg. 21 of 532) in Appendix C have at least two sentences/lines overlapped, one partially covered by the other to where the one is unreadable. It is also possible that other lines may have been covered over altogether. Thanks in advance for providing me a corrected, complete version of Appendix C.

Thank you for your assistance with this request, and I look forward to hearing back from you with the requested information as soon as possible so that I am able to make comments on the RDEIR ahead of your approaching deadline; should you have any questions or require clarification please feel free to call me at 916.719.5472.

56R-4 Response

The CalEEMod emissions modeling files have been formatted to ensure that rows are visible and not hidden or obscured. The re-formatted and updated CalEEMod files are provided in Appendix C.3 of this FEIR. Please refer to Chapter 4, Corrections and Additions, of this FEIR regarding additional construction details.

57R. Helen R. Giroux, Resident, Email dated March 21, 2016

57R-1 Comment

I implore you to reject the proposed destruction of the environment and devastation to our community that the proposed Harvard-Westlake project would bring. This is a self-serving project in that it would benefit only a very small number of private and very wealthy citizens.

We are better than that. Studio City is a community and we want what is best for all residents as well as our neighboring communities.

57R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

57R-2 Comment

There is no good reason why this project should be authorized. The community is over-developed as it is and the new traffic cop we have at Coldwater and Ventura is just one example of that.

57R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR Please refer to **MR-1** regarding the need for the Project and **Response to Comments C-3, C-7 and H-5** regarding the basis for finding that the Project will not create significant construction or operational traffic impacts.

58R. Laura Glass, Resident, Email dated February 13, 2016**58R-1 Comment**

I am absolutely adamantly opposed to this project. It will destroy the canyon.

58R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisions makers for their consideration in taking action on the Project.

58R-2 Comment

Harvard-Westlake is a private entity, which has not done anything at all to improve Studio City, and now it wants to contribute to its ruination that the McMansions overdevelopment is spearheading.

58R-2 Response

The commenter's opinion regarding Harvard-Westlake's relationship with Studio City will be forwarded to the decisionmakers for their consideration in taking action on the Project.

59R. Laura Glass, Resident, Email dated March 20, 2016**59R-1 Comment**

I just wanted to make sure you also know that I, a Studio City resident for over 20 years, am utterly and totally against this ludicrous project, that has no benefit to the community at all.

59R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

59R-2 Comment

Changing the zoning to allow this private project to be built over a public road would be a major mistake.

59R-2 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

60R. Cheryl Goettemoeller, Resident, Email dated March 21, 2016**60R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

60R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

60R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

60R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

60R-3 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

60R-3 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

60R-4 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

Pleas stop this dreadful project!

60R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

61R. Susan Goldberg, Resident, Email dated March 21, 2016**61R-1 Comment**

I find it curious that after all this time, a new talking point emerges: “safety.” The word first popped up in a Krekorian email blast, announcing on-site police to accommodate “safety” in the increasingly congested traffic backups at Ventura & Coldwater. By virtue of addressing this issue, one assumes he’s cognizant of how 2 years of H-W construction, potential Sportsmen’s Landing construction, simultaneous DWP pipe projects (Coldwater & Ventura, Coldwater & Avenida del Sol) would impact the situation. The result is definitely not safely.

I agree that “safety” is an admirable consideration. So let’s address it head-on.

61R-1 Response

The Project’s impact on traffic included consideration of numerous related projects, including the proposed redevelopment of Sportsmen’s Lodge (RDEIR Appendix G.2). Factoring in such related projects, as well as the Project’s own vehicular uses, the RDEIR found that the Project’s construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. Refer also to **Response to Comments C-5 and H-5** regarding the basis for finding operational traffic impacts would be less than significant.

61R-2 Comment

My experience with Harvard Westlake student “safety” – and I say this as a 29-year Avenida del Sol resident with a picture-window view of St. Michael’s upper lot where many H-W students pay to park – is that any risk of bodily harm is knowingly undertaken by the students themselves. Ask anyone who lives nearby and they’ll complain about the late-afternoon/early-evening “donuts,” crazily, noisily, dangerously driven by H-W students. As for Coldwater, there’s no parking on the western, undeveloped side of the street and never has been. It would therefore seem that any kids darting across the road have chosen to head up into the grassy areas for grassy reasons of their own (sorry, couldn’t resist the pun). Any 5-year-old knows to cross at the light, of which they are two. The same goes for anyone crossing closer to Ventura.

Students can and should be taught (or reminded of) basic “safety” rules.

61R-2 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. The traffic signal at the Harvard-Westlake driveway is currently not striped for at-grade pedestrian crossing, contrary to the commenter’s implication.

61R-3 Comment

I firmly believe that driving to school is a privilege, not a necessity. At other private schools with limited parking and an equally upscale clientele, 10th graders are not permitted to drive to school. If discovered doing so and/or parking in residential areas, they risk losing future privileges.

61R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please also refer to **Response to Comment 11R-74** regarding Harvard-Westlake's parking permit application process as it applies to 11th and 12th grade students, including priority given to students who carpool.

61R-4 Comment

Here is my greatest "safety" concern: for hundreds of residents south of Harvard-Westlake, there is only one way out of our neighborhoods. Should a major earthquake occur or a major fire or, equally plausible, fire and earthquake, between the residents and "safety," might lie a pedestrian walkway. It takes absolutely no imagination to conceive of its collapse when stressed with an unknown magnitude quake. (note: 10 days ago, there was a micro-earthquake centered less than 1000 feet from the proposed site.)

61R-4 Response

Please refer to **Response to Comment 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

61R-5 Comment

So there we have it, a pedestrian bridge above a public roadway but with no benefit to the public, could be an imminent threat to us all.

61R-5 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project and **Response to Comment 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

61R-6 Comment

Sorry to say, at this point, I've become cynical. Despite the many letters you've received and the myriad objections from residents and environmentalists and, yes, "safety" experts, this gigantic entitlement just grows and grows. I am not alone in harboring the suspicion that political donations from Harvard-Westlake (disguised as political donations from all of its trustees, all submitted on – what a coincidence – the same day) in addition to half a million dollars in H-W lobbying speaks loudest of all, making this project a fait accompli from the get-go. The residents have been forced to pay for "experts" of our own, with hardly the budget to do so.

61R-6 Response

Please refer to **MR-1** regarding non-CEQA issues. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

61R-7 Comment

I would like to think our local politicians are better than this, but they avoid our objections at every turn. This continuing farce over an unnecessary monstrosity, creating traffic and dust and on and on and on, not to mention our “safety” will be won by the highest bidder.

61R-7 Response

Please refer to **MR-1** regarding the need for the Project. Please also refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics, **Response to Comment C-17** regarding the Project’s less than significant impact upon air quality during construction and operation, and **Responses to Comments C-3 and C-7** regarding the less than significant impact on traffic from Project construction and operation.

62R. Babbie Green, Resident, Email dated March 21, 2016**62R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. This isn't progress; it is destruction, plain and simple, with no concern for the environment or for the population that will be affected.

62R-1 Response

The commenter’s expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

62R-2 Comment

This Project is wrong for so many, many reasons! It is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

62R-2 Response

The comment does not cite specific concerns with the RDEIR analysis nor any deficiencies therein. Therefore, no further response is required.

62R-3 Comment

It also is teaching the students of the school that bending the rules to get whatever they want, no matter the cost to others, is perfectly acceptable behavior. That's just shameful!

62R-3 Response

The comment does not cite specific concerns with the RDEIR analysis nor any deficiencies therein. Therefore, no further response is required.

62R-4 Comment

Rather than taking into account the impact on the oak and walnut woodland and the threat to numerous sensitive species that have been found on site, the project just keeps getting bigger and more destructive.

62R-4 Response

Project impacts on oak and walnut woodland and the threat sensitive species have been fully evaluated in the RDEIR. The analysis identifies a number of measures to reduce potential impacts on these resources, including one Regulatory Compliance Measure, one Project Design Feature and seven Mitigation Measures (refer to RDEIR pages 3.3-23 to 3.3-29 and FEIR Chapter 4, Corrections and Additions, for a discussion of the impacts and the mitigation measures).

62R-5 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

This is exactly the type of out-of-scale development that the City should be trying to stop.

62R-5 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project. Please also refer to **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is out of scale with the surrounding area.

62R-6 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

62R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

63R. Holly Green, Resident, Email dated March 21, 2016**63R-1 Comment**

My name is Holly Green and I live in the neighborhood behind Harvard Westlake on Alta Mesa Dr. I am writing to you to express that I am vehemently opposed to the parking garage and bridge project. There are many reasons why I oppose this project.

63R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

63R-2 Comment

The first and foremost is safety. A bridge over Coldwater Canyon is a foolish endeavor and only can bring questions about what happens during an earthquake when it comes down. No one can guarantee that this bridge will not come down just as we cannot predict how big the "big one" will be. I have a family earthquake plan in place (meaning how to get to my children at school). But, how do I plan getting out on to Coldwater Canyon when a bridge has collapsed stopping traffic in both directions?

63R-2 Response

Please refer to **Response to Comment 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

63R-3 Comment

Harvard Westlake has expressed concerns for their students that walk on Coldwater Cyn. I suggest that they have a system in place where adults usher the students along the 100 ft. stretch on Coldwater (like

most schools do when safety is an issue) and put in a sidewalk.....problem solved. In addition, I suggest that if student safety is really an issue that they prohibit their cross county team from running up and down Coldwater (like they have been doing for years) unescorted on a daily basis during the cross county season!

63R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR, though the suggestions will be forwarded to the decisions for their consideration in taking action on the Project. Therefore, no further response is required.

63R-4 Comment

Secondly, the area being discussed to develop is zoned for residential single-family homes. So, why is there even a discussion? It is not right that Harvard Westlake has asked for numerous variances to build this monstrosity of a garage. Harvard Westlake is asking to put in an unprecedented 90-foot retaining wall that exceeds any other in Los Angeles. The zoning has been in place for decades to prevent this type of construction from happening in residential areas. I purchased my home to live in a residential area. I did not buy a home near Home Depot or Wal-Mart! I would expect the City to honor the established zoning restrictions that have been put in place to avoid this type of ludicrous project from happening in residential areas.

63R-4 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and the discretionary approvals requested for the Project. The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency.

63R-5 Comment

Harvard Westlake is a private institution and this project offers absolutely no benefit to the public and should not be allowed in a residential area. Normally when a sacrifice of this magnitude is borne by a community, there is at least a significant benefit to the community. In this case, there is not a single, not one, benefit to the community. The sacrifices to the community will be considerable, including intolerable traffic congestion, noise pollution, light pollution, air pollution, and destruction and degradation of a protected natural habitat.

63R-5 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

The RDEIR analyzed potential environmental impacts and found that the Project would not have a significant impact, other than from short-term construction noise (RDEIR page 3.7-24) and cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1).

63R-6 Comment

Please reject this project and keep this a residential area as was already decided decades ago when the city decided to zone the area for single-family residential homes.

63R-6 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

64R. Jonathan Green, Resident, Email dated March 21, 2016**64R-1 Comment**

My name is Jonathan Green and I am a resident of Studio City. My address is 4041 Alta Mesa Drive and I live south of the site where Harvard Westlake aims to build their parking garage and bridge. I am writing to you because I am deeply concerned about this project. I honestly find it impossible to fathom why this is even being considered. There are so many reasons why this project should not go forward. I'll begin with the issue most pressing and with life- threatening implications for all those who live south of the proposed project.

64R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

64R-2 Comment

If their bridge comes down in an earthquake and we have a fire in the canyon, those of us who live in the canyon won't be able to escape and we'll burn to death. On March 15, CNN released a report which stated seismologists are concerned the impending "big one" will be much worse than originally expected due to the likelihood that the San Andreas and San Jacinto faults will likely rupture simultaneously. I was in San Francisco when the earthquake hit in 1989 and I was in North Hollywood during the Northridge quake of 1994. I saw the marina erupt into a blaze following the San Francisco quake. Earthquakes are often followed by fire and Coldwater Canyon is a tinder box. That is why no private insurance company will provide fire insurance up here. Coldwater Canyon is the only artery out of the canyon. So, it's not possible to overstate the threat that bridge would pose to the residents.

64R-2 Response

Please refer to **Response to Comment 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

64R-3 Comment

Furthermore, the maintenance of the bridge would be in the hands of Harvard Westlake! Surely, the safety of the residents of a canyon so vulnerable to fire cannot be left to a private high school.

64R-3 Response

While the prospect of disruption to Coldwater Canyon Avenue as a result of maintenance of the pedestrian bridge as well as the potential for impeding emergency responder movement are of public concern, the likelihood of such disruption has been reduced through a number of engineering elements (please refer to **Response to Comment C-5**). The pedestrian bridge will comply with all applicable building codes, including those relating to seismic events and structural safety, and will be regularly inspected.

64R-4 Comment

This area is zoned for single family residential homes. At a recent neighborhood council meeting, Harvard Westlake displayed an aerial photo taken of Harvard Westlake and the surrounding area taken decades ago

and a current photo of the same area. Of course, the two photos showed a large amount of development in the area. With these photos, Harvard Westlake was trying to suggest their project would just be more development. What this fails to realize is the development that occurred over that period still conformed to the zoning regulations in place. You don't find waste treatment facilities or skyscrapers in residential neighborhoods. That is why we have zoning. However much public benefit they offer (and this project offers none), they don't belong in residential neighborhoods and neither does a 3-story parking garage with a private bridge across a public road which is the only artery out of the canyon.

64R-4 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and **MR-6** regarding the Project's compatibility with the surrounding community.

64R-5 Comment

There is no precedent for this anywhere in Los Angeles. I called Paul Krekorian's office and asked them if they could think of another private bridge stretching across a public road in a residential neighborhood. They mentioned NBC and Kaiser. I reminded them that both of those are in business districts and asked them if they could think of anything else. They couldn't. There is no precedent for this anywhere in Los Angeles because a 3-story parking garage of this size should not be placed in a residential neighborhood. Something of this size is more appropriate to LAX or Disneyland.

64R-5 Response

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

Please refer to **MR-4** and **MR-6** regarding the Development Site's designation as Desirable Open Space, information regarding its current environmental condition, and the finding that the Project would have a less than significant impact on aesthetics.

64R-6 Comment

Harvard Westlake claims this project aims to protect their students as they are so concerned about the few students who have to park on the adjacent neighborhood street, Halkirk. They have to walk about 100 feet on Coldwater Canyon to the school. This is laughable as the Harvard Westlake cross country team runs up and down Coldwater Canyon all the way to Ventura Boulevard unsupervised on a regular basis. Now, how can that not only be allowed but encouraged when they're so concerned about the short walk to the school from Halkirk?

64R-6 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

64R-7 Comment

Please do not allow this parking garage to go any further. It does not belong here. I can't put up a garden wall past twelve feet on my property. Why should Harvard Westlake be allowed to erect a monstrosity that will reach higher than three times the current height restriction for the area? Harvard Westlake is asking

the city to break with the established zoning restrictions which have been in place for decades and to grant them a myriad of variances that fly in the face of plausibility. Those of us who oppose the project are simply asking the city to comply with the zoning regulations that have been respected for decades.

64R-7 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and the discretionary approvals requested for the Project. The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Therefore, no further response is required.

64R-8 Comment

in 2013 alone, Harvard Westlake spent close to a half million dollars in lobbying fees regarding this project and trustees from Harvard Westlake have made illegal contributions to Paul Krekorian's office. The real question is this.....will the city choose to continue with the plan laid out for this area so long ago or will it allow the process to be influenced by money and political sway? It's the same issue facing our country as a whole. Please do what's right for the community of Studio City and readily apparent to anyone who applies the most modest of intellect or moral compass.....Deny this project!

64R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

65R. Dr. Miles Green, Resident, Email dated March 21, 2016

65R-1 Comment

I am opposed to the building of a bridge over Coldwater and the construction of a parking garage for one reason. Traffic will be murder. There is no denying the inevitable congestion that will occur if this project carries out.

65R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

66R. Ron Grinel, Resident, Email dated March 22, 2016

66R-1 Comment

I'm totally against the Harvard-Westlake's parking expansion plan. Using Coldwater Canyon get to the Westside is already problematic. The canyon is in ill repair especially on the valley side. I'm late or miss appointments on a regular basis due to the horrible traffic conditions at my travel times.

66R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

66R-2 Comment

I can't see how the plan to build a large parking structure is going to help the community if you're not involved with the school, and it's not clear to me how it will actually help the school and not pose dangers to the street, pedestrians, students, and traffic.

66R-2 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project. Please also refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project. The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property, including public property and roadways (such as via reimbursement to the City for any damage).

66R-3 Comment

There are great dangers to the wildlife and the wonderful trees that are in the canyon.

66R-3 Response

This comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. However, Project impacts to wildlife and trees have been evaluated in Chapter 3.3 of the RDEIR, Biological Resources; with six supporting technical appendices. Please refer to **Response to Comment D-23** regarding the Project's impact on biological resources.

66R-4 Comment

A 30 month project will only make all the present traffic and street conditions even worse, not to mention the noise and pollution.

66R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, and traffic impacts.

66R-5 Comment

The city should be concerned with preserving the beautiful canyon, and repairing the roads especially on the north side leading into the valley.

66R-5 Response

The comment does not cite specific concerns with the RDEIR analysis nor any deficiencies therein. Therefore, no further response is required.

66R-6 Comment

There will be years of noise and pollution to deal with instead of the needed repair of the infrastructure to make the canyon easy to travel while keeping it beautiful and preserved.

66R-6 Response

The Project's temporary construction noise impact is acknowledged on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. However, as noted in **MR-2**, the construction noise analysis uses three conservative assumptions that result in a "worst-case" estimate:

1. All equipment relating to each construction phase is in simultaneous use. In actual operation, all of the construction equipment is not typically used simultaneously.
2. All equipment is located at the closest point (i.e., the construction limit line) to each sensitive receptor, rather than distributed across the Development Site, as will be the case during construction.
3. At each sensitive receptor site, noise impacts were modeled at the closest point along the property line to the Development Site, and such noise impacts were assumed to be the same throughout the entire sensitive receptor site even if there are intervening structures, vegetation, or hillside.

The Project will not have a significant impact on air quality resulting from the Project's construction (RDEIR pages 3.2-26 to 3.2-31). With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR.

67R. Byron Gross, Resident, Email dated March 20, 2016**67R-1 Comment**

I live in Coldwater Canyon and I oppose Harvard-Westlake's parking expansion plan. As a member of the local community, I strongly support the position taken by Save Coldwater Canyon.

67R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project, along with the commenter's support for the cited organization.

67R-2 Comment

The traffic we experience in Coldwater Canyon is unbearable, and this project will not only make it even worse for the 30 months of construction, but in the long run also. Although my partner and I live on the Beverly Hills side of the canyon, he commutes over Coldwater daily for work and I go over very frequently to patronize a Pilates studio, the cleaners, the bank, for groceries, for the vet and pet groomers, etc. The traffic is making it more and more difficult to get there and will be almost impossible with this unnecessary construction.

67R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

67R-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

67R-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

67R-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance. The fact that it requires so many exceptions to the code is per se indication that it is too big and too destructive a project.

67R-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

67R-5 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

67R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

67R-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

67R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

67R-7 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

67R-7 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

68R. Jay Halpern, Resident, Email dated March 21, 2016**68R-1 Comment**

I am opposed to the parking expansion plan.

68R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

69R. Jayne Hamil, Resident, Email dated March 19, 2016**69R-1 Comment**

I'm writing to voice my opposition to the Harvard-Westlake's parking expansion plan.

69R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

69R-2 Comment

This project just keeps getting bigger and bigger and seems to include all kinds of exceptions and entitlements which I don't think are Kosher. Already, from Monday thru Friday, I have to plan on at least 45 minutes to drive just to the Beverly Hills side of Coldwater Canyon -- a trip that takes me all of 7 minutes on the weekend. It's unconscionable to think that the City Planners would find it acceptable to make this major traffic artery even worse.

69R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency.

69R-3 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

69R-3 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

70R. Ann Lewis Hamilton, Resident, Email dated March 21, 2016**70R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan for many reasons.

The project is too massive, too ugly, and destroys natural beauty. To replace green space with a 3-story 750-car parking garage is ludicrous.

70R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics, as well as the current biological condition of the Development Site and the qualities of Desirable Open Space.

70R-2 Comment

If there is such a desperate need for parking at Harvard-Westlake, can't Harvard-Westlake do what other schools do and mandate car pooling? Offer a better bus system?

70R-2 Response

Please refer to **MR-7** regarding consideration of Project Alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

70R-3 Comment

Traffic is a huge concern. Traffic on Coldwater is horrible. And as a parent whose child attended St. Michael's School in the 1990s, I am very aware of the nightmare-ish morning commute up Coldwater. Construction is estimated at two years. Two years in an area that has already been forced to deal with major road construction recently (for a very long time).

70R-3 Response

The comment does not question the analyses contained RDEIR, but will be forwarded to the decisionmakers for their consideration in taking action on the Project. The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

70R-4 Comment

On top of the parking garage will be a sports field. (How many sports fields does Harvard-Westlake need?) With light towers.

70R-4 Response

Please refer to **MR-1** and **Response to Comment D-12** regarding Harvard-Westlake's need for additional practice field space.

70R-5 Comment

Why should neighbors in the immediate vicinity be subjected to the noise of activities on a sports field and light pollution?

70R-5 Response

Please refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level. Please also refer to **Responses to Comments D-82 through D-85** regarding the Project's less than significant impact from operational noise.

70R-6 Comment

A giant pedestrian bridge over a public roadway? In a scenic canyon? This is a residential neighborhood. Not downtown L.A. Or Disneyland.

70R-6 Response

Please refer to **Response to Comment D-139 and 11R-17** regarding the design feature of the pedestrian bridge and the finding that the bridge would have a less than significant impact on aesthetics.

70R-7 Comment

What benefit is this project to our community? Yes, Harvard-Westlake is an excellent school. We have friends whose children have gone there, we know teachers at Harvard-Westlake. But this project is not for our community – it's designed to help Harvard-Westlake expand their student population. (They claim that's not true, but there is no enrollment cap and as a parent who has had two children go through the private school system in Los Angeles, I know it's always about increasing enrollment.)

70R-7 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project. Please also refer to **Response to Comment 11R-31**

regarding student enrollment not increasing as a result of the Project. The Parking Structure is required to meet current demands.

70R-8 Comment

As a member of St. Michael and All Angels Church for many years, I know that Harvard-Westlake has not always been a good neighbor. Our church is a sanctuary – a beautiful spot surrounded by nature. I would hate to see that tranquility destroyed by the noise of a two-year construction project resulting in an oversized, un-needed parking garage. If we're going to do that, why not just put a Costco in that space?

70R-8 Response

Please refer to **MR-1** regarding the need for the Project and **MR-2** regarding the analysis that was used to, conservatively, conclude Project construction would result in a temporary noise increase at St. Michael's of 5.5 dBA at the outside point closest to the Development Site, above the CEQA threshold of 5.0 dBA and the likely less-than-significant noise impact inside St. Michael's buildings.

70R-9 Comment

What does our community get out of this project? A destroyed wildlife habitat, trees removed, more traffic, light pollution, an out of place "pedestrian bridge" – urban blight in a residential neighborhood.

70R-9 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

The RDEIR acknowledges the Project's cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and a significant impact to the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-33, 3.3-23, and 4-1). Protected trees that are removed during Project construction shall be mitigated for according to the LAMC and to the satisfaction of the City's Chief Forester (Bureau of Street Services, Forestry Division), and the Board of Public Works (RDEIR page 3.3-24).

The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). Impact from lighting of the practice field were also found to be less than significant (refer to **Response to Comment D-15E**).

Please refer to **MR-3, Response to Comment D-17, Response to Comment D-18, and Response to Comment D-20** regarding the light impacts from the Project.

Lastly, refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics.

70R-10 Comment

I worry that the fix is in – Harvard-Westlake has a lot of money and a lot of power. The fact that our mayor attended Harvard-Westlake – I hope he will be able to separate his allegiance to his school and see what a terrible trend this would be for Los Angeles, to allow something like this to be built.

70R-10 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

70R-11 Comment

This project is too big, too selfish, and doesn't belong in our community. Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development.

70R-11 Response

Please refer to **MR-6** regarding the Development Site's biological condition, the impacts of the Project on the oak-walnut woodland, and the Project location. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR. Please also refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

71R. Larry and Diana Hanson, Resident, Email dated March 21, 2016**71R-1 Comment**

My husband and I oppose the Harvard-Westlake's parking expansion.

We have lived at 3905 Van Noord Avenue since 1979 (37 years). We are at the end of the cul de sac across from the school. When we first moved in the school was quiet.

71R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

71R-2 Comment

Each year and especially the last 3 years the school has gotten louder and louder. The Friday night football games with their lights and loud speakers is excessive. Saturday mornings is the same with the loud speakers. It starts early this last week at 8:00 am.

71R-2 Response

Please refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address a violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property) on Harvard-Westlake's existing Ted Slavin Field and **MR-3** regarding light and noise from Ted Slavin field, compliance with LAMC Articles 5 and 6 regarding noise, and the differing use of the practice field. Please also refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

71R-3 Comment

I don't believe a private school should be able to build a bridge over a public highway.

71R-3 Response

Please refer to **Response to Comment 13R-4** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be

subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

71R-4 Comment

The destruction of beautiful hillside is home to deer, oak and walnut trees.

71R-4 Response

This comment does not raise any concerns about the environmental analysis contained in the RDEIR. However, it may be noted that the RDEIR evaluated the impacts on deer, oak and walnut trees, and concluded that the Project would have a significant impact regarding two species (the coastal western whiptail lizard and San Bernardino ringneck snake) and would make a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland area and, indirectly, sensitive species (primarily birds) that forage in oak-walnut woodland. Numerous mitigation measures have been identified to reduce potential impacts. (refer to RDEIR pages 3.3-22 to 3.3-29 and FEIR Chapter 4, Corrections and Additions, for a discussion of the impacts and the mitigation measures.)

71R-5 Comment

The field they want to build will be lit with the same lights and create the same noise.

71R-5 Response

Please refer to **MR-3** regarding light and noise from Ted Slavin field and the differing use of the practice field.

71R-6 Comment

There is a reason why the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association and Save Coldwater Canyon in opposing this massive development.

Please protect our precious hillside.

71R-6 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

72R. Jill Harris, Resident, Email dated March 20, 2016

72R-1 Comment

I oppose Harvard-Westlake's parking expansion plan. I am actually quite shocked that this is still being considered.

In this RDEIR, not only did they increase the size of the footprint, taking even more protected trees, but they are now asking the City to give two Vacations.

72R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The commenter also refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **MR-5** regarding the discretionary approvals

requested for the Project and **Response to Comment 6R-15** regarding the requested vacations.

Harvard-Westlake will be required to replace protected trees that are removed as part of the Project in accordance with LAMC 17.05 §R (4 & 5) as amended by Ordinance Number 177404 and to the satisfaction of the City's Chief Forester and the Board of Public Works. Replacement of protected trees in this manner is the appropriate mitigating measure.

72R-2 Comment

I urge the city to deny both those vacations based on the following (per the Hillside Federation).

72R-2 Response

The commenter's expression of opposition to the cited discretionary actions requested as part of the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

72R-3 Comment

The unwelcome precedent created by an approval for a private bridge over a designated scenic highway, especially one in the foothills of the Santa Monica Mountains;

72R-3 Response

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

72R-4 Comment

The applicant's failure to follow the required multiple approvals process in the City's municipal code;

72R-4 Response

The commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations does not relate to the adequacy of the RDEIR or question the analyses contained therein, but will also be forwarded to the decisionmakers for their consideration in taking action on the Project.

72R-5 Comment

The street vacation for private use not considering present and future public uses;

72R-5 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation.

72R-6 Comment

The fact that the requested pedestrian bridge is not adequate to resolve the safety concerns that the garage project itself creates. (per the Wexco RDEIR Report Review dated March 16, 2016 attached).

72R-6 Response

Please refer to the responses to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-1 through 9.9R-4 and 9.9R-21 through 9.9R-22**.

72R-7 Comment

They are asking for a staggering amount of entitlement and exceptions. In addition to the Vacations, I have very serious concerns regarding the following issues with this project.

72R-7 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Therefore, no further response is required.

72R-8 Comment

Air quality impacts during excavation and construction (now estimated at 30 months),

Noise pollution impacts (they admit to un-mitigatable noise impact to both Sunnyside Nursery School and St. Michel's...how is that OK?)

Aesthetic impacts to the scenic canyon and its natural views.

Biological resources impacts to protected trees and sensitive species.

Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.

Traffic impacts, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil. This draft calls for approx 160 truck trips per day and they claim it will have minimal impact on traffic?? That's a truck carrying tons of soil driving down Coldwater Cyn every 10 minutes. (Brohard Traffic Report attached)

72R-8 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

72R-9 Comment

This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A. And is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon.

72R-9 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

72R-10 Comment

Please protect this rare oak and walnut habitat, and prevent literal gridlock in an already disastrous traffic area, and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

72R-10 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

73R. Catherine Hayes, Resident, Email dated March 20, 2016**73R-1 Comment**

I strongly oppose Harvard-Westlake parking expansion plan.

73R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

73R-2 Comment

This whole project is unfathomable, not to mention unnecessary.

73R-2 Response

Please refer to **MR-1** regarding the need for the Project.

73R-3 Comment

It reeks of deep pockets lining greedy ones. The very idea of inconveniencing and causing tens of thousands of residence, commuters and constituents to spend even more valuable time stuck in traffic on a daily basis for a projected three to four years is completely unacceptable.

73R-3 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. Please also refer to **Responses to Comments C-3 and H-5** regarding the basis for finding that the Project's operational traffic impacts would be less than significant.

73R-4 Comment

The immediate and long term effects and damage to the environment is unconscionable; denuding and defacing the landscape with a gigantic wall of cement and a private bridge

73R-4 Response

The comment does not raise specific concerns about the environmental analysis contained in the RDEIR. Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** for a description of the Project impacts regarding Project location, Desirable Open Space and biological resources.

73R-5 Comment

The consequential air pollution and noise pollution impacting flora, fauna and human alike. All for a parking lot.

73R-5 Response

Project impacts inclusive of air pollution, noise, biologic resources and human health have been evaluated in the RDEIR and updated in the FEIR. The analyses have been performed pursuant to CEQA guidelines and will be considered by the decisionmakers in taking action on the Project.

Please refer to **MR-6** regarding the Project's impact on biological resources and **Response to Comment D-174** regarding the Project's less than significant operational noise impact on wildlife. Also, please refer to the Health Risk Assessment (FEIR Chapter 4, Corrections and Additions, Appendix C.1) that evaluates the health risk to sensitive populations and concludes that mitigated health risk, along with other air quality issues evaluated, would be less than significant.

73R-6 Comment

Can't we please consider what we will lose before it's gone.
How can anyone condone this?
Why do so many have to suffer for so few?
Food for thought...
Voters that sit in gridlock for hours on end have very long memories.

73R-6 Response

Please refer to **Response to Comment 73R-3** regarding traffic impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

74R. Tom Holland, Resident, Email dated March 20, 2016**74R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan with all my heart and what's left of my health.

My wife and I live at the end of Blairwood Drive, and directly overlook the proposed parking lot. It's the industrialization of lower Coldwater Canyon. I have COPD and asthma. 4 years of construction could kill me. At your request, will be happy to forward you my pulmonologist's diagnoses from Cedars-Sinai.

74R-1 Response

The localized construction and operational air quality analysis demonstrated that pollutant concentrations at nearby residential receptors would be less than ambient air quality standards (AAQS). The AAQS are

health protective levels set by the EPA and CARB and account for sensitive populations such as infants and the elderly. Therefore, emissions generated by the Project will not significantly impact human health. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to Appendix C.1 of this FEIR regarding the Health Risk Assessment that was performed based on the Project's construction timeline, location, equipment mix, and emissions standards and the finding that, even with several conservative assumptions, the health risk is below thresholds for all sensitive age groups.

74R-2 Comment

H/V has killed all the ground animals on their land, by driving them out of their burrows and nests. They did it first by tearing down the ranch houses that had been there since the late 20's, terraforming it, and then allowing the DWP to put their trucks and pipes there for two years. All you had to do was listen to over a year of the coyotes celebrating their kills every night down there. Its dead now. Silence, which was the purpose, along with killing the formerly healthy trees.

74R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

74R-3 and 74R-4 Comments

H/V wants to put an athletic field on top of the huge structure that goes from 8 AM till 8 PM. How would like to have athletic field built next to your house after 30 years, which is how long my wife and I have lived in our here?

We hear every word from the H/V outside pool up to our house, because of the acoustics. The pool is directly in line with my house. Put the athletic field and I'll be able to hear ever soccer kick and squabble

74R-3 and 74R-4 Responses

Please refer to **Responses to Comments D-82 through D-85** regarding the noise analysis conducted for the Project (construction, operation, and echo effect) and the finding that the Project would have a less than significant impact from operational noise. Please also refer to **MR-3** regarding the differences in the use of the practice field and the existing Ted Slavin Field, including noise impacts.

74R-5 Comment

Force H/V to put up permanent story poles if you want to see how truly horrible and huge this structure is.

74R-5 Response

Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no response is required. The comment will be forwarded to the decisionmakers for their consideration. Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics.

74R-6 Comment

It is also in contravention of every zoning law in the hillside. A 90 foot retaining wall? The whole thing is one huge variance.

74R-6 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit and appropriateness of the discretionary approvals requested for the Project. The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Therefore, no further response is required.

74R-7 Comment

Put that together with push to develop The Sportsman's Lodge and Weddington and you are looking at the urbanization of the SF Valley.

74R-7 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

74R-8 Comment

The hillside behind me, 55 acres of it, directly up to Mulholland, is one huge firetrap. The SM Conservancy has never cleared it of dead brush in the thirty years I have lived here. Put a fire road in on the paper street of Hacienda Drive. That's the best access; in fact, the only possible access. Everywhere else is a 90 degree angle, straight up. Just eyeball it when you drive Coldwater. There is no fire access to any of it.

74R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation. The Lead Agency also notes that Harvard-Westlake is already required by the Fire Department to annually clear brush over the entire Development Site up to the property lines, a requirement that is subject to inspection.

74R-9 Comment

H/V is lopping off almost half of the land Jack Nicholson gave to the Conservancy for conservation of the animals that live there, coyotes and mule deer being the biggest. E Mail me. I'll show you the animal trails and how they lead directly down to the land where the school wants to expand. They are rendering a third of it useless to the animals already hard pressed with the unchecked development in the hills.

74R-9 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. However, please see **Response to Comment 6R-9** regarding the analysis of the Development Site in regards to wildlife corridors.

74R-10 Comment

It's pay to play and putting a growing corporation in the middle of a residential neighborhood. Look at the hedge fund that own the Sportsman's Lodge and the sweetheart deal they go when they acquired the old fire station.

74R-10 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

74R-11 Comment

Feel free to contact us if you want a bird's eye view from above of what is really going on at H/W. They are driving out the residents and destroying the neighborhood.

74R-11 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

75R. Thomas Honesco, Resident, Email dated March 21, 2016**75R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan ((ENV-2013-0150-EIR).

I urge the City to deny the applicant's request for not one but two vacations; the air space over Coldwater Canyon and for Hacienda Ct. The applicant failed to follow the required multiple approvals process in the City's municipal code, and the street vacation is for private use with no public benefit.

75R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project, as well as the commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations. Please refer to **Response to Comment 6R-15** regarding the requested vacations.

75R-2 Comment

I oppose the private bridge over a designated scenic highway...in the foothills of the Santa Monica Mountains.

75R-2 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, and the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

75R-3 Comment

Per the Wexco Safety Report, it is also not adequate to resolve the safety concerns since the garage creates its own by moving the parking across the street.

75R-3 Response

Please refer to responses to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-1 through 9.9R-4 and 9.9R-21 through 9.9R-22**.

75R-4 Comment

I am also very concerned about the following issues this project creates:

Air quality ; noise pollution impacts ; aesthetic impacts to the scenic canyon; biological resources impacts to protected trees and sensitive species, light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.

And I'm very concerned about the traffic impacts: This construction will create gridlock not just for Coldwater Cyn, but all the other canyons and main arteries that commuters use to go to work. 160 truck trips per day and the applicant claims it will have minimal impact on traffic?? That's a truck carrying tons of soil driving down Coldwater Cyn every 10 minutes.

75R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

75R-5 Comment

I urge you to work with the applicant and discuss alternatives that will be more environmentally friendly and safer by adding the parking they need to the existing campus on the east side of Coldwater.

75R-5 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

75R-6 Comment

Please join The Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, Laurel Cyn HOA, Beverly Glen HOA, and Save Coldwater Canyon and oppose this massive development!

75R-6 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

76R. Kim Hoover, Resident, Email dated March 21, 2016**76R-1 Comment**

I strongly oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

76R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

76R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

76R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

76R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction
3. Aesthetic impacts to the scenic canyon and its natural views
4. Biological resources impacts to protected trees and sensitive species
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

76R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

76R-4 Comment

Increased Traffic Delays On An Already Overloaded Route –

During the construction phase, there will be significant impact on the displacement of hundreds of commuters that utilize Coldwater Canyon to and from the West Los Angeles area. When DWP closed Coldwater Canyon in 2013, it created enormous traffic congestion on the two other canyons routes (via Beverly Glenn and Laurel Canyon). Commutes that normally take 45 minutes to an hour increased on average by an hour or more daily.

Each workday, hundreds of valley commuters take the long slow crawl up and over Coldwater Canyon into Beverly Hills, Century City and other locations on the west side.

It is unreasonable for any of you to make a decision that would seriously impact hundreds of tax payers that utilize this invaluable route without experiencing what each of us in the community have to endure each and every day just trying to get to and from their homes to their jobs.

Before any decision is made, all of you should have to travel over Coldwater Canyon any day of the week between the hours of 7:30 and 9:00 am to truly assess the traffic situation without any construction delays. The normal daily commute is horrible with cars backed up in all directions attempting to merge onto Coldwater Canyon to travel to the west side.

76R-4 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

76R-5 Comment

After you've experienced our daily commute over Coldwater, just imagine how much more inconvenienced drivers will be with the construction traffic for this unnecessary project (if Coldwater even remains open during this project).

76R-5 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. Please also refer to **MR-1** regarding the need for the Project and **Response to Comment 9.7R-13** regarding the limited (8-hour) closure of Coldwater Canyon Avenue for the initial installation of the pedestrian bridge.

76R-6 Comment

If you approve this project, I can promise you that the Coldwater Canyon commuters will not forget or forgive you in the next election, Mr. Krekorian.

76R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. Please refer to **MR-1** regarding non-CEQA issues.

76R-7 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

76R-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

76R-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

76R-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

76R-9 Comment

The commenter includes a March 21, 2016 letter reproduction, sent to members of the Planning Department and Council District 2, that is substantially the same as comment letter 76R-1.

76R-9 Response

Please refer to **Responses to Comments 76R-1 through 76R-8** regarding the various considerations raised by the commenter.

77R. Jackie Hunsicker, Resident, Email dated March 19, 2016**77R-1 Comment**

Forgive the joint email. I have already sent one to Councilmember Kerkorian. I have lived on Coldwater Canyon for 30 years. I have fiercely protected this road. I started something called No Litter Zone six years ago. Raul Flores, a homeless man, picks up the litter all along the road. He does so for donations I help raise with my neighbors.

I'm not sure if that gives me more standing but it shows I care about my own property and the property of others.

77R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

77R-2 Comment

Three or four years of construction, diesel fuel trucks coming and going polluting the air, tearing up Coldwater, wrecking traffic jams not only on Coldwater but also the spill over on other canyon roads, noise and light pollution is unacceptable.

77R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

The Project would not have a significant impact on air quality resulting from the Project's construction (RDEIR pages 3.2-26 to 3.2-31). With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR. Please also refer to Appendix C.1 of this FEIR regarding the Health Risk Assessment that was performed based on the Project's construction timeline, location, equipment mix, and emissions standards and the finding that, even with several conservative assumptions, the health risk is below thresholds for all sensitive age groups.

The Project's temporary construction noise impact is identified on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. Please also refer to **Responses to Comments D-82 through D-85** regarding the noise analysis conducted for the Project (construction, operation, and echo effect) and the finding that the Project would have a less than significant impact from operational noise.

Please also refer to **MR-4** regarding the measures that reduce the Project's impact on aesthetics, including lighting, to a less than significant level.

77R-3 Comment

What about the decreased property value for home owners? Who pays for the repaving Coldwater?

77R-3 Response

Please refer to **MR-1** regarding non-CEQA issues such as potential impacts on property values. The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage). The comment does not raise any concerns about the environmental analysis contained in the RDEIR. No further response is required.

77R-4 Comment

If this project in any way mitigated less traffic, less pollution, everyone would be behind it. But it is just the opposite.

77R-4 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Please also refer to **Response to Comment C-17** regarding the Project's less than significant impact upon air quality during construction and operation.

77R-5 Comment

I implore to you vote no for this. Harvard Westlake can build an additional structure on top of their existing parking lot. They do not need all of that parking.

77R-5 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

77R-6 Comment

I have never, ever seen an accident outside their school in the 30 years I have been here. I think it has more to do with gaining a practice field.

77R-6 Response

Please refer to **MR-1** regarding the need for the Project, **Response to Comment D-12** regarding the need for a practice field, and **Response to Comment 9.6R-14** regarding the safety improvements that will result from the Project.

77R-7 Comment

Please protect the little guy, please protect our neighbor. Please hear our voices. This country is angry enough because too often might makes right. Represent the people whom you represent.

Thank you so much for doing the right thing.

77R-7 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

78R. Leon Ichaso, Resident, Email dated March 20, 2016**78R-1 Comment**

it's immoral the thought of putting the people, nature, traffic and all for the capricious (or you may see it as a need) of building this parking facility. years of inconvenience for a whole neighborhood that has put up with a lot of complications from City Departments through the years.

78R-1 Response

Please refer to **MR-1** regarding the need for the Project. The RDEIR analyzed the potential impacts from Project construction and concluded that a significant impact would result from temporary noise during the overlapping construction phases of grading, soil nailing, and shotcrete activities for 16 residences adjacent to the Development Site and 34 residences on the east side of Coldwater Canyon as well as St. Michael's (which includes Sunnyside) (RDEIR page 3.7-24). Please also refer to **MR-6** regarding the condition of the Development Site and impact on biological resources.

78R-2 Comment

the commute will be crazy...the thought of driving down to Ralph's for sugar, would require a tent or a sleeping bag.

78R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant

impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

78R-3 Comment

And the damage you will cause to our dear old world. please dont put the world through this.

78R-3 Response

The commenter's expression of opposition to the Project will be forwarded to the decisions makers for their consideration in taking action on the Project.

79R. Alex Izbicki, Resident, Email dated March 21, 2016

79R-1 Comment

I am writing to again express my opposition to the Harvard-Westlake Parking Improvement Plan, ENV-2013-0150-EIR and to comment specifically on the changes in the Project included in the RDEIR. I support the position of Save Coldwater Canyon and concur with their Comment Letter in its entirety as well as the attached independent Traffic, Safety, and Air Quality expert reports.

79R-1 Response

The commenter's expression of opposition to the Project, and support for the cited organization, will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to the responses to the comments received on the RDEIR from Save Coldwater Canyon! and related reports which are addressed in **Responses to Comments 9R-1 through 9.9R-22**.

79R-2 Comment

As far as Harvard Westlake's claims for the need for more parking, its important to understand that most every school has errant parking by students and visitors, especially during big school events such as graduation and homecoming. While Harvard Westlake's issue with this is something most schools contend with, rather than apply parking solutions similar to what neighboring schools have instituted, they have proposed the construction of this massive destructive parking garage and private bridge.

79R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student.

79R-3 Comment

The best way to keep students safety (which is what the school has done since their inception) is to keep them on their current campus

79R-3 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

79R-4 Comment

The best way to not struggle with any increases in the schools parking issues is to stick to their enrollment cap and initiate a mandatory carpool and busing program as all of their neighboring private school embrace.

79R-4 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, as well as **MR-1** regarding the lack of a student enrollment cap.

Please also refer to **MR-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

The commenter's suggestion regarding a mandatory TDM program will be forwarded to the decisionmakers for their consideration in taking action on the Project.

79R-5 through 79R-7 Comments

When I consider that currently, the school fortunately has a perfect student safety record and having witnessed that on any typical school day, one can go on campus and see empty student parking spaces, it is my contention that this parking proposal based on the schools current need for student safety and additional parking are being fabricated.

79R-5 through 79R-7 Responses

Please refer to **Response to Comment 9.6-14** regarding the safety concerns associated with students and visitors parking off Campus and students being dropped off along neighboring streets. Please also refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

79R-8 Comment

What is even more ironic is that the school even states in their RDEIR that such errant parking will continue during the schools largest evens and that this proposal will not cure this issue. So what is this all about? What we seek in the community is truth which up to know the school has not been forthright in giving.

79R-8 Response

Please refer to **MR-1** regarding the need for the Project. Please also refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

Harvard-Westlake has stated that it has no plan to build additional facilities on the campus. The Parking Structure is required to meet current demands.

79R-9 Comment

Until Harvard Westlake's parking program is in parity with like private schools which does not allow any carpool to enter campus with fewer than three students on board and are governed by a mandatory program of busing and carpools should a true need for more parking by the school be considered. Only with such mandatory programs and removing school practices such as providing reserved parking for students can Harvard Westlake's true parking need be ascertained and would provide the only responsible solution to

traffic demand. Only until the school is required to operate under stringent City Imposed Transportation Demand Management programs, as conditions of their Conditional Use Permits such as neighboring private schools, can such parking needs be truthfully ascertained and most likely any more need for parking by the school would be fulfilled if such programs were imposed and utilized by the school.

79R-9 Response

Please refer to **MR-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed. Please also refer to **Response to Comment D-89** regarding the differences between Harvard-Westlake and other schools.

The commenter's opinion that TDM measures should be made mandatory will be forwarded to the decisionmakers for their consideration in taking action on the Project.

79R-10 Comment

Because capitulating to such unfounded "needs" would be at the great expense of cutting out a hillside and incursion into Desirable Open Space in addition to causing significant disturbance and destruction to the surrounding community,

79R-10 Response

Please refer to **MR-1** regarding the need for the Project and **MR-6** for a description of the Project impacts regarding Project location, Desirable Open Space, and biological resources. The commenter's opinion will be forwarded to the decisions makers for their consideration in taking action on the Project.

79R-11 Comment

More feasible and practical solutions must be suggested for the school to consider and undertake on their current footprint.

79R-11 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

79R-12 Comment

Unfortunately, no realistic alternatives to this project has been offered to the public. The school was asked to provide reasonable alternatives in the last DEIR comment period yet they did not. How about suggesting that several parking areas on their current 20 acre foot print be created? They did not offer this. What they did offer is a ridiculous 10 story building on their side which only accepted a need for 750 parking spaces and still wasn't feasible because it didn't accomplish their second goal, another sports field.

79R-12 Response

The analysis of alternatives contained in the RDEIR included a subsurface parking lot on the Campus east of Coldwater Canyon Avenue, smaller structures throughout the Campus, and, as the commenter cites, an Alternative 5 whereby the structure would be located on the Southern Parking Lot owned by Harvard-Westlake (RDEIR pages 5-4 and 5-5, and pages 5-24 through 5-31). Alternative 5 was considered to have

greater impacts than the Project (potentially rising to the point of significance) due to the aesthetics of a 10-story structure as well as impaired views from private homes and for motorists traveling along Coldwater Canyon Avenue. Please also refer to **MR-7** regarding Project Alternatives. As referred to in **Response to Comment 79R-11**, Chapter 4, Corrections and Additions, of this FEIR also includes analysis of an alternative consisting of a multi-story parking structure on the Harvard-Westlake senior lot (in addition to the subterranean design analyzed in the RDEIR).

79R-13 Comment

One then might ask, how many sports fields does a school need? Since their current Ted Slavin field is not possibly be being utilized by the school to its fullest capacity since it currently lends out this field to outside leagues on a regular basis.

79R-13 Response

Please refer to **MR-1** and **Response to Comment D-12** regarding Harvard-Westlake's need for additional practice field space. The fact that Harvard-Westlake occasionally rents out the use of the Ted Slavin Field does not diminish the need for a new practice facility. There is currently only one organization, a football club for high schoolers, who uses the Ted Slavin Field during the year on school days, and that organization is required to schedule their practices when the Harvard-Westlake team(s) has an away game and the Ted Slavin Field would not be in use. There were 10 instances during all of 2015-16 in which that organization used the field during a regular school day. Such limited use does not negate the need for a regularly-available practice field for the many sports activities that Harvard-Westlake provides, or would like to provide, to its students.

79R-14 Comment

As far as lighting on the proposed field, reports show that the lighting on their current field has significant impact on the surrounding wildlife as well as the neighbors with arrant light spillage.

79R-14 Response

The commenter refers to an unknown study about the impact on wildlife and humans from use of Harvard-Westlake's existing Ted Slavin field. If the commenter is referring to a study (or studies) submitted as a DEIR or RDEIR comment, please refer to the individual responses to comments to those reports contained in this FEIR. Please also refer to **Response to Comment D-168** regarding the impact of lights on wildlife from the Project and **Response to Comment D-173** regarding impact of lights on humans. Please also refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property) from existing facilities, and **Responses to Comments D-15E, D-17, and D-20**, as well as **MR-3**, regarding light from Ted Slavin field and the differing use of the practice field.

79R-15 Comment

Another field with its accompanying noise and lights would only create more significant impact on the wild life and neighborhoods.

79R-15 Response

Please refer to **Responses to Comments D-168 and 79R-14** regarding the impact of lights on wildlife and nearby residences from the Project.

RDEIR Appendix D.1a, prepared by a professional biologist with over 30 years of experience in the field, addresses the potential for wildlife to be disrupted by noise resulting from construction, use of the practice field, and use of the Parking Structure. The biologist concludes that impacts on wildlife would be less than

significant given that species are likely already accustomed to noise given the location of the Development Site near urban areas and Coldwater Canyon Avenue.

Page 8 of that appendix states:

“Similar to impacts related to increased lighting, given the suburban nature of the site, especially given the high traffic levels on Coldwater Canyon, it is expected that wildlife in the region are accustomed to urban noise. The increased noise from construction would likely cause birds and mammals to temporarily forage away from the site. Operational noise may cause some wildlife to forage away from the site during noisy periods, but in general most species that currently use the site would return. Therefore, while temporary construction noise and long-term operational noise would adversely impact on-site and adjacent wildlife, impacts would be less than significant because wildlife using the area is already acclimated to urban noise.”

Additionally, as stated in the RDEIR on page 3.1-38, residential uses adjacent to and north of the Development Site are anticipated to receive negligible (0.0 fc) spillover light which is well below the threshold established by LAMC Section 93,0117 of 2.0 fc. (refer to Figure 3.1-30 and **Response to Comment D-173.**)

79R-16 Comment

Additionally the netting to contain errant balls on the proposed field will have a huge impact on birds and other flying wildlife, who would be trapped in such a net and lights and noise coming from the field would significantly impact and displace those birds which live and nest in the area.

79R-16 Response

Please refer to **Response to Comment 9R-34** regarding netting, light and noise impact on bird populations.

79R-17 Comment

This proposal also requires the vacation of paper road Hacienda. This road was created and placed in the public trust for possible future use and should not be relinquished for a private benefit.

79R-17 Response

Please refer to **Response to Comment 6R-15** regarding the requested vacation of the planned but unimproved street Hacienda Drive. The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

79R-18 Comment

The importance of Hacienda for neighboring streets such as Potosí Drive in case of an emergency is invaluable. The future utility of this or any public road should never be removed from the public trust and given a private entity for a private benefit and thus its utilization lost for generations to come.

79R-18 Response

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department’s lack of objection to its vacation.

79R-19 Comment

Additionally the vacation for the airspace above Coldwater Canyon should also never be considered for a private benefit. Who is to know what this air space may be used in the future or with future technologies. Maybe flying cars or elevated mass transit? Yes as silly as that may sound today, I'm sure the probability of future supersonic jet travel sounded just as silly when most of the roads were planned and created in the area almost a century ago.

79R-19 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

79R-20 Comment

The bottom line is, we don't know the answer of any public streets future public need and thus the city should not be removing any future public utility by granting such a vacation to a private school and for no public benefit because in doing so, any future possibilities with this road would be lost forever. Public air space across a public road must remain for public benefit only. Not private.

79R-20 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please also refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation.

79R-21 Comment

Additionally, not only would the placement of a private bridge over a public scenic road would mar this scenic highway's natural beauty forever

79R-21 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, as well as **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics.

79R-22 Comment

But after a local earthquake event (which geological experts state is overdue) whether the bridge were to fail or not, it's state of integrity would still have to be immediately and thoroughly ascertained. Until that happens (which would take hours if not days) Coldwater Canyon would be closed to passing traffic. With only a few roads leading into and out of the Valley, this road would become even more essential after a mass emergency has taken place and to have it removed from the community to move freely and visit family members in need is totally unacceptable.

79R-22 Response

Please refer to **Response to Comment C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

79R-23 Comment

Again, why would the city of Los Angeles even consider bringing forth such a dangerous scenario to our local community especially when there is no public benefit?

79R-23 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

79R-24 Comment

What Harvard Westlake needs is a City imposed Traffic Demand Management program. This is the Alternative to the project the city should recommend and a community entire can live with.

79R-24 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's opinion that TDM measures should be made mandatory will be forwarded to the decisionmakers for their consideration in taking action on the Project.

79R-25 Comment

Again, I am opposed to the Project on these grounds as well as all others presented by Save Coldwater Canyon and by the independent expert reports attached to their Comment Letter.

79R-25 Response

Please refer to **Response to Comment 79R-1** regarding the responses to comments to the RDEIR submitted by Save Coldwater Canyon!. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project

80R. Jamie Jacobs, Resident, Email dated March 20, 2016**80R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

80R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

80R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

80R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

80R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

80R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

80R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

80R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

80R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

80R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

81R. Jarrett Jacobs, Resident, Email dated March 21, 2016**81R-1 Comment**

I vehemently oppose Harvard-Westlake's parking expansion plan. As I drive down Coldwater Cyn, I do not see any cars parked on the street, or stacked on other streets. I believe that they currently have enough

parking, and that they are just pushing their weight and money around for the sake of only themselves without any concern for the community.

81R-1 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

81R-2 Comment

I grew up on Van Noord Av, just across the street from the school, and my parents still reside there. We can already here the band and the football crowd noise on the weekends, but now they will have a field on top of a parking structure with lights?! Give me a break!! What for?? Why should we suffer so they can have extra parking and an additional field. Just thinking about the traffic on Coldwater Cyn makes me sick. I can't stand the greed and selfishness of such an endeavor.

81R-2 Response

Please refer to **MR-3** regarding noise from Ted Slavin field, compliance with LAMC Articles 5 and 6 regarding noise, and the differing use of the practice field, including light and noise emissions. Please also refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

The RDEIR found that the Project would have a less than significant impact on traffic as a result of construction (refer to **Response to Comment C-7**) as well as operation (refer to **Responses to Comments C-3 and H-5**).

81R-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

81R-3 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR.

81R-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

81R-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

81R-5 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,

4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

81R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

81R-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

81R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

81R-7 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

81R-7 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

82R. Jeffrey S. Jacobs, Resident, Letter dated March 17, 2016

82R-1 Comment

You know what magicians do?

They baffle their audience with smoke and mirrors.

That is what Harvard-Westlake is trying to do to Studio City with their statements that they need more parking and more safety for their students.

The original DEIR claimed HW needed more parking and more safety for the students. This claim was rebutted at that time by opposition experts.

In the Recirculated Draft EIR, HW claimed they need 87 additional parking spaces on a typical school day. Harvard-Westlake has not indicated how many days of extra parking they need for school related events. This claim was also previously rebutted.

82R-1 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. Please also refer to **Response to Comment 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

82R-2 Comment

HW has continued to state that their vehicles are parking in neighborhood and on Coldwater Canyon. They have actually “guessed 28 vehicles” in their traffic report. This claim was also rebutted by opposition experts.

82R-2 Response

Please refer to **Response to Comment 9.6R-3** regarding the use of neighborhood streets for student parking.

82R-3 Comment

HW has also indicated that putting sidewalks on Coldwater Canyon would be a safety hazard for the students walking from Ventura Blvd to the HW campus.

Wexco International Company Harvard-Westlake DEIR Report Review Commentary reveals major contradictions to Harvard-Westlake’s claims.

Page 7 of 9 #7 Wexco commentary indicates – a violable solution for pedestrian travel on the East side of Coldwater Canyon is to build a sidewalk. See attached 7 RDEIR Wexco commentary.

Page 8 of 9 #9 Wexco commentary indicates – the lack of a designated shoulder is a safety hazard. See attached page 8 RDEIR Wexco Commentary

82R-3 Response

Please refer to responses to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-19 and 9.9R-21**.

82R-4 Comment

Page 9 of 9 #9 Wexco Commentary indicates – Wexco has not seen a Trajectory Study in the RDEIR, to substantiate the proposed design of a 32’ high catchment fence that will stop errant (or purposefully projected) balls from entering Coldwater Canyon. See attached 9 RDEIR Wexco commentary.

This is a “project”. Even though Harvard-Westlake is now calling it, “the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles”, it is a project!

Don’t let Harvard-Westlake’s smoke and mirrors baffle us in Studio City.

The commenter attached three pages of the 2016 Wexco report. Original comment letters and attachments (not including video materials and certain large published City documents that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

82R-4 Response

Comments raised by Wexco are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Response to Comment 9.9R-22** regarding the catchment fence that will be around and on top of the practice field and prevent objects from falling down to Coldwater Canyon Avenue.

83R. Jeffrey S. Jacobs, Resident, Email dated March 21, 2016**83R-1 Comment**

Great opposition letter. Thank you for making your voice heard.

83R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

84R. Susan Jacobs, Resident, Email dated March 21, 2016**84R-1 Comment**

I am strongly against the Harvard-Westlake parking garage and bridge project. I have lived in the neighborhood for over 40 years and believe this would have a terrible negative impact on Studio City, the environment, the neighbors, the commuters, and anyone else who uses Coldwater Canyon.

84R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

84R-2 Comment

The original DEIR for this project was a terrible idea and now the school has made it even worse in the redlined DEIR – asking for vacations of air space and roads, and making the project even bigger. These are among the many reasons why I oppose this project.

84R-2 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **Response to Comment 6R-15** regarding the requested vacations for the Project. The comment does not question the adequacy of the environmental analysis in the RDEIR. No further response is required.

84R-3 Comment

The vacation requests for air space over Coldwater Canyon and for Hacienda Drive have no public benefits, and, therefore, should not be granted. If the school acquires these vacations, there is no way of knowing how they would be used in the future and how they may negatively impact the safety in the area.

84R-3 Response

The comment does not question the adequacy of the analysis contained in the RDEIR and does raise not any CEQA issues; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project. Therefore, no further response is required.

84R-4 Comment

The project is more of a hazard than a safety fix for Harvard-Westlake students. Harvard-Westlake claims that this project will help student safety. I strongly disagree. First, the school has had no safety issues related to Coldwater Canyon, to my knowledge, and I've lived within a few blocks of the school for over 40 years. So how can this fix a problem that doesn't exist? Furthermore, if there was a problem, why haven't they mentioned it in 40 years and why haven't they done anything to improve student safety in all that time except come up with this parking lot/bridge idea. It seems that they simply need an excuse to build this project. And worse, this will create a potential danger to the students.

84R-4 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

84R-5 Comment

The reason Harvard-Westlake is currently so safe is probably because all buses, parking, school buildings and activities are contained on the East side of Coldwater Canyon. The sad traffic accidents that have occurred at other schools were all related to students crossing streets for school activities. So if there is any school construction on the West side of Coldwater, this is a risk to Harvard-Westlake students, faculty, and visitors.

84R-5 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

84R-6 Comment

Even if there is a bridge, there will likely be times when students and others won't use it. We all know that we should only cross at cross-walks – but sometimes we break that rule. Certainly the Harvard-Westlake students will not be 100% perfect in this regard. It only takes one tragic accident to prove how dangerous this project will be to the students at the school.

84R-6 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. Also refer to **Response to Comment R1-7** regarding the use of two elevators on each side of Coldwater Canyon Avenue, in addition to access stairwells, that will allow the pedestrian bridge to remain open even when undergoing routine maintenance.

84R-7 Comment

The project will create a health issue. The destruction of the hillside and the construction will create dust and air particles that are dangerous to breathe -- putting the Harvard-Westlake students' health at risk, as well as creating health hazards for those in the neighborhood, those at St. Michael's, nursery school children at Sunnyside, and people driving on Coldwater.

84R-7 Response

Project impacts regarding air quality and human health have been evaluated in the RDEIR and updated in this FEIR. The analyses have been performed pursuant to CEQA guidelines and will be considered by the decisionmakers in taking action on the Project. As indicated in the analyses regarding these topics,

impacts would be less than significant. Notably, the FEIR has included a Health Risk Assessment (please refer to Appendix C.1) that evaluates the health risk to sensitive populations, and concludes that with mitigation health risk would be less than significant.

84R-8 Comment

Harvard-Westlake parking needs are made up. They have enough parking spaces for their students and faculty. There is little, if any, street parking by students or neighborhood complaints about it.

84R-8 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

84R-9 Comment

There are many ways they could increase parking in their current lots – such as tandem parking, carpooling, etc. They say that they try to help parking because 70% of their students don't park there – but that's not because they've encouraged carpooling or anything else – it's simply because those students are not old enough to drive and/or they don't have their own cars. They've done little to help if there is a problem. They choose not to do so because there are no parking issues or they simply want another madeup excuse for this project. If (and that's a big if) they need parking, it is their fault.

84R-9 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student.

84R-10 Comment

The original Harvard school (before it merged with Westlake) was a boy's boarding school – a much better fit with the community than the huge high school it has become – and clearly no parking problems. Then they stopped being a boarding school and became a regular school for boys, so again no parking issues because the vast majority of students weren't old enough to drive. Then they became a co-ed school and chose to use this campus for upper grades. If there is a parking problem, it is of their own creation and the neighborhood should not be made to pay for their lack of foresight.

84R-10 Response

Please refer to **MR-1** regarding the need for the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

84R-11 Comment

No need for practice field or lighting. There is never a need for a practice field. They have a field and a swimming pool and plenty of other areas for physical activities. Even if the parking structure is built, there should not be a practice field there to create noise and light to disturb the neighborhood and commuters. The only reason even cited by Harvard- Westlake for the practice field is that students wouldn't have to stay at the school so late.

84R-11 Response

Please refer to **MR-1** and **Response to Comment D-12** regarding Harvard-Westlake's need for additional practice field space, and **MR-3** regarding the difference in light and noise emissions from the Ted Slavin

Field and the practice field. Please also refer to **Responses to Comments D-82 through D-85** regarding the Project's less than significant impact on noise from operations and **Response to Comment D-17 and D-20** regarding the use of lights.

84R-12 Comment

Then why on earth would they want lights on a practice field? Also, the school routinely rents out its field and swimming pool for other organizations to use. Is that why they need a practice field – so they can make money?

84R-12 Response

Please refer to **Response to Comment D-12** regarding the limited use of Harvard-Westlake's Ted Slavin field and **MR-3** regarding the differences in use between the Ted Slavin Field and the practice field.

84R-13 Comment

More Traffic problems. The school says that a 750-space parking structure will help traffic. How is it possible for 500 or more cars on Coldwater Canyon to help traffic? Not to mention, the approximately 3 years of construction.

84R-13 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). Please refer to **Response to Comment D-57** regarding why the Project will not add 500 cars to Coldwater Canyon Avenue as the commenter claims.

84R-14 Comment

Not only will this create more traffic on Coldwater Canyon, it will likely generate more traffic on the 405 Freeway, 101 Freeway, Laurel Canyon, Benedict Canyon, Beverly Glen, and Sepulveda when traffic is diverted from Coldwater Canyon.

84R-14 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. Please also refer to **Response to Comment 9.7R-13** regarding the limited (8-hour) closure of Coldwater Canyon Avenue during the initial installation of the pedestrian bridge. As such, no traffic impact on the freeways and other streets referenced by the commenter is expected. Please also refer to **Response to Comments H-2 and H-5** regarding impacts to Beverly Glen.

84R-15 Comment

No community benefit. Almost all residents of Studio City and nearby communities, with the exception of the few who are affiliated with the school (parent, alumni, faculty, etc.), are against this project. That is because it has no benefit to the community. It is strictly for the private use of this private school. In fact, the neighborhood has many signs showing their concerns for this project.

84R-15 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

84R-16 Comment

Concern for safety of neighborhood in the event of an earthquake. Recently there was an earthquake with an epicenter near where this proposed parking structure and bridge would be built. Clearly, that is a problem. Even if the structures don't fall during an earthquake, they would probably need to be checked and that might block Coldwater Canyon for a period of time. It would not allow safety vehicles or others to use the road and, thus, put people at risk.

84R-16 Response

Please refer to **Response to Comment C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

84R-17 Comment

Blight on the Environment. An ugly parking structure and bridge would forever mar the beautiful hill side – not to mention the destruction of trees and plants and the disturbance of wildlife.

84R-17 Response

Please refer to **MR-4** and **MR-6** regarding the Development Site's current environmental condition and the finding that the Project would have a less than significant impact on aesthetics. The Project's cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts to the coastal western whiptail lizard and San Bernardino ringneck snake are acknowledged on RDEIR pages 3.3-22, 3.3-23, and 4-1.

The removal of protected trees will be conducted according to LAMC requirements, as described in **Responses to Comments D-15C and D-23**, resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years.

84R-18 Comment

Please keep in mind how important Coldwater Canyon is to Studio City and the many people who traverse this road for work and pleasure. It is clearly not a good project for this residential community and would set a terrible precedent for other hillside and canyon communities.

84R-18 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics, **MR-5** regarding school uses in residential zones, and **MR-6** regarding the Project's location and biological impacts.

Approval of the Project, including its pedestrian bridge, would not obligate the City to approve future requests for other such structures. The City will analyze each project presented to it for approval in light

of the appropriateness of the request and after compliance with environmental review as required by CEQA and the City's CEQA Guidelines. Accordingly, each project is analyzed on its own merits and environmental impacts. Please also refer to **Response to Comment G-6**.

85R. Jim Johnson, Resident, Email dated March 18, 2016

85R-1 Comment

My wife and I are 23 year residents of Studio City and we oppose Harvard-Westlake's plan to build a parking structure on the west side of Coldwater Canyon with accompanying pedestrian bridge. This proposed project is over-reaching, extremely area-inappropriate, and calls for so many variances to building and safety codes that we hope the Department of City Planning will agree with us and not allow it to go forward.

85R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the Project's location and biological impacts and the commenter's opinion that the Project is not appropriate for the surrounding area.

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR pages 2-21 to 2-23), the effects of which will be considered by the Lead Agency. Please refer to **MR-5** regarding the appropriateness of the discretionary approvals requested for the Project. No further response is required.

85R-2 Comment

This project is for private use and therefore has no public benefit. If undertaken, construction alone would severely impact the entire area for over 2-years.

85R-2 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

The RDEIR analyzed the potential environmental impacts resulting from Project construction and found that the only significant impact would be temporary construction noise for a number of sensitive receptors located in the proximity of the Development Site (RDEIR page 3.7-24) and cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts to the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1).

85R-3 Comment

And the end result of having a huge new parking ramp on this site would simply mean more traffic in an already very busy area of Studio City.

85R-3 Response

The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

85R-4 Comment

A private use bridge over Coldwater Canyon is an absurd request to make to the City of Los Angeles and should be ruled out immediately.

85R-4 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

85R-5 Comment

Here's another way to think about this: if an individual presented the Department of City Planning with blueprints for a single-family home on the property in question (it is zoned R1) but the plans included construction of a 90-ft retaining wall and a private pedestrian bridge across Coldwater, we would hope the Department would laugh them out of the room. And this is exactly what's happening here. Harvard-Westlake is not a public institution, it's a private corporation. (And at the moment corporations are people!) And although operating as a "non-profit" entity they have tremendous funding and a powerful legal team trying to push this project forward.

85R-5 Response

Please refer to **MR-5** regarding the appropriateness of school uses in residential neighborhoods and the discretionary approvals requested for the Project. The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR pages 2-21 to 2-23), the effects of which will be considered by the Lead Agency. The comment does not question the adequacy of the environmental analysis in the RDEIR. Therefore, no further response is required.

85R-6 Comment

And that's why we're writing to you to voice our opinion on this matter and request that you use all of your Department's powers to oppose this area-inappropriate, overreaching project.

85R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

86R. Peter Juzwiak, Resident, Email dated March 18, 2016**86R-1 Comment**

As a 20-year resident of Studio City, a current business owner in Studio City and a 20-year parishioner of St. Michael and All Angels Church, I strongly oppose the Harvard-Westlake Parking Plan (Case number (ENV-2013-0150-EIR)). HW has yet to provide a compelling case for 750 additional parking spaces when its current parking spaces already far exceed the number required by law. Its arguments basically boil down to three.

86R-1 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

86R-2 Comment

Alleviate parking on side streets. By a landslide, at every meeting, HW's neighbors have said they are not inconvenienced by student parking on side streets and, in any case, they definitely oppose HW's proposed solution.

86R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **Response to Comment D-10** regarding the daily insufficient supply of parking on the Campus.

86R-3 Comment

Reduce traffic. We all know nothing will alleviate traffic on Coldwater Canyon in any meaningful way unless you convince 100,000 or so people to take a different route or you expand the entire canyon road to four lanes all the way into Beverly Hills, neither of which will happen. You can drag out all the experts you want, but this plan will not materially improve traffic flow on Coldwater.

86R-3 Response

Please refer to **Response to Comment 11R-2** regarding the improvement of traffic flow following Project completion.

86R-4 Comment

Safety of students. If this is truly a concern (despite the utter absence of any actual proof of a safety issue other than anecdotal "close calls"), it boggles the mind why HW would address this issue with a solution that is worse than the problem. By placing its new parking lot on the other side of Coldwater, HW is inviting trouble. You can be assured that teenagers will be darting across Coldwater at all hours of the day and night, trying to save a few minutes rather than use the new pedestrian bridge. What happens when the safety issue is worse rather than better after construction?

86R-4 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. Please also refer to **Response to Comment 9.6R-14** regarding the safety improvements that will result from the Project.

86R-5 Comment

With the recirculated DEIR, HW has not solved any of these issues. In fact, they've made the project worse than before:

Truck trips during construction have increased, and independent experts say they are still understated. It will likely take more than a year just to remove all the soil, with horrible effects on traffic, air quality and noise pollution.

86R-5 Response

Please refer to **Response to Comment 8R-1** regarding changes made to the Project since the DEIR circulation, including those changes that were intended to reduce the Project's potential environmental impact.

The grading and soil export phase of the Project has an estimated duration of 234 working days (approximately 9 months), during which time the analysis shows that there would be no significant impact on traffic (refer to **Response to Comment C-7**) nor significant impact on air quality resulting from the Project's construction (RDEIR pages 3.2-26 to 3.2-31). With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded. Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR.

The Project's temporary construction noise impact is acknowledged on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. Please also refer to **Responses to Comments 9.9R-9 through 9.9R-14**.

86R-6 Comment

More oak and walnut trees and wildlife being destroyed.

86R-6 Response

Please refer to **MR-6** regarding the condition of the Development Site and impacts on biological resources and **Response to Comment D-15C** regarding the removal of protected trees and the mitigation for such removals.

86R-7 Comment

A building that is bigger, taller and longer.

86R-7 Response

The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City's Building Code (RDEIR page 2-5). Not included among those changes, however, were modifications to the Parking Structure dimensions. This is most readily apparent by comparing the discretionary actions requested in the DEIR (page 2-20) and the RDEIR (page 2-22), specifically the unchanged heights of the pedestrian bridge, top of the elevator towers, top slab of the Parking Structure, equipment room, catchment fence, and practice field lights. The DEIR and RDEIR also both state that the practice field dimensions are 330 feet long by 195 feet wide (DEIR and RDEIR page S-3).

86R-8 Comment

This project is nothing short of a blight on Studio City. Please tell HW to sharpen their pencils and head back to the drawing board to come up with a plan that makes sense for our city and in light of their own stated goals.

86R-8 Response

Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics. As required by CEQA, the RDEIR presents a reasonable range of alternatives to meet the Project objectives. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis.

87R. Cheryl Kane, Resident, Email dated March 21, 2016**87R-1 Comment**

As a resident of Coldwater Canyon, I'm opposed to the development of the proposed parking structure for Harvard-Westlake School. It will be an environmental and traffic disaster.

87R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The RDEIR analyzed other potential environmental impacts and found that the Project would not have a significant impact, other than cumulative contributions to significant impacts sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). Please also refer to **Response to Comment D-23**.

88R. Keith Kasai, Resident, Email dated March 21, 2016**88R-1 Comment**

I am Keith Kasai. I am a 18 year resident on Van Noord and oppose the Harvard-Westlake Coldwater construction.

88R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

88R-2 Comment

The traffic when school is open and the noise has gotten worse as the years have gone by.

88R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

88R-3 Comment

And now I understand this mega sports complex is going up so close by. I understand the traffic and noise will increase with this new complex.

88R-3 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Please refer to **Responses to Comments D82 through D-85** regarding the noise analysis conducted for the Project (construction, operation, and echo effect) and the finding that the Project would have a less than significant impact from operational noise.

88R-4 Comment

In addition we will lose some of the small town charm of Studio city. that drive up Coldwater is so beautiful and to see a large parking complex in the hills would be awful.

88R-4 Response

Please refer to **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is inconsistent with the surrounding area, and **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics.

88R-5 Comment

Please reconsider and save this natural and scenic area in our neighborhood.

88R-5 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the Project's biological impacts.

89R. Perry Katz, Resident, Email dated March 19, 2016**89R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

89R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

89R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

89R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

89R-3 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,

4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

89R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

89R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

89R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

89R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

89R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

90R. Blair Kaye, Resident, Email dated March 21, 2016**90R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

90R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

90R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

90R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

90R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

90R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

90R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

90R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

90R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

90R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

91R. Ingrid Kelly, Resident, Email dated March 19, 2016**91R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

I live on Greenleaf Street, just west of Coldwater Canyon, between Van Noord and Valley Vista. The morning cars speeding down my street as a short-cut to Coldwater Canyon is already a nuisance, unsafe and unacceptable.

91R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

91R-2 Comment

Building a parking structure with access through my neighborhood will add to the existing cars and unsafe conditions in the morning.

91R-2 Response

The commenter's assertion that the Parking Structure will be accessible via neighborhood streets is erroneous. As stated on RDEIR pages 2-12 and 2-13, the Project's two driveways will only be accessible from Coldwater Canyon Avenue.

The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure. Please also refer to **Responses to Comments C-3 and H-5** regarding the analysis concluding that the operational traffic impacts will be less than significant since the Project will not generate additional traffic.

91R-3 Comment

In addition, the proposed development would destroy the natural beauty of our neighborhood and become an eye-sore to many of the residents.

91R-3 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the Project's biological impacts.

91R-4 Comment

Also, negatively impacting wildlife in the area. There will most likely be added noise as well.

91R-4 Response

The impacts on wildlife and noise have been fully evaluated in Chapters 3.3, Biological Resources and 3.7 Noise, respectively. The Biological Resources evaluation identifies one Regulatory Compliance Measure, one Project Design Feature and seven Mitigation Measures to further reduce impacts. The noise evaluation identifies three Regulatory Compliance Measures and eleven Mitigation Measures to further reduce the temporary noise impacts during construction. The RDEIR acknowledges that even after application of these measures to reduce impacts, the Project would have a significant impact regarding two species (the coastal western whiptail lizard and San Bernardino ringneck snake) and would make a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland area and, indirectly, sensitive species (primarily birds) that forage in oak-walnut woodland (RDEIR pages 3.3-22, 3.3-23, and 4-1). Please also refer to **Response to Comment D-23**. The Project's temporary construction noise impact is acknowledged on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. Refer to **Responses to Comments D-82 through D-85** regarding the Project's less than significant operational noise impact.

91R-5 Comment

If you lived here, you would also be very concerned. Please do not disregard the concerns of people who actually live here. There are many people speaking for the project that do not live here.

91R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

92R. Ilyanne Morden Kichaven, Resident, Email dated March 20, 2016**92R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. In short, it is a bad plan without any benefit for the community, neighborhood or city. I went to a presentation by HW, and could not determine one benefitting factor other than to increase HW's enrollment/financial gain.

92R-1 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

Please also refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis, and **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project. The Parking Structure is required to meet current demands.

92R-2 Comment

Conversely, there are many compelling reasons why this project is actually bad for the neighborhood, and the city.

92R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

92R-3 Comment

Harvard Westlake's only argument is that this project is about safety. If they are truly interested in safety of their students, then they would decrease the number of their enrolled students and manage the school to

find ways to keep students on their Campus entirely, off city streets. By using their existing campus footprint in the only way they can provide safety, security and no harm.

92R-3 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and **MR-1** regarding the need for the Project.

As required by CEQA, the RDEIR presents a reasonable range of alternatives to meet the project objectives, including alternatives for addressing parking on the east side of Coldwater Canyon Avenue. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

92R-4 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

92R-4 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

92R-5 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

92R-5 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

92R-6 Comment

This projects poses many concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

92R-6 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts.

92R-7 Comment

Negative economic impact to all taxpayers. This project will incur draining amounts of DOT personnel and other unreasonable city resources needed during the three year+ proposed construction and subsequently cause outrageous ongoing maintenance and great liability to the city. It is unconscionable for our elected leaders to approve this project.

92R-7 Response

Expenses relating to the Project's construction and operation, including the use of appropriate traffic controls for trucks arriving at and exiting the Development Site, will be borne by Harvard-Westlake. Further, The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property, including public property and roadways (such as via reimbursement to the City for any damage). The commenter's implication that economic activity will be disrupted by the Project is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

92R-8 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop, not approve. Our elected officials should not be benefitting private enterprise that seeks gain at the expense of the community at large.

92R-8 Response

Please refer to **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is out of scale with the surrounding area.

92R-9 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

92R-9 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

92R-10 Comment

Again, if HW is truly interested in safety-- they should find a way to keep their students to the enclosure of their campus. Not jeopardize the community.

I urge you to oppose this project.

92R-10 Response

Please refer to **Response to Comment 92R-3** regarding the improvement in safety resulting from the Project and the range of alternatives that were analyzed.

93R. Brian L’Ecuyer, Resident, Email dated March 20, 2016**93R-1 Comment**

I oppose Harvard-Westlake’s parking expansion plan. I have owned my condo in Studio City since 2002 when it was a charming "village" with small streets, nice people, terrific shops and easy access to all parts of the city and county.

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

93R-1 Response

Please refer to **Response to Comment 13R-4** regarding the Project’s compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City’s discretionary approval when reviewing future requests for other such structures.

The commenter’s expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

93R-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

93R-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

93R-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

93R-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

93R-4 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

93R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

93R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

93R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

94R. Andrew Lasken, Resident, Email dated March 21, 2016**94R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

94R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

94R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

94R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

94R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,

4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

94R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

94R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

94R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

94R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

94R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

95R. Beth Laski, Resident, Email dated March 21, 2016

95R-1 Comment

I am writing to register my strong opposition to the latest plan Harvard-Westlake is putting forth to construct an enormous and unnecessary parking expansion building on the west side of Coldwater Canyon.

Since the last DEIR, this ridiculous Project has only gotten bigger, taller, longer and more destructive! And they have proven no need for this project.

95R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. Please also refer to **MR-1** regarding the need for the Project. The commenter's opposition to the Project will be forwarded to the

decisionmakers for their consideration in taking action on the Project. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

95R-2 Comment

Based on current enrollment the numbers don't add up. Harvard-Westlake absolutely has demonstrated no need for this parking structure—unless they are covertly planning to significantly increase enrollment, which they have been very vague and non-committal about. Harvard-Westlake needs to tell its neighbors exactly their plans for expansion and justify their need for the parking.

95R-2 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis. Please also refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

Harvard-Westlake has stated that it has no plan to build additional facilities on the campus. The Parking Structure is required to meet current demands.

95R-3 Comment

This is not about safety. The students will be on the other side of Coldwater if this project were to go through. And I am a neighbor in the community and I see the crosscountry students running up and down Coldwater and onto Ventura Blvd. and through the neighborhood. If it's not safe, why are they doing this?

95R-3 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

95R-4 Comment

Additionally, this outrageous Project is requesting an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance. This project as it stands cannot be permitted. We need them to scale this back!

95R-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

95R-5 Comment

My additional concerns are:

1. Air quality and health impacts during massive excavation and construction (now estimated at 30 months)
2. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil
3. Noise pollution impacts
4. Biological resources impacts to protected trees and sensitive species
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside
6. Aesthetic impacts to the scenic canyon and its natural views

95R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

95R-6 Comment

This is exactly the type of out-of-scale development that the City must stop. Not because it's Harvard-Westlake but because what they're asking for is too much! I have no issue with this world-class school. It's a great place and I want to support their students--but not with this particular project. Further, a private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

95R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

95R-7 Comment

Please do the right thing and do not allow this version of the project to be approved. Stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development and asking them to go back to the drawing board and present a version that makes sense.

Thank you for your consideration.

95R-7 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

As required by CEQA, the RDEIR presents a reasonable range of alternatives to meet the project objectives, including alternatives for addressing parking on the east side of Coldwater Canyon Avenue. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis.

96R. Emily Laskin, Resident, Email dated March 21, 2016**96R-1 Comment**

I am writing to inform you that I strongly oppose Harvard-Westlake's parking expansion plan. I was at the recent Studio City Neighborhood Council meeting and heard a great deal about this project from both sides. I learned a lot - none of it positive toward this project. Since the last DEIR (from what I learned at this meeting) the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

96R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter's opposition to the Project will be forwarded to the decision makers for their consideration in taking action on the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

96R-2 Comment

That should be enough to disqualify it, but on top of all of this, this Project is still asking for a huge number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

96R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

96R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

96R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

96R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. The residents of this area are very much opposed to this Project happening and we would like to believe that those in a position to decide on this would take that into account. We'd like to believe that money and influence might not overcome what is the right thing to do for our community.

96R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, and the inspections to which they will be subject.

96R-5 Comment

Additionally, from what I could ascertain, the majority of the Harvard-Westlake constituents do not actually live in Studio City. Most of them are not residents of our area. At this recent meeting their cavalier

attitude about the concerns of the local residents and their assumption of prevailing by virtue of their money and influence was frankly stunning to me.

96R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

96R-6 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

96R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

96R-7 Comment

After watching and listening with an open mind to their presentation at this meeting, I came away feeling that they have not demonstrated any real need for all of this.

96R-7 Response

Please refer to **MR-1** regarding the need for the Project.

96R-8 Comment

If this project is allowed to prevail I (along with a lot of people who reside in our community) will make sure that those who allowed this to happen will be made to pay for this serious error in judgement - either in the court of public opinion or at the ballot box.

96R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. No further response required.

96R-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

96R-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

97R. Michael Laskin, Resident, Email dated March 20, 2016**97R-1 Comment**

I am writing to inform you that I strongly oppose Harvard-Westlake's parking expansion plan. I was at the recent Studio City Neighborhood Council meeting and heard a great deal about this project from both sides. I learned a lot - none of it positive toward this project. Since the last DEIR (from what I learned at this meeting) the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

97R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

97R-2 Comment

That should be enough to disqualify it, but on top of all of this, this Project is still asking for a huge number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

97R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

97R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

97R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

97R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. The residents of this area are very much opposed to this Project happening and we would like to believe that those in a position to decide on this would take that into account. We'd like to believe that money and influence might not overcome what is the right thing to do for our community.

97R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, and the inspections to which they will be subject.

97R-5 Comment

Additionally, from what I could ascertain, the majority of the Harvard-Westlake constituents do not actually live in Studio City. Most of them are not residents of our area. At this recent meeting their cavalier attitude about the concerns of the local residents and their assumption of prevailing by virtue of their money and influence was frankly stunning to me.

97R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

97R-6 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

97R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

97R-7 Comment

After watching and listening with an open mind to their presentation at this meeting, I came away feeling that they have not demonstrated any real need for all of this.

97R-7 Response

Please refer to **MR-1** regarding the need for the Project.

97R-8 Comment

If this project is allowed to prevail I (along with a lot of people who reside in our community) will make sure that those who allowed this to happen will be made to pay for this serious error in judgement - either in the court of public opinion or at the ballot box.

97R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

97R-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

97R-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited

organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

98R. Dominik J. Leconte, Resident, Email dated March 21, 2016

98R-1 Comment

I am strongly opposed to this proposed project. I am the owner of 3901 Van Noord Ave in Studio City, one of the properties mentioned in the RDEIR directly adjacent to Harvard-Westlake owned land on the west side of Coldwater Canyon Ave. I am also a daily commuter to LA's Westside via Coldwater Canyon Ave. Most importantly my wife and I have two 5-year old children residing at this address.

98R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

98R-2 Comment

Already since the last DEIR, the Project has gotten longer, wider and more destructive, and according to multiple expert reports continues to be deficient on many levels across multiple areas.

98R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The general Project deficiencies, as cited by the commenter, will be responded to directly with the expert reports if they were submitted as a comment letter.

98R-3 Comment

As a parent of two 5-year old children, who play in the back yard I have the following concerns: Immediate impacts during construction which has already been expanded from 24 to 30 months, and is likely to take much longer. These include air pollution, noise, traffic and general health risk impacts during excavation and construction. We did not buy a house in a low density neighborhood to lock our kids in the house.

And long-term impacts on the environment due to increased traffic (right turning lane close to my house), noise, light, aesthetic impacts due to the bridge, and biological resources impacts to protected trees and sensitive species.

The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

98R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, noise, and traffic impacts. The Project's cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and the significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake is acknowledged on RDEIR pages 3.3-22, 3.3-23, and 4-1.

In light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015), and includes an analysis of the project's reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. As described in Section 4.0 of the HRA, the analysis made the conservative assumptions that:

1. All sensitive populations would be exposed to Project's related emissions for almost 20 hours per day, 350 days per year.
2. No reduction in emissions would take place through the use of mechanical filtration. In other words, the analysis assumed that sensitive receptors would always be located outside, or inside with the windows open.
3. All equipment applicable to each construction phase would be running continuously during the entire day.
4. No reduction in dust was assumed to result from plume depletion due to deposition as emissions travel from the source to the sensitive receptor.

With the incorporation of the revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards and that would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk.

98R-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

98R-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

98R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon!

98R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

98R-6 Comment

This project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

98R-6 Response

Please refer to **Response to Comment 13R-4** regarding preservation of the City's discretionary approval when reviewing future requests for other such structures.

98R-7 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

98R-7 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

99R. Kasia A. Smiechowicz, Resident, Email dated March 21, 2016**99R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. I am the owner of the property, which is going to be the most endangered and suffer the result of this extreme plan. Our house is located at 3901 Van Noord Ave, Studio City and borders directly to this potential and an enormous new parking structure.

About 3 years ago I fell in love in this amazing area of Coldwater Canyon, which has an unique and still spectacular nature. My Family decided to move to Studio City from Redondo Beach with our 5 years old Twin Boys to experience a wonderful impact of a natural environment.

We bought a house with a fantastic big backyard, that our kids could play being safe in the quiet and healthy residential neighborhood.

99R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The RDEIR examined the potential impacts resulting from the Project's construction and operation. Significant impacts were determined to exist from short-term construction noise (RDEIR page 3.7-24) as well as the cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). Impacts were found to be less than significant regarding all other biological resources, construction and operational traffic, air quality, and aesthetics.

Please refer to **Responses to Comments C-4 and C-5** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, the ongoing monitoring to which they will be subject, and the conclusion that the hillsides would not be compromised or otherwise destabilized by the Project. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

Please also refer to **Response to Comment 98R-3** regarding the finding that the Project would have a less than significant impact on air quality during construction.

99R-2 Comment

How can we survive this almost 3 years of a construction, which is going to be very dangerous for us!!!! What about our safety? I don't want to think about an earthquake, that would close the only one exit from our properties:(What about our health? What about a worthy life, that we have to pay for it without mercy.

99R-2 Response

Please refer to **Response to Comment 99R-1** regarding Project safety.

99R-3 Comment

The whole world is trying to save the remnant natural environment- but it looks, that the decisive officials of the LA City are against to become green and save the lost nature!!!!

99R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

99R-4 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

99R-4 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

99R-5 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

99R-5 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

99R-6 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise, pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

99R-6 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

99R-7 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon! This project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

99R-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

99R-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

99R-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

99R-9 Comment

I hope you will make a fair decision, thinking about all of us, who live in this residential neighborhood.

99R-9 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

100R. Rosemary Leibowitz, Parishioner at St. Michaels, Email dated March 21, 2016**100R-1 Comment**

The changes in the revised EIR have not convinced me! As a parishioner at St. Michaels and All Angels, I am very aware of the area and the effect the gigantic parking garage would have on it. The effect on the canyon, the wildlife (flora, fauna and avian) the light pollution issues all spell out to me that this would be detrimental to the whole area.

100R-1 Response

Please refer to **MR-4** and **MR-6** regarding the Development Site's current environmental condition and the finding that the Project would have a less than significant impact on aesthetics. The Project's cumulative contributions to significant impacts on sensitive oak-walnut woodland habitat and the sensitive species that

forage in that habitat and the significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake are acknowledged on RDEIR pages 3.3-22, 3.3-23, and 4-1.

The use of lights on the practice field, in the Parking Structure, and on the pedestrian bridge are described in RDEIR pages 3.1-32 to 3.1-40 as well as RDEIR Appendix I. The RDEIR appropriately concluded that with implementation of Regulatory Compliance Measure RC-AES-3, Project Design Features PDF-AES-4 and PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-8 the impact from light was found to be less than significant. Please also refer to **Responses to Comments D-23, D-168, and U-1 through U-6**.

100R-2 Comment

At the presentation I went to recently, it seemed that Harvard Westlake prides itself on community outreach and teaching the young people to be good citizens. In a world facing global warming and urban pollution it seems to be that one lesson perfect for these students would be how to use the transport offered by the school and to forgo their own vehicles at the age of 16,17,18! By the time they are parents so many cars may not even be an option!

100R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

101R. Vi Leja, Resident, Email dated March 21, 2016

101R-1 Comment

I have lived within 2 blocks of Harvard-Westlake for over 30 years and commute from Studio City to Beverly Hills every weekday.

And while they've been decent neighbors for most of this time, the new parking proposal which the school keeps couching as an "improvement" is actually a serious threat to the quality of life of my neighborhood and the southern San Fernando valley.

It's appalling that a private school is trying to force a totally self-serving project onto its neighbors and attempting to sell it as a benefit to the community with the use of paid experts and people who do not live in the area.

101R-1 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The RDEIR analyzed potential environmental impacts from the Project's operation and a significant temporary impact from construction noise on a number of sensitive receptors (RDEIR page 3.7-24) and cumulative contributions to significant impacts sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts to the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-2,3 and 4-1).

101R-2 Comment

Where is the benefit to the community when open, undeveloped space is destroyed?

101R-2 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency’s consideration of public benefits when evaluating whether to approve the Project as well as **MR-6** regarding the Development Site’s current biological condition and relation to the characteristics of Desirable Open Space. The comment does not raise any concerns about the environmental analysis contained in the RDEIR; therefore, no further response is required.

101R-3 Comment

When the city’s zoning laws and protections must be overturned to favor one private business’ special interests?

101R-3 Response

Please refer to **MR-5** regarding the Development Site’s zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

101R-4 Comment

When a critical road is disrupted for months during construction? And when it’s finished, it brings hundreds of vehicles to an already bottlenecked corridor?

101R-4 Response

The RDEIR found that the Project’s construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). As discussed in **Response to Comment 9.7R-13**, Coldwater Canyon Avenue will remain open except for a brief period (8 hours) during the initial installation of the pedestrian bridge.

101R-5 Comment

Adding lanes and a pedestrian bridge will not alleviate the bottleneck. Short of adding a second lane on Coldwater south all the way into Beverly Hills, it’s illogical. Their plan will not work.

101R-5 Response

Please refer to **Response to Comment 11R-2** regarding the improvement of traffic flow following Project completion.

101R-6 Comment

And as bad as this project is for the immediate area, the effects will reach beyond these boundaries. There are few routes between the valley and LA basin so that when one is disrupted, the others are also seriously affected. Even temporary situations like the water main breaks on Coldwater Canyon created disturbances that affected anyone travelling thru the southern part of the San Fernando valley. Bringing more cars into the area with the useless “mitigations” suggested will only drive traffic to other roads and affect neighborhoods around Sepulveda, Beverly Glen, Laurel Canyon and Cahuenga.

101R-6 Response

The RDEIR found that the Project’s construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck

trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

101R-7 Comment

They can hire specialists – and they can afford quite a few – but it doesn't change the fact that what they want to build is for their selfish needs alone and it will forever change the nature of the community around them. That they don't care, is arrogance in the extreme.

101R-7 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

101R-8 Comment

If they need parking, they should work within the confines of their campus and improve the efficiency of their current property. They didn't and their "solution" now is to say their parking is more important than the wishes of all of the homeowners and businesses nearby.

101R-8 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

101R-9 Comment

Harvard-Westlake's parking structure is not appropriate for Studio City and I hope the City listens to its citizens who are under its threat.

We will be watching.

101R-9 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

102R. Antoinette Levine, Resident, Email dated March 21, 2016

102R-1 Comment

Please no Harvard Westlake parking lot!!!!!!

102R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

103R. Traci Lind, Resident, Email dated March 19, 2016

103R-1 Comment

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

103R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

103R-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

103R-2 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

103R-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

103R-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

103R-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

103R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

103R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

103R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

103R-6 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in Opposing this massive development!

103R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

104R. Edward Lozzi, Resident, Email dated March 21, 2016**104R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. I own property in the Canyon. My realtor as advised me that the value of this property has already diminished due to the announcement of this environmental disaster. I plan on taking legal action against all parties for the loss of value to our property.

104R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding non-CEQA issues such as potential loss in property values.

104R-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

104R-2 Response

Please refer to **Response to Comment 13R-1** regarding biological impacts. The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

104R-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

104R-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

104R-4 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

104R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

104R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

104R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

104R-6 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

104R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

105R. Sandra Lucchesi, Resident, Email dated March 20, 2016**105R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

105R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

105R-2 Comment

Coldwater Canyon is not only a major artery for our community, but also a natural habitat and scenic canyon. HW speaks of being a part of this community, but has no compunction about the repercussions a parking lot will cause this area. They are not considering the community the traffic disruption for 30 months or more...they are not considering the pollution...both noise and air...they are not considering the destruction of a habitat of rare trees and species of wild life.

105R-2 Response

Please refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, information regarding its current environmental condition, and the finding that the Project would have a less than significant impact on aesthetics.

The RDEIR analyzed potential environmental impacts and found that the Project would not have a significant impact, other than from short-term construction noise (RDEIR page 3.7-24) and cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1). Please refer to **Responses to Comments C-3 and H-5** regarding the Project's traffic impact, **Response to Comment C-17** regarding the Project's air quality impact, and **Responses to Comments D-82 through D-85** regarding the Project's impact on noise resulting from operational noise.

105R-3 Comment

If Harvard-Westlake were considerate of the community, they would protect this canyon and not prevail on the desire to have every student of driving age have a parking place! Come on, this is a time of conservation...it's a time to teach children about being protective partners in a community...not children whose desires are always obliged!

105R-3 Response

Please refer to **MR-1** regarding the need for the Project.

106R. Alan M, Resident, Email dated March 21, 2016**106R-1 Comment**

I have lived in the valley for the last 45 years. During that time period I have seen many changes both good and bad. I moved here to get away from the over development, traffic issues and the lack of a enforceable specific plan in the city. The proposed Harvard-Westlake project reminds me that this project will forever change the rural beauty of Coldwater Canyon. I am not opposed to change.

106R-1 Response

Please refer to **MR-4** and **MR-6** regarding information on the Development Site's current environmental state, the Project's impact (including as it relates to a portion of the Development Site's designation as Desirable Open Space) and the finding that the Project would have a less than significant impact on aesthetics.

106R-2 Comment

Change is good if it's thought out. So why can't the project be built on the existing Campus and eliminate the bridge and parking structure? In regards to the safety of the students.

106R-2 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

106R-3 Comment

Under the student safety point. The proposed bridge will now force the students to exit the school on the West side of Coldwater therefore creating a safety issue which now doesn't exist.

106R-3 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing. The Parking Structure's northern driveway will be controlled by new traffic signal equipment, including left-turn phasing for northbound and southbound Coldwater Canyon Avenue (RDEIR page S-3), thereby allowing vehicles exiting the Parking Structure to turn safely. The Project's southern driveway will be controlled by a stop sign and will restrict left-turn movements onto Coldwater Canyon Avenue to before 7:00 a.m. or after 7:00 p.m. (RDEIR page S-3).

106R-4 Comment

The proposed steel and concrete bridge belongs in the city. The structure no matter how its designed will never be able to replace the rural beauty of the Canyon.
I am against the project as proposed.

106R-4 Response

Please refer to **MR-4** and **MR-6** regarding information on the Development Site's current environmental state, the Project's impact (including as it relates to a portion of the Development Site's designation as Desirable Open Space) and the finding that the Project would have a less than significant impact on aesthetics. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

107R. Heidi MacKay, Resident, Email dated March 18, 2016**107R-1 Comment**

In this RDEIR, not only did they increase the size of the footprint, taking even more protected trees.

107R-1 Response

Please refer to **Response to Comment D-15C** regarding the removal of protected trees and the mitigation for such removals. Please also refer to **Response to Comment 86R-7** regarding the unchanged size of the Parking Structure footprint. In order to comply with updates to the City's Building Code, the southern system of retaining walls was moved 15 feet further south in order to provide the required 20 feet of airway (RDEIR page 2-5).

107R-2 Comment

But they are now asking the City to give two Vacations. I urge the city to deny both those vacations based on the following (per the Hillside Federation).

107R-2 Response

Please refer to **Response to Comment 6R-15** regarding the vacations needed for the Project and **MR-5** regarding the appropriateness of the discretionary approvals request for the Project. The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. The comment does not question the environmental analysis in the RDEIR. Therefore, no further response is required.

107R-3 Comment

The unwelcome precedent created by an approval for a private bridge over a designated scenic highway, especially one in the foothills of the Santa Monica Mountains;

107R-3 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

107R-4 Comment

The applicant's failure to follow the required multiple approvals process in the City's municipal code;

107R-4 Response

The commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations does not relate to the adequacy of the RDEIR or question the analyses contained therein, but will also be forwarded to the decisionmakers for their consideration in taking action on the Project.

107R-5 Comment

The street vacation for private use not considering present and future public uses

107R-5 Response

Please refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation.

107R-6 Comment

The fact that the requested pedestrian bridge is not adequate to resolve the safety concerns that the garage project itself creates. (per the Wexco RDEIR Report Review dated March 16, 2016 attached).

107R-6 Response

Please refer to the response to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-1 through 9.9R-4 and 9.9R-21 through 9.9R-22**.

107R-7 Comment

They are asking for a staggering amount of entitlement and exceptions. In addition to the Vacations, I have very serious concerns regarding the following issues with this project:

107R-7 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. However, the comment does not question the adequacy of the environmental analysis in the RDEIR. Therefore, no further response is required.

107R-8 Comment

Air quality impacts during excavation and construction (now estimated at 30 months),
Noise pollution impacts (they admit to un-mitigatable noise impact to both Sunnyside Nursery School and St. Michel's...how is that OK?)
Aesthetic impacts to the scenic canyon and its natural views.
Biological resources impacts to protected trees and sensitive species.
Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.
Traffic impacts, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil. This draft calls for approx 160 truck trips per day and they claim it will have minimal impact on traffic?? That's a truck carrying tons of soil driving down Coldwater Cyn every 10 minutes. (BROHARD Traffic Report attached)

107R-8 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding impacts to air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to responses to comments submitted by Tom Brohard and Associates (dated February 29, 2016) which are addressed in **Responses to Comments 9.6R-1 through 9.6R-27**.

107R-9 Comment

This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A. And is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon.

107R-9 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

107R-10 Comment

Please protect this rare oak and walnut habitat, and prevent literal gridlock in an already disastrous traffic area, and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

107R-10 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

107R-11 Comment

The commenter attached reports from Tom Brohard and Associates (dated February 29, 2016) and Wexco International (dated March 16, 2016). The text of the reports are contained in this FEIR as comment letters 9.6R and 9.9R, respectively.

107R-11 Response

Please refer to responses to comments submitted by Tom Brohard and Associates and Wexco International which are addressed in **Responses to Comments 9.6R-1 through 9.6R-27 and 9.9R-1 through 9.9R-22**, respectively.

108R. Michael and Freida Maiman, Resident, Letter dated March 21, 2016**108R-1 Comment**

This is to advise you that we, in addition to the many other thousands and thousands of property owner/taxpayers in the East San Fernando Valley who use Coldwater Canyon daily, oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

108R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

108R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

108R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

108R-3 Comment

We have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside,
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

108R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

108R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

108R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

108R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

108R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

109R. Mary Mallory, Resident, Email dated March 21, 2016**109R-1 Comment**

Please oppose the renamed Harvard-Westlake Project which was soundly opposed in its previous iteration. As with that RDEIR, this shows it would create an enormous negative impact on Coldwater Canyon regarding traffic, noise, pollution, destruction of the environment, etc.

109R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The RDEIR analyzed potential environmental impacts and found that the Project would not have a significant impact, other than from short-term construction noise (RDEIR page 3.7-24) and cumulative contributions to significant impacts sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts to the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1).

109R-2 Comment

Traffic is already horrendous in this canyon, and more than two years of construction would probably cause a cataclysm, as there is no other way through that canyon. Are you willing to rile tens or hundreds of thousands of people that drive through that canyon on behalf of a rich little few?

109R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

109R-3 Comment

Noise and air pollution will be terrible from excavation and construction, causing all types of health problems, especially with the students this is supposedly built for.

109R-3 Response

Project impacts regarding noise are evaluated in Chapter 3.7, Noise of the RDEIR and impacts regarding air quality are addressed in Chapter 3.2, Air Quality. The commenter correctly cites the Project's temporary construction noise impact (RDEIR page 3.7-24) for a number of sensitive receptors located in the proximity of the Development Site (and as described in **MR-2**). Please refer to **Response to Comment C-17** regarding the finding in the RDEIR that Project construction would not result in a significant impact to air quality, and the updated analyses contained in Chapter 4, Corrections and Additions, of this FEIR that evidence the same conclusion (as well as FEIR Appendix C.1).

109R-4 Comment

Every nature and conservation group is against this because it will destroy the habitat and passageway of many types of animals, besides destroy native and protected trees.

109R-4 Response

The comment does not identify specific nature and conservation groups with particular positions. However, numerous "nature and conservation" comments were received regarding the RDEIR. Responses to those comments are included within this Chapter of the FEIR. The commenter's generalized support for such organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please also refer to **MR-6** regarding biological impacts.

109R-5 and 109R-6 Comments

Harvard Westlake already ignores the pleas of its neighbors and blinds them most of the year with lights, and now proposes to blind them 24 hours a day, 7 days a week with huge lights on an unneeded structure.

109R-5 and 109R-6 Responses

Please refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address a violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property) on Harvard-Westlake's existing Ted Slavin Field and the paragraph entitled Need for Project. Please also refer to **MR-3** and **Responses to Comments D-15E, D-17, and D-20** regarding light from Ted Slavin field, the differing use of the practice field and how various measures and design features reduce the impact from lighting to a less than significant level. The commenter's statement that field lights will be used 24 hours a day, 7 days a week, is incorrect. As noted on RDEIR page 3.1-33, practice field lights may only be used weekdays until 8 p.m.

109R-7 Comment

This is both out-of-scale and wrongheaded in a development in an area that is part of the Santa Monica Mountains.

109R-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area including the scale of the Project.

109R-8 Comment

But typical for a school which has disobeyed previous city notices not to build structures, and then had the city do nothing about them.

109R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

109R-9 Comment

The school also lied about illegally pulling down a 1911 residence on that property a year before announcing the project so that nothing historic would be there when they this forward. When I contacted the school immediately after the house was destroyed, with no notice to the public, I was first told by the construction manager at the school they had no idea how old the house was, though they had owned the property since 1968 and the date is always on a demolition permit. His next story was that drug use was going on there so it had to come down, and he had no answer when I asked why a fence couldn't have been built around it to protect. When they first presented in front of the Studio City Neighborhood Council three years ago, they lied and stated that the house fell down in the Northridge Earthquake. I testified there it did not, and presented this image, the Google street view from 2012 showing the house still standing, looking very remarkable for supposedly being going 18 years.

109R-9 Response

Please refer to **Response to Comment MM-1** regarding the removal of the homes on the Development Site. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

109R-10 Comment

Please follow the wishes of the majority of people surrounding the school, be it immediate neighbors or neighbors in Studio City and Sherman Oaks, who ask that you oppose this project.

109R-10 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

110R. Donna Mann, Resident, Email dated March 19, 2016**110R-1 Comment**

I strongly oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

110R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

110R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

110R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

110R-3 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months), and will likely be longer.
2. Impact on noise pollution.
3. A pedestrian bridge will be an eye soar, making our scenic, wooded residential canyon look like somewhat like an international airport or amusement park.
4. Impacts to protected trees and wild life. As it is now, coyotes, deer, racoon come down to residential streets, as far north as Burbank Blvd., because their habitat is invaded, and cannot provide supply food and water. Creating a danger to residents.
5. The lights from the lighted pedestrian bridge, lighted garage structure and roof top field, where there is now only trees and hillside, will impact all the residents in the immediate area with constant artificial light.
6. This project will cause unbearable grid lock, to the already over crowded canyon, both during the construction period, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil and after completion. The overflow traffic from Coldwater Canyon commuters will effect all the other canyons and freeways...effecting many thousands of commuters throughout the valley. Causing extremely delayed traffic and stress to commuters.

110R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

110R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. This project will only benefit the school, not the community.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

110R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

110R-5 Comment

Harvard Westlake is extremely affluent...why can't they use their endless financial resources to find another solution to increase their parking.

110R-5 Response

Please refer to **MR-7** regarding the analysis of Project alternatives.

110R-6 Comment

Parking which, according to their enrollment, they currently have adequate parking for, and is not even necessary.

110R-6 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

110R-7 Comment

Please protect the rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

110R-7 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

111R. Richard Mann, Resident, Email dated March 19, 2016**111R-1 Comment**

I oppose proposed Harvard-Westlake School parking expansion plan (the “Project”). Since the last Draft Environmental Impact Report (“DEIR”), the scope of the Project has gotten bigger. The proposed parking structure is now taller, longer and its construction will be more destructive to the environment and disruptive to the neighborhood.

111R-1 Response

The RDEIR described several changes to the Project as compared to the design circulated in the DEIR (RDEIR page S-1), including changes that were required as a result of updates to the City’s Building Code (RDEIR page 2-5). Not included among those changes, however, were modifications to the Parking Structure dimensions. This is most readily apparent by comparing the discretionary actions requested in the DEIR (page 2-20) and the RDEIR (page 2-22), specifically the unchanged heights of the pedestrian bridge, top of the elevator towers, top slab of the Parking Structure, equipment room, catchment fence, and practice field lights. The DEIR and RDEIR also both state that the practice field dimensions are 330 feet long by 195 feet wide (DEIR and RDEIR page S-3).

The commenter’s expression of opposition to the project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

111R-2 Comment

It will also unnecessarily interfere with the commute of the thousands of individuals who commute from the San Fernando Valley to the West Side. The delays and congestion will be experienced not just by the commuters who use Coldwater Canyon. The construction will also impact the other adjacent canyons to which the commuters will be diverted to avoid Coldwater Canyon.

111R-2 Response

The RDEIR found that the Project’s construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

111R-3 Comment

The Revised Draft Environmental Impact Report (“RDEIR”) acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

111R-3 Response

This comment cites information that is provided in the RDEIR. Therefore, further response is not required. However, it may be noted that the RDEIR includes numerous features to reduce potential impacts on biological resources including one Regulatory Compliance Measure, one Project Design Feature and seven Mitigation Measures. Please refer to **Response to Comment D-23**.

111R-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

111R-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

111R-5 Comment

I have the following specific concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

111R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

111R-6 Comment

This is exactly the type of out-of-scale development that the City should stop.

A private bridge does not belong over a public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City.

111R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

111R-7 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

111R-7 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

112R. Chris Marble, Resident, Email dated March 21, 2016**112R-1 Comment**

I strongly oppose the planned expansion in Coldwater Canyon.
In an already congested area, do you really think this is a good idea?

112R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

112R-2 Comment

I can understand the need for the School to have a safe parking area, if there was room to accommodate it.

112R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

112R-3 Comment

The amount of grading and dirt removal to make this happen, is almost inconceivable. The volume of truck traffic will have a huge impact on the commuters, residents and business owners.

112R-3 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

112R-4 Comment

Not to mention the toxic waste generated by the earth moving machines.

112R-4 Response

Please refer to **Response to Comment C-17** regarding the less than significant impact on air quality that will result from Project construction.

112R-5 Comment

Coldwater Canyon is a highly sensitive area of Los Angeles and Southern California. It is part of The Santa Monica Wilderness Area. A place of vital importance to not only the insects, plants, birds and animals but people as well. As humans expand into these areas, for our purposes, we tend to forget about the irreversible impact on nature. Once altered, these places are never the same. Without wild spaces, Man suffers just as The Natural World will.

Please reconsider this irreversible project as it will impact us all for years to come.

112R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression regarding the consideration of open space will be forwarded to the decisions makers for their consideration in taking action on the Project.

113R. Melissa Marshall, Resident, Email dated March 21, 2016**113R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

113R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

113R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

113R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

113R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

113R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

113R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

113R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

113R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

113R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

114R. Tom Mazza, Resident, Email dated March 21, 2016**114R-1 Comment**

I am most distressed over the plan to build a four level parking structure and sports facility across the street in the last remaining open space on Coldwater Canyon.

114R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space.

114R-2 Comment

The idea of a large cement walking bridge built over Coldwater canyon is appalling. This would have huge long term implications on quality of life and the continued urbanization of our precious canyon passes. Please oppose this new project.

114R-2 Response

Please refer to **Responses to Comments D-139 and 11R-17** regarding the design feature of the pedestrian bridge and the finding that the bridge would have a less than significant impact on aesthetics.

115R. Maria McQuhae, Resident, Email dated March 20, 2016**115R-1 Comment**

My family strongly opposes Harvard-Westlake's parking expansion plan. The canyon we live in is a residential neighborhood and we find it disrespectful and unnecessary for a wealthy private school to build a multi-level parking garage with an athletic field on top yards from Mulholland Drive

115R-1 Response

Please refer to **MR-5** regarding the Development Site's zoning designation as R1 and RE40 and Section 12.24-T of the LAMC permitting a private high school use (and associated amenities) in the R1 and the RE40 zones with a conditional use permit.

Please also refer to **MR-1** regarding the need for the Project, and **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics.

115R-2 Comment

Where the entire canyon would be subjected to light and sound pollution.

115R-2 Response

Please refer to **Responses to Comments D-82 through D-85** regarding the noise analysis conducted for the Project (construction, operation, and echo effect) and the finding that the Project would have a less than significant impact from operational noise and a temporary significant construction noise impact to nearby sensitive receptors.

Please also refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

115R-3 Comment

What's even more disrespectful is that they already have abandoned space on their campus where they could build a parking garage if it were as necessary as they claim it is to build. They can do this at a much lower altitude and spare us unnecessary noise pollution, sound pollution, traffic, an eyesore for the entire residential canyon, and the displacement of wildlife on a large pristine and untouched hillside.

115R-3 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. A review of the Harvard-Westlake Campus plan in RDEIR Figure 2-2 does not indicate the existence of abandoned space sufficient to building a parking structure.

115R-4 Comment

Here are a few points. Not in passionate words, but necessary to make:

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

115R-4 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR.

115R-5 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

115R-5 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

115R-6 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

115R-6 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

115R-7 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

115R-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

115R-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

115R-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

116R. Michael McQuhae, Resident, Email dated February 5, 2016**116R-1 Comment**

I am writing to you from my living room at 3928 Fairway Ave, Studio City which looks out onto the exact piece land where Harvard Westlake intend on building their parking structure.

At present prior, to the added intrusion of the proposed structure, from my living room me and my family on regularly occasion hear the students football games. These tend to be on weekend and carry on into the night. Frankly its pretty loud but it came with the neighborhood when I brought my house and I tend to have a live and let live style. But I am most unhappy about the idea of the school raising this noise pollution by four stories.

116R-1 Response

Please refer to **MR-3** regarding Harvard-Westlake's compliance with Article 5, Section 115.02 and Article 6 of the LAMC (both relating to noise) on Harvard-Westlake's existing Ted Slavin field and **MR-3** regarding the differences in uses between the Ted Slavin Field and the practice field resulting in lower light and sound emissions. Please also refer to **Response to Comment D-82** regarding the Project's less than significant operational noise impact.

116R-2 Comment

I am even more unhappy that there will be a bright light source from the fields lights.

116R-2 Response

Please refer to **Response to Comment D-17 and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

116R-3 Comment

I know there is much resistance within the community and I have heard the arguments from Harvard Westlake about why they want this expansion and in my opinion it's a business plan with the sole intention to make money. It boils down to a choose between a business or a community, as a voting member of community I want to ask you what your choice is with this issues and in the hopes you support the community I would like to know what you are doing and how can I help.

116R-3 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

117R. Nancy Mehagian, Resident, Email dated March 19, 2016**117R-1 Comment**

I absolutely 100% oppose Harvard Westlake Parking Garage, with its second football field and a private bridge over a public highway. I have lived very close to Harvard Westlake for 30 years.

117R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

117R-2 Comment

Their football field is practically in my back yard. I also live on Halkirk St. where student parking has never been a problem as far as I'm concerned.

117R-2 Response

Please also refer to **Response to Comment D-10** regarding parking on neighborhood streets to the north of the Campus. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

117R-3 Comment

As a long-time resident of Studio City, I love that my neighborhood is so village-like. There is nothing over 3 stories, yet this well-endowed private school wants to build a monstrous parking garage and pedestrian bridge that looks as if it belongs in an airport, not one of our beautiful canyons.

117R-3 Response

Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics.

117R-4 Comment

This parking garage will not change the fact that students will always park in our neighborhood and parents will continue to drop off their kids on Halkirk.

117R-4 Response

As stated in the RDEIR (page 3.8-31) Mitigation Measure MM-TR-1 requires that all students, staff, and faculty be issued parking stickers (or other means of identification) so that neighbors and Harvard-Westlake can identify any parking activity that continues in the neighborhood. However, in Chapter 4, Corrections and Additions, of this FEIR Mitigation Measure MM-TR-1 has been removed and in its place Project Design Feature PDF-TR-4 has been added. PDF-TR-4 states that a security guard shall be posted at the northern Campus driveway and shall deny entry to students who attempt to walk onto Campus, unless the student rides public transportation, uses a bicycle or similar modes of transportation, and/or walks to Campus from his or her residence (such students shall be provided identification to verify permission to walk on Campus).

117R-5 Comment

And for the benefit of a few hundred students, commuters all over the valley will suffer through three more years on construction on Coldwater Canyon

117R-5 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer

to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

117R-6 Comment

The air quality will be so bad, pregnant woman and young children should stay indoors. I have a nearly 3 year old grandson. Do I tell him he can't play outdoors for the next 3 years. This is absolutely unacceptable.

The whole plan is a complete negative for the neighbors who live here.

117R-6 Response

Please refer to **Response to Comment C-17** regarding the Project's less than significant impact on air quality during construction and the health risk assessment conducted for age-based sensitive receptors, including young children. The analyses account for outdoor exposure and indoor exposure with the windows open for 20 hours per day and 350 days per year.

118R. Nathan Mendel, Resident, Email dated March 21, 2016**118R-1 Comment**

I am a Harvard Westlake neighbor, and I am writing to ask for your help in stopping their proposed parking project. As a neighbor, I naturally oppose the project. Supporters live elsewhere, and presumably, would like another way to park their cars, after which they are able to drive home to their own leafy, protected neighborhoods. The lines of support and opposition are easily predicted based on self interest.

118R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

118R-2 Comment

At the first public hearing I attended I was surprised to hear HW attendees talk about the prestige of their school. What, I thought, does this have to do with the merit of the parking structure argument? I feel that by the same token, I should be able to, say, build on a designated wetland on my property because, hey, I pay a lot of taxes, am a good father, a public figure, and stop at yellow lights to let oncoming traffic complete left turns.

118R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

118R-3 Comment

I have a suspicion that because HW is the crown jewel of LA's private school system there is a certain political tail wind to their proposal. This is how politics works, right? But I would like to suggest, and here is my point, that denial of this project will do no harm whatsoever to the ability of this institution to continue its good work, and indeed asking for the school to help reduce LA's pollution and traffic by finding other ways to move its population on and off campus would do more for Harvard Westlake than would antagonizing its neighbors through the construction of this garage.

118R-3 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus

on the east side of Coldwater Canyon Avenue. Please also refer to **MR-1** regarding the need for the Project.

118R-4 Comment

When I moved to Blairwood seven years ago I found the lights and noise from the athletic field charming in a Norman Rockwell kind of way. I do not want to have those feelings extinguished, and turned in to bitterness, by having to endure the light, noise, and traffic from this proposed garage.

118R-4 Response

The RDEIR found that the Project's operational impacts relating to light (RDEIR page 3.1-38), noise (RDEIR 3.7-21) and traffic (RDEIR page 3.8-31) are less than significant. Please refer to **Responses to Comments D-82 through D-85 and K-1**.

119R. Victoria Miller, Resident, Email dated March 21, 2016

119R-1 Comment

As a native Angeleno, and a resident of the San Fernando Valley, I am writing to express my strong opposition to Harvard-Westlake School's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer, and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland, plus the threat that the Project poses to numerous sensitive species that have been found on site.

119R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

119R-2 Comment

Yet, this Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

119R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

119R-3 Comment

I, along with scores of others, have the following serious concerns if this project in any form were to be approved:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer)
2. Noise pollution impacts during and after construction
3. Aesthetic impacts to the scenic canyon and its natural views
4. Biological resources impacts to protected trees and sensitive species
5. Environmental impact on trees, that have been there for hundreds of years, and wildlife
6. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside
7. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil for the project

119R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

119R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

119R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

119R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

119R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

120R. Anne Mosell, Resident, Email dated March 20, 2016**120R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

120R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

120R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

120R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

120R-3 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

120R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

120R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

120R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

120R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

120R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

121R. Victoria Mudd, Resident, Email dated February 10, 2016**121R-1 Comment**

Please excuse my brusqueness.

This is a terrible plan! It will disrupt the lives of thousands of people for many months, if not years, while Harvard-Westlake constructs this ultimately indulgent expansion.

121R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

Please also refer to **MR-1** regarding the need for the Project.

The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

121R-2 Comment

Please don't cave to the pressure I know they and their lawyers are applying! Keep Coldwater Canyon flowing.

121R-2 Response

The comment does not question the adequacy of the environmental analysis in the RDEIR. Therefore, no further response is required.

121R-3 Comment

Stop this arrogant disruption and exploitation of the canyon resources which so many of us depend on. Protect our environment – already so degraded!

121R-3 Response

The commenter's expression of opposition to the Project will be forwarded to the decisions makers for their consideration in taking action on the Project. Impacts of the Project on the environment have been evaluated in the RDEIR pursuant to CEQA guidelines.

122R. Mason Newton, Resident, Email dated March 21, 2016**122R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan ((ENV-2013-0150-EIR).

The more I learn about the truth of this project, I am astounded that is even being considered. I live off Coldwater and I drive it everyday, and do not see anyone parking unsafely on Coldwater.

122R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **Response to Comment 9.6R-14** regarding the safety improvements that will result from the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

122R-2 Comment

In fact, I see Harvard Westlake's cross country team running down Coldwater nearly everyday. If it's so unsafe, why is the school instructing their own students to use Coldwater for their route?

122R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

122R-3 Comment

There are so many hypocrisies in this project...too many to list in this letter. I trust the City will deny this applicant's request to carve out a mountain, destroy a wildlife habitat, create literal gridlock throughout the city for 4 years

122R-3 Response

The RDEIR acknowledges the Project's cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1).

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

122R-4 Comment

Because some of their students (I believe they stated 28) have to park on residential streets near by and risk the 100 yd walk around the corner into their campus. The only risk they suffer is getting run down by their fellow school mates.....the long distance runners.

122R-4 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

122R-5 Comment

If not for the reasons that they just don't need the massive garage stated above, then the following reasons I would hope would be more than enough reason to deny this ridiculous version of their project and encourage them to design alternatives on the existing campus:

I urge the City to deny the applicant's request for the two vacations they are requesting; the air space over Coldwater Canyon and for Hacienda Ct. The applicant failed to follow the required multiple approvals process in the City's municipal code, and the street vacation is for private use with no public benefit.

122R-5 Response

Please refer to **MR-1** regarding the need for the Project. Please also refer to **Response to Comment 6R-15** regarding the requested vacations. The commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations does not relate to the adequacy of the RDEIR or question the analyses contained therein; nonetheless, it will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please also refer to **MR-7** regarding the analysis of Project alternatives.

122R-6 Comment

The bridge would set an unwelcome precedent if approved, for a private bridge over a designated scenic highway...in the foothills of the Santa Monica Mountains.

122R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

122R-7 Comment

It is also not adequate to resolve the safety concerns since the garage creates its own safety issues per the Wexco RDEIR Report Review dated March 16, 2016.

122R-7 Response

Please refer to responses to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-1 through 9.9R-4 and 9.9R-21 through 9.9R-22**.

122R-8 Comment

Air quality impacts during excavation and construction (now estimated at nearly 4 years??),
Noise pollution impacts (they admit to un-mitigatable noise impact to Sunnyside Nursery School, St. Michel's and to many neighbors)
Aesthetic impacts to the scenic canyon and its natural views. Coldwater Canyon is a designated scenic highway!
Biological resources impacts to protected trees and sensitive species...over 140 protected trees destroyed?
Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.
Traffic impacts: This construction will create gridlock not just for Coldwater Cyn, but all the other canyons and main arteries that commuters use to go to work. 160 truck trips per day and the applicant claims it will have minimal impact on traffic?? That's a truck carrying tons of soil driving down Coldwater Cyn every 10 minutes.

122R-8 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts.

122R-9 Comment

Please join The Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, Laurel Cyn HOA, Beverly Glen HOA, and Save Coldwater Canyon and oppose this massive development!

122R-9 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

123R. Deborah Nicholson, Resident, Email dated March 21, 2016**123R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan ((ENV-2013-0150-EIR).

I urge the City to deny the applicant's request for not one but two vacations; the air space over Coldwater Canyon and for Hacienda Ct. The applicant failed to follow the required multiple approvals process in the City's municipal code, and the street vacation is for private use with no public benefit.

123R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project, as well as the commenter's opinion that Harvard-Westlake did not follow the appropriate process for requesting the vacations.

123R-2 Comment

I oppose the private bridge over a designated scenic highway...in the foothills of the Santa Monica Mountains.

123R-2 Response

Please refer to **Response to Comment C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject and **Response to Comment D-139** regarding the design of the pedestrian bridge.

123R-3 Comment

Per the Wexco Safety Report, it is also not adequate to resolve the safety concerns since the garage creates its own by moving the parking across the street.

123R-3 Response

Please refer to the responses to comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-1 through 9.9R-4 and 9.9R-21 through 9.9R-22**.

123R-4 Comment

I am also very concerned about the following issues this project creates:

Air quality ; noise pollution impacts ; aesthetic impacts to the scenic canyon; biological resources impacts to protected trees and sensitive species, light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.

And I'm very concerned about the traffic impacts: This construction will create gridlock not just for Coldwater Cyn, but all the other canyons and main arteries that commuters use to go to work. 160 truck trips per day and the applicant claims it will have minimal impact on traffic?? That's a truck carrying tons of soil driving down Coldwater Cyn every 10 minutes.

123R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts.

123R-5 Comment

I urge you to work with the applicant and discuss alternatives that will be more environmentally friendly and safer by adding the parking they need to the existing campus on the east side of Coldwater.

123R-5 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

123R-6 Comment

Please join The Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, Laurel Cyn HOA, Beverly Glen HOA, and Save Coldwater Canyon and oppose this massive development!

123R-6 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

124R. Stephanie Noel, Resident, Email dated March 21, 2016**124R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

124R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

124R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

124R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

124R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,

5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

124R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

124R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

124R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

124R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

124R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

125R. Dan Opatoshu, Resident, Email dated March 21, 2016

125R-1 Comment

As a 20+ year resident/neighbor of the proposed project, I beseech you to do all you can to prevent it from going forward.

This idiotic and clearly greedy proposal will negatively impact the life of the community for years, if not decades to come.

Thank you for acting responsibly and listening to the wishes of the clear vast majority of the effected citizens.

125R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

126R. Mark Ormandy, Resident, Email dated March 18, 2016**126R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It will create terrible traffic jams forever. If you don't believe me, just ask the commuters or the people that live here like me! We went through 4 years of piping construction on Coldwater Canyon, and this parking garage will be much worse.

126R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). Please also refer to **Response to Comment 9.7R-13** regarding the limited (8-hour) closure of Coldwater Canyon Avenue during the initial installation of the pedestrian bridge.

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

126R-2 Comment

It will also be a major hazard for the students crossing the street all day.

126R-2 Response

Please refer to **Response to Comment D-66** regarding the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

126R-3 Comment

This parking garage will ruin the environment and the beauty of living in the hills. Actually, if you think about it, this parking structure will maybe help a very tiny group of people that don't even live here, and create a permanent hell for the thousands and thousands of commuters and the people that actually do live here. Is this democracy?

126R-3 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the Project's location, a description of the Development Site's current environmental condition, and the Project's biological impacts. Please also refer to **Response to Comment K-1** regarding the Project's traffic improvements and the finding that operational traffic impacts will be less than significant.

The RDEIR analyzed potential environmental impacts from the Project's operation and found that the only such impact would be cumulative contributions to significant impacts on the sensitive oak-walnut woodland habitat and the sensitive species that forage in that habitat and significant impacts on the coastal

western whiptail lizard and San Bernardino ringneck snake (RDEIR pages 3.3-22, 3.3-23, and 4-1).

126R-4 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

126R-4 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

126R-5 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

126R-5 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

126R-6 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

126R-6 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

126R-7 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

126R-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project’s compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City’s discretionary approval when reviewing future requests for other such structures.

126R-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

126R-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

127R. Steven Palma, Resident, Email dated March 20, 2016**127R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

127R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

127R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

127R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

127R-3 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

127R-3 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

128R. Michael Palmer, Resident, Email dated March 21, 2016**128R-1 Comment**

I want to strongly voice my opposition to the proposed Coldwater Canyon parking garage project.

As a resident and homeowner on nearby Dickens street, I am proud of the prestige Harvard Westlake brings to our community, however this new expansion will not only be hazardous to our health and cause massive traffic delays on an already gridlocked street

128R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Please refer to **Response to Comment C-17** regarding the finding in the RDEIR that Project construction would result in a less than significant impact to air quality, further mitigation of construction-related emissions via measures contained in Chapter 4, Corrections and Additions, of this FEIR, and a health risk assessment that evidence the same conclusion.

128R-2 Comment

It will ultimately do little to improve the situation for anyone except Harvard Westlake.

128R-2 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

128R-3 and 128R-4 Comments

While the school claims it has no plans to expand or increase enrollment, this massive parking structure that will give the school way more parking than is necessary definitely feels like the first step in expanding - its pretty obvious. Expansion means even more cars and traffic. I understand the challenges they face, however I do not think causing total chaos for 3 years and tearing apart a protected hillside not to mention creating health and air quality issues for years to come is the solution.

128R-3 and 128R-4 Responses

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project. Please also refer to **Response to Comment D-57** regarding why the Project will not add more cars to Coldwater Canyon Avenue as the commenter claims.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip

generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Lastly, refer to **Response to Comment C-17** regarding the Project's less than significant impact upon air quality during construction.

129R. Sabrina Parke, Resident, Email dated March 21, 2016

129R-1 Comment

I oppose Harvard-Westlake's parking expansion plan.

I am a lifelong resident of the San Fernando Valley. As such, I've seen how various construction projects have affected our city over the past 30 years. Simply put – the proposed Harvard-Westlake expansion will impede a necessary traffic artery for a minimum of thirty months.

129R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

129R-2 Comment

Then, once the project is complete, all that the city will have to show for these efforts is a visual blight, noise pollution, and a loss of habitat to the plants & animals that currently reside in the area of Coldwater Canyon that is being discussed.

129R-2 Response

Please refer to **MR-4** and **MR-6** regarding the finding that the Project would have a less than significant impact on aesthetics. The RDEIR analyzed potential noise impacts resulting from Project operation, including the combined noise derived from simultaneous Parking Structure and practice field uses, and determined that such impacts are less than significant (RDEIR pages 3.7-20 and 3.7-21). Please also refer to **Responses to Comments D-82 through D-85** regarding operational noise impacts, and **MR-6** regarding impacts to biological resources.

129R-3 Comment

This project would only benefit a private school – allowing Harvard-Westlake to create private structures not only on land that they currently own, but public land as well.

129R-3 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

Please also refer to **Response to Comment 6R-17** regarding the unsuitability of developing the planned but unimproved street Hacienda Drive and the Fire Department's lack of objection to its vacation.

129R-4 Comment

I am no stranger to the private schools of the valley - I attended Laurel Hall & Notre Dame. I can personally attest to the fact that at ND parking was always an issue. The school continues to have a small parking lot & much of the nearby parking is strictly regulated. So, we carpooled. We got rides from our parents, long after we could drive ourselves. It was not glamorous, but it was necessary. The students & parents of Harvard-Westlake can learn to do the same.

129R-4 Response

Please refer to **MR-7** regarding the TDM program that currently exists and why additional measures would not alleviate the parking needs. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

129R-5 Comment

With regards to Harvard-Westlake's proposal, I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

129R-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

129R-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

129R-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

129R-7 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

129R-7 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

130R. Pamela Paul, Resident, Email dated March 21, 2016**130R-1 Comment**

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

130R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

130R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

130R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

130R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

130R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

130R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

130R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

130R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

130R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

131R. Jo Perry, Resident, Email dated March 21, 2016**131R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

131R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

131R-2 Comment

To borrow a phrase from Joni Mitchell, Harvard Westlake wants to "pave paradise" and put up a parking structure.

131R-2 Response

This comment does not raise any concerns about the environmental analysis contained in the RDEIR. Please refer to **MR-6** regarding the Development Site's current biological condition.

131R-3 Comment

Would you like to live next door to a four story-high football-field sized parking structure with a blazingly illuminated football field on top?

Would you like the glare polluting the night sky above your home 4 evenings or more a week?

131R-3 Response

Please refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

131R-4 Comment

Large and commercial scale light pollution, traffic and noise belong near an airport, not on a rustic, residential canyon.

131R-4 Response

Please refer to **MR-4** regarding the conclusion that the Project's operational impact on aesthetics (including lighting) is less than significant, **Response to Comment C-3** regarding the less than significant impact on traffic, and **Responses to Comments D-82 through D-85** regarding the less than significant impact on noise.

131R-5 Comment

Why should inhabitants of a rustic area be forced to tolerate a wildlife-disrupting, greenspace destroying, traffic-worsening and safety threatening project

131R-5 Response

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space and impacts on biological resources, **Responses to Comments C-3 and C-7** regarding the less than significant impact on traffic, **Responses to Comments D-23, D-168, and D-174** regarding the Project's temporary impact on wildlife as a result of construction, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

131R-6 Comment

Project that brings no benefit at all to them or our community?

131R-6 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

131R-7 Comment

The SCRA, canyon and other groups, St. Michaels Church, and the Santa Monica Mountains Conservancy oppose this project and believe it would harm Studio City. I agree.

131R-7 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

131R-8 Comment

This project grossly insensitive—to the character of the area, its already gridlocked traffic, and to HW's neighbors. The grandiosity of the project, and its failure to even attempt reduce cars and vehicle trips through the canyon is a demonstration of real chutzpah.

131R-8 Response

Please refer to **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is out of scale with the surrounding area. The programs and incentives that Harvard-Westlake already uses to encourage student carpooling, use of bus services, and public transportation are described on RDEIR page 3.8-6. Through these efforts, Harvard-Westlake has stated that approximately two-thirds of its students arrive on Campus in a vehicle (including buses) carrying at least one other student. Harvard-Westlake has indicated that it will continue such programs and incentives following Project construction.

Lastly, please refer to **Response to Comment 11R-2** regarding the improvement of traffic flow following Project completion.

131R-9 Comment

There is also a sense of entitlement that informs this proposal: In response to concerns about the project, HW has increased the scale and footprint of the structures.

131R-9 Response

Please refer to **Response to Comment 86R-7** regarding the unchanged size of the Parking Structure footprint. In order to comply with updates to the City's Building Code, the southern system of retaining walls was moved 15 feet further south in order to provide the required 20 feet of airway (RDEIR page 2-5).

131R-10 Comment

Other private schools in residential neighborhoods (Marlborough, Archer, Oakwood) have found more environmentally and resident-friendly solutions to their transit challenges. Why can't HW?

131R-10 Response

Please refer to **MR-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

131R-11 Comment

At the recent hearing it was interesting to observe that HW's basic argument was one of privilege rather than practicality. HW provided a slide show of their crest, their programs, etc. but never ever explained why a parking structure couldn't be built on their expansive existing property

131R-11 Response

Please refer to **MR-7** regarding the analysis of Project alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

131R-12 Comment

Why the number of car trips made by their students, visitors to our area, couldn't be reduced.

131R-12 Response

Please refer to **MR-7** regarding consideration of Project alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

131R-13 Comment

The "safety" issue they advanced --pushing pedestrian traffic across a busy highway does not make sense

To keep HW students safe, their campus should remain on one side of Coldwater and a new structure erected on their existing property.

131R-13 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project. Please also refer to **MR-7** regarding the analysis of Project alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue.

131R-14 Comment

HW has not and cannot demonstrate how their massive development is good for our community in any way.

131R-14 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

131R-15 Comment

Or why a bridge that will be visual blight to the canyon is the only answer to their unexpressed but obvious plans to expand. Students come and go.

131R-15 Response

Please refer to **MR-4, MR-6, and D-139** regarding the finding that the Project would have a less than significant impact on aesthetics, as well as **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

131R-16 Comment

Studio City is my home. The City must shut this project down and protect the irreplaceable character of our community and its open space before HW destroys them forever.

131R-16 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

132R. Gail Phillips, Resident, Email dated March 19, 2016**132R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

132R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

132R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

132R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

132R-3 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

132R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

132R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

132R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the

preservation of the City's discretionary approval when reviewing future requests for other such structures.

132R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

132R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

132R-6 Comment

Additionally, we the adjacent residents have suffered through nearly 2 years of DWP waterline replacement. I felt imprisoned in my own home due to the congestion and stoppages resulting from the construction.

132R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

132R-7 Comment

After the construction, Coldwater Canyon was only partially repaved, leaving a highly commuted street full of potholes, bumps and ruts.

132R-7 Response

The City will impose standard conditions of approval, including but not limited to the haul route if the Project is approved, to require Harvard-Westlake to repair any damage caused to public property, including public property and roadways (such as via reimbursement to the City for any damage). The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

132R-8 Comment

While one understand the need and greater good from a City improvement, how can one justify the burden on the community so that a rich, private school can have not one, but two sports fields. As you are well-aware, most public high schools are lucky if they even have one field!

132R-8 Response

Please refer to **MR-1 and Response to Comment D-12** regarding Harvard-Westlake's need for additional practice field space.

132R-9 Comment

Look at the current congestion along Coldwater Canyon, which often backs up to the 101 freeway. Should this be compounded by private construction? The answer is no.

132R-9 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

133R. Cameron D. Popkin, Resident, Email dated March 20, 2016**133R-1 Comment**

As a 40 year resident of Studio City, I have seen the stretch of Coldwater Canyon from Ventura Blvd to Avenida del Sol become more and more crowded at all times of day. During school hours and after hours when events are scheduled, the parking along the road narrows Coldwater Cyn which causes frustrating delays while people try to park or leave their parking spaces, young people dangerously swing open car doors into ongoing traffic or try to turn into the already crowded west side parking of the school. The school buses turning onto the property cause back-ups Northbound and Southbound and on-going traffic with frustrated drivers dangerously try to pass illegally on the right or left in an already narrowed roadway.

I agree Harvard-Westlake should try to mitigate any environmental impact with the design and building of a parking structure, but I believe in the long run this parking structure will take pressure off a narrow and highly impacted road not only during peak commute times but even on the weekends.

In this day and age we should be able to all come to a more balance approach to relieving traffic conditions and respect of our Canyon route used not just by the residents of Studio City. I believe Harvard-Westlake has the resources and the will to work with the Residents of Studio City to make this a welcomed addition to us, our Community and the Commuters coming from all over who use the Coldwater Canyon route.

Thank you for your time and consideration of my view.

133R-1 Response

The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

134R. Eric Preven, Resident, Email dated March 21, 2016**134R-1 Comment**

Below, but also attached, please find four relevant articles written by Studio City resident Eric Preven about the project. Please include in them as part of public comment both in link form. This email should serve as the page one to the attached (11) page PDF for a total of 12 pages submitted.

<http://citywatchla.com/index.php/the-la-beat/10670-paul-krekorian-and-the-harvardwestlake-project-headed-for-a-buzz-saw>

<http://citywatchla.com/index.php/the-la-beat/10592-hey-reporters-how-about-a-fewquestions-please-on-the-harvard-westlake-scam>

<http://citywatchla.com/index.php/the-la-beat/10109-harvard-westlake-school-pays-toplay-stokes-resentment-in-coldwater-canyon>

<http://citywatchla.com/index.php/archive/8612-mayor-garcetti-needs-to-approve-thelegal-fees-special-fund-here-s-why>

Note: Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

134R-1 Response

The commenter's attachment of four articles is noted; these articles are reproduced in the comments below and are responded to in **Response to Comments 134R-2 through 134R-7**.

134R-2 Comment

Dear Mayor Garcetti ... I am writing to urge you not to approve the "Legal Fees Reimbursement Special Fund" ordinance voted on by the City Council during its meeting of March 3, 2015 (Council File 14-1606). As the City Attorney's transmittal explains:

On December 16, 2014, under Council File No.14-1606, the City Council adopted the recommendations set forth in City Attorney's Report No. 14-0431, which included the establishment of a panel of outside legal counsel to defend the City in lawsuits challenging land use and other approvals pertaining to private projects.

The City Attorney is authorized to employ firms from the panel in those instances where the cost of hiring the outside counsel is, pursuant to conditions previously imposed by the City, to be paid by the recipient of the project approval...

The proposed draft ordinance establishes a Special Fund to facilitate the City's receipt of funds received from private project applicants, and provides for the use of such funds to pay for the City's defense costs. This Ordinance is as inequitable as it is carelessly drafted. It is an embarrassment to a municipality of LA's stature but more importantly it is an affront to the people of this community. It must be sent back to the Council for reconsideration or at the very least sent to the Ethics Commission for due diligence.

As you know, one of the City's most important responsibilities is to ensure that our land-use laws are applied evenly to all residents of Los Angeles. Understandably, that application results in lawsuits against the City—sometimes by private developers (when the City denies them a permit) and sometimes by community residents (when the City rules in the other direction). Both types of lawsuits require the City Attorney's office to mount a legal defense.

The Ordinance here discussed creates in effect two separate City Attorney's Offices— one for defending against lawsuits from community residents opposed to a particular development project, the other for defending against lawsuits from the developers themselves.

The first "City Attorney's Office" has instant access to a pre-selected panel of top law firms for whose services it is required to pay nothing. The second Office, the one charged with defending against lawsuits from developers, has none of the advantages just described—no panel of high-powered lawyers to enlist, no unlimited budget.

When sued by developers, the City has to pay for its own legal defense. When sued by City residents opposed to a development, if this ordinance is approved, the City gets a free ride. For these reasons, the Ordinance under question creates a system in which the City continues to apply the land-use laws which

protect its taxpayers and citizens, but it does so unequally, because of the very structure of its legal apparatus, regardless of good or bad intentions.

This point can be demonstrated clearly with reference to the current situation involving the Harvard-Westlake School, which has submitted plans to the City to construct in an “Open space” area a three-story parking garage with flood-lit playing field on top and attendant private pedestrian bridge over the public thoroughfare Coldwater Canyon Boulevard.

{module [1177]}

In the event that the city approves Harvard-Westlake’s plans, it is probable that one or more groups of residents will seek to protect their interests via the only mechanism our society affords, legal action. Should such a lawsuit arise, Harvard-Westlake will be delighted to learn that the City has already created a panel of five outside law firms, hand-picked for their expertise in defeating community group challenges to private development projects -- a “dream team” of outside law firms. Moreover, Harvard-Westlake will be able to subsidize that dream team.

To take the opposing scenario, by which the City denies Harvard-Westlake’s parking structure permit request, it could be that Harvard-Westlake sues the city. Just as in the earlier case, the city will have to defend itself against a lawsuit. And yet, though the city in both cases faces a litigant, the plaintiffs of Coldwater Canyon will be disheartened to learn that the City will not be able to deploy the kind of dream team panel of outside law firms and “sky’s the limit” budget created by the ordinance here discussed. They will find that no panel exists.

And of equal importance, unlike developers, the tax-paying residents of Coldwater Canyon, who could be very interested in the opportunity to bulk up the City’s defense against Harvard-Westlake, by raising money and contributing to a special defense fund, those residents won’t be able to do that.

The Land Use Panel of Attorneys Ordinance is riddled with inequities. It needs to be stopped and sent back for reconsideration.

134R-2 Response

Please refer to **MR-1** regarding non-CEQA issues. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter’s opinion about the subject ordinance will be forwarded to the Mayor.

134R-3 Comment

Politics is local but Los Angelenos are sick and tired of seeing local interests steamrolled by downtown powerbrokers willing to do whatever it takes to achieve City Hall cooperation.

One such controversy has stoked deep-seated resentment in Coldwater Canyon where residents who would very much like to be settling in for a cozy El Niño are instead bracing themselves for a battle against a new private parking garage, athletic field and pedestrian bridge over a major public thoroughfare in Studio City.

Speaking about Harvard-Westlake School’s request to have the three-story 750-car lot and bridge over Coldwater Canyon Boulevard, school Vice President John Amato said, “Our kids have to perform in front of audiences so we have to have parking for visitors, and we want to have all our parking in one location.”

In LA city politics, the closest thing to absolute power is the ability of a city councilmember to make or break a land-use project in his or her district. Two days after telling his constituents who live in the area 24-hours a day that the school's bridge over Coldwater was a "challenging issue for the community," District 2 Councilmember Paul Krekorian received (most on the same day) donations from eighteen Harvard-Westlake Trustees, with all but two giving the maximum \$700 contribution and none disclosing their relationship to the school on the donation form.

This activity resulted in a \$20,950 windfall for Mr. Krekorian's campaign committee from the school's trustees alone. All but a few of those contributions were made on November 3, 2014 and though we saw references to "homemaker," "investor" and "stamp collector," not one of the contributors identified his or her role as a school trustee. This tops the virtually simultaneous contributions made to Mr. Krekorian by the same trustees and administrators on February 18, 2011, also with not a single trustee identifying his or her connection to the school.

There is no more effective way for a 501c3 non-profit to lose its tax-exempt status than by contributing to a political campaign, so writing a check from Harvard-Westlake School is something only a fool would entertain. But having that many trustees make donations on a single day violates the spirit, and possibly the letter of the federal law that prohibits 501c3s from engaging in political activity.

Incredibly, Mr. Krekorian did not return any of those contributions. On the contrary, he used them to obtain public matching funds from the City, so that each Harvard-Westlake contribution was in effect supplemented by \$500 of taxpayer funds. In other words, literally the very same people who are having their quality of life at their homes intruded upon by the school's plan were made to match the Harvard-Westlake influence-peddling donations.

Article II of the City of Los Angeles Code of Ethics states that persons in public service "shall not give occasion for distrust of their impartiality or of their devotion to the city's best interests." How could Mr. Krekorian affirmatively state that he is impartial while taking so much money from a highly interested party... or in this case, parties?

The answer, shamefully, is the public was never supposed to connect the dots and figure it out.

Obviously taking large donations and submitting them to the matching fund compromises impartiality. But it does more than that. It also erodes basic trust and the public's faith in our politicians. The Ethics Commission, the very office which approved the dispensing of the public matching money should take responsibility to rectify the unacceptable *status quo*. A good start would be to close the loophole that allows for this type of stealth donation. Trustees with business before the city should be required to disclose that relationship. If the hard ban on political activity for 501c3s makes that impossible, the loophole will be effectively closed. Next item...

Councilmember Krekorian should do now what he should have done a year ago -- return the eighteen contributions he received from Harvard-Westlake Trustees. Of equal importance, he should return all of the matching funds he obtained through use of the Harvard-Westlake money. Harvard-Westlake ought to amend its 990 tax filings appropriately, checking the correct (and honest) box that indicates that they have indeed been engaged in lobbying -- nearly a million dollars in lobbying for what has become...a bridge too far.

134R-3 Response

Please refer to **MR-1** regarding non-CEQA issues. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

134R-4 Comment

The smart people, and there are many at Harvard-Westlake, ought to realize that a parking structure on the campus side of the public roadway would be just fine. Any digging in the hillside in question will merely be digging a hole for the school's reputation.

134R-4 Response

As required by CEQA, the RDEIR presents a reasonable range of alternatives to meet the project objectives, including alternatives for addressing parking on the east side of Coldwater Canyon Avenue. Please refer to **MR-7** regarding sufficiency of the Alternatives analysis. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

134R-5 Comment

Vegas odds are against an Oscar win this Sunday for indie favorite Spotlight (photo above)—which tells the true story of journalists in Boston who under the leadership of editor Marty Baron expose the Catholic Church's systemic concealment of sexual abuse by priests. A loss for Spotlight would be good news for "soft-hitting" newspaper publishers but bad news for the public's right to know.

Let's hope that Spotlight inspires LA's fifth estate to stop turning a blind eye to this city's growing scourge of "pay to play."

A good place to start is in Coldwater Canyon, where Harvard-Westlake, having just released a revised DEIR, is moving full steam ahead with its plans to build a widely opposed three-story parking garage, complete with flood-lit sports field on top and private pedestrian skybridge over the public thoroughfare of Coldwater Canyon Boulevard, with the purpose being, in Harvard-Westlake Vice President John Amato's words: "Our kids have to perform in front of audiences so we have to have parking for visitors, and we want to have all our parking in one location."

As reported in these pages over two months ago, the public official who wields near absolute power over the fate of the parking project—District 2 Councilmember Paul Krekorian—has accepted donations from eighteen Harvard-Westlake Trustees, with all but two giving the maximum \$700 contribution and none disclosing their relationship to the school on the donation form.

All but a few of the contributions were made on the same day—a feat which tops the virtually simultaneous contributions made to Mr. Krekorian by the same trustees and administrators on February 18, 2011, also with not a single trustee identifying his or her connection to the school. This activity resulted in a windfall for Mr. Krekorian's campaign committee from the school's trustees alone.

Incredibly, Mr. Krekorian did not return the \$20,950 he garnered from the recent contributions. On the contrary, he used the money to obtain public matching funds from the City, so that each Harvard-Westlake contribution was in effect supplemented by \$500 of taxpayer funds. In other words, literally the very same people who are having their quality of home life intruded on by the school's plan were made to match the Harvard-Westlake influence-peddling donations.

LA residents may disagree as to whether Councilmember Krekorian, given his power over the fate of the parking garage project, should return the eighteen contributions he received from Harvard-Westlake Trustees, together with all of the matching funds he obtained through use of the Harvard-Westlake money—if only to remove any appearance of partiality.

Whatever one's opinion, it would seem obvious that Mr. Krekorian should have been asked about it ... by a media that has been strangely silent. Not a single reporter has said a word to Mr. Krekorian. It's been seventy days since the facts were known. What is the press waiting for? How is their silence not an abnegation of their duty to serve the public's right to know?

We can only hope that Oscar Sunday will inspire someone to step up to the plate. If not, hopefully editor Marty Baron will help out.

134R-5 Response

Please refer to **Responses to Comments D-17 and D-20** regarding the use of lights on the practice field. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

134R-6 Comment

Harvard-Westlake's motto -- *Possunt Quia Posse Videntur* ("they can because they think they can") is about to be tested. The elite private school is about to run into a buzz saw of opposition from a Los Angeles public that does not appreciate being trifled with.

Previously, we spoke about the now infamous "bridge over Coldwater Canyon" and how Councilmember Paul Krekorian was still on the hook for answering some important questions, like, why, given his unavoidable power over the outcome of the issue, did he accept nearly simultaneous contributions of \$700 from eighteen sitting Harvard-Westlake trustees, none of whom disclosed their connection to the school?

And then, (in what will surely go down as a low point in the history of a city government already fraught with low points,) instead of returning those contributions, why did he use them to obtain public matching funds -- in effect, forcing the very same people whose quality of life has been intruded upon by the school's plan to *match* the Harvard-Westlake influence-peddling donations.

Now, nearly three months later, he has still refused to answer whether he will return those contributions and the attendant matching funds.

134R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

134R-7 Comment

Lest friends and cronies of CM Krekorian are worrying about his resolve to continue doing their dirty business, Mr. Krekorian has stuck his neck out even further, providing tacit approval and even facilitation of a further giveaway connected to the parking lot project.

For the gory details of this giveaway, take a look at this letter from the Hillside federation.

The gist is that Harvard-Westlake is on the verge of gaining control of two more pieces of public land (including the air space above one of them) necessary for their parking structure/monument to self-entitlement.

And so, Mr. Krekorian, the public needs to know, "Have you no sense of decency, sir, at long last? Have you no sense of decency?"

134R-7 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. The comment does not raise question regarding the adequacy of the environmental analysis. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

135R. Klary Pucci, Resident, Email dated February 4, 2016**135R-1 Comment**

It is such a shame that this plan is even being considered. The impact it will have is so significant that regardless of how much money they spend in bribing experts to testify to the contrary we all know what this will do. Shame on Harvard Westlake and shame that money can get them this far.

135R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

136R. Klary Pucci, Resident, Email dated March 20, 2016**136R-1 Comment**

I'm writing this email in opposition to the nightmare being proposed by the wealthy bunch over at Harvard Westlake. I have high hopes that you will show them that money can't buy the damage that project will cause to our community.

136R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

136R-2 Comment

As it is, the traffic on Coldwater Canyon is a big issue. The city is kind enough to send traffic officers at the intersection of Coldwater and Ventura to try to do some damage control. Have you ever driven there in the am or in the afternoon coming home to the valley from Los Angeles?

Well, my family and I live on Van Noord, and let me tell you, as it is now, we can barely get to Ventura in the morning to take our daughter to school. Cars are backed up all the way up to Greenleaf and Dickens. You really can't imagine the traffic and how people are desperately trying to get to Coldwater in the morning. If you are on the 101 and exit at Coldwater and try to go south, it will literally take you 45 minutes to travel less than 1 mile to Ventura Blvd.

This proposed nightmare cannot be permitted.

136R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

136R-3 Comment

Forget about the traffic it will cause, what kind of people will permit a bridge over a street??? Coldwater is not a freeway!!! What are you thinking even entertaining this application.

136R-3 Response

Please refer to **MR-4** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics. Please also refer to **Responses to Comments C-4 and C-5** regarding the geotechnical analysis of and structural engineering for the pedestrian bridge, how the design increases its resistance to seismic events, the inspections to which it will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

136R-4 Comment

What about the damage to wildlife???

136R-4 Response

Impacts on wildlife have been fully evaluated in Chapter 3.3 of the RDEIR, with six supporting Technical Appendices. Project Design Features, Regulatory Compliance Measures and Mitigation Measures would be implemented to reduce potential impacts. The analysis concluded the Project would result in a significant impact regarding two species and would make a cumulatively considerable contribution to a significant impact with regard to the loss of oak/walnut woodland area and, indirectly, sensitive species (primarily birds) that forage in oak-walnut woodland. For further discussion, please refer to **MR-6** and **Responses to Comments D-23, D-168, and D-174** that addresses Project impacts on wildlife resources.

136R-5 Comment

Don't these rich folks want to teach their students about the damage of over building??? Why can't this structure be elevated on their current parking lot???

136R-5 Response

Please refer to **Response to Comment 8R-6** regarding the analysis of Project Alternatives on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

136R-6 Comment

This whole project makes us so upset and sick. Our entire neighborhood feels like they are swimming against the current since we can't match the financial resources of Harvard Westlake.

If this project moves forward it is only because of financial influence and not because it is in any way justified.

Truly sad that we even have to plea and beg that our lives and our nature be respected.

136R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

137R. David Richardson, Resident, Email dated March 21, 2016**137R-1 Comment**

Please take note. After hearing many arguments from both sides, I am against the HW proposal of its massive construction project.

137R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

138R. Jeannia Robinette, Resident, Email dated March 21, 2016**138R-1 Comment**

I oppose Harvard-Westlake's Parking Expansion plan: (ENV-2013-0150 EIR)

My child goes to Sunnyside and I'm very concerned about the Air Quality issues that the new independent report released March 16, 2016.

138R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. More detailed comments regarding the air quality impacts have been included in the Save Coldwater Canyon! Letter Attachment from Autumn Wind Associates, Inc, Letter 9.1R. Please refer to **Responses to Comments 9.1R-1 through 9.1R-29**. Please refer to **Response to Comment C-17** regarding the finding in the RDEIR that Project construction would result in a less than significant impact to air quality, further mitigation of construction-related emissions via measures contained in Chapter 4, Corrections and Additions, of this FEIR, and a health risk assessment that evidences the same conclusion (FEIR Appendix C.1). The health risk assessment addresses multiple sensitive receptor groups, including young children.

138R-2 Comment

I am also very concerned about the un-mitigated noise pollution that the RDEIR has stated for Sunnyside Please oppose this project!!

138R-2 Response

Please refer to **MR-2** regarding the conservative conclusion that the Project would result in a 5.5 dBA increase in noise to St. Michael's (which includes Sunnyside), above the 5 dBA threshold of significance.

139R. Gail Robins, Resident, Email dated March 21, 2016**139R-1 Comment**

My family has lived in Sherman Oaks, south of the boulevard near Goldwater Canyon, since 1994. We have lots of experience using Coldwater Canyon to reach Cedar-Sinai hospital in dire emergencies, travel to medical, dental and vision appointments, get pets to Vets and specialty care, and travel to visit elderly family members who live over the hill.

139R-1 Response

The commenter's residence within Sherman Oaks and use of Coldwater Canyon Avenue is noted; no further response is required.

139R-2 Comment

Coldwater Canyon is a critical link between the valley and the other side of the hill. It is horrifyingly slow to travel as is. It would be a dereliction of duty to the public were the Harvard-Westlake plan to go forward. There is no way for Harvard-Westlake to mitigate the horrendous traffic that already exists, unless of course, they were to relocate. Now that would be a proper and appropriate Safety Improvement Project. I support Harvard- Westlake moving away from Goldwater Canyon.

139R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

The commenter's suggestion that Harvard-Westlake relocate from Studio City in order to improve traffic is noted.

139R-3 Comment

Please do your jobs to make transportation within Los Angeles better, not worse. Residents care about the ever increasing traffic and deteriorating quality of life in Los Angeles. We need better public schools, not obscenely expanding and out of control private schools. We need better public transportation, not bike lane conversions that reduce traffic flow. It's common sense.

139R-3 Response

Please refer to **Response to Comment 139R-2**.

140R. Linda Robinson, Resident, Email dated March 21, 2016**140R-1 Comment**

I will not go into the numerous arguments against this project except to say the traffic going up Coldwater is already a traffic jam. I am unequivocally opposed to this project.

140R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

141R. Arden and Sari Rynew, Resident, Email dated March 18, 2016**141R-1 Comment**

I oppose Harvard Westlake's parking expansion plan.

There are few ways to get from the valley to the city. Coldwater Canyon is one of them. Coldwater is already a traffic disaster and Harvard Westlake is proposing a parking garage that will add 750 cars which represents a line 2 ½ miles long during the most critical times of the day.

141R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **Response to Comment D-57** regarding why the Project will not add 750 cars to Coldwater Canyon Avenue as the commenter claims.

141R-2 Comment

In fact, the city has already assigned not one but two traffic officers at Ventura and Coldwater during the morning rush hours. These officers are not assigned to reduce traffic, just to manage it. Will the city have to add two more officers, one on each corner, to address the added congestion?

141R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

141R-3 Comment

Surely Harvard Westlake can come up with a better plan, a plan that will not impact thousands of drivers on a daily basis.

141R-3 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives.

141R-4 Comment

My wife and I set up a camera from 7:45 to 8:15 on Tuesday, March 15th. We counted 758 cars passing this point during that time. The traffic was orderly, but slow. Harvard-Westlake is proposing adding an additional 750 cars during this critical time period. The proposal includes widening the east side of Coldwater to the North of the garage, but Coldwater is already widened as far as it can be from Ventura Blvd. to Dickens. The widening of the street as planned will do little to improve the congestion. The Coldwater Intersection is already gridlocked in the morning.

Harvard-Westlake's Plan should be to reduce traffic on Coldwater, not increase it.

We will supply video footage upon request.

141R-4 Response

Please refer to **Response to Comment D-57** regarding why the Project will not add 750 cars to Coldwater Canyon Avenue as the commenter claims. Please also refer to **Response to Comment 11R-2** regarding the improvement of traffic flow following Project completion.

The commenter's opinion that the Project will not improve traffic on Coldwater Canyon Avenue will be forwarded to the decisionmakers for their consideration in taking action on the Project.

141R-5 Comment

And what about the retaining wall? We live in earthquake country and only a few miles away in the Sepulveda pass, retaining walls as high as 84 feet were built; they are already failing. Construction of an even higher wall of 90 feet on Coldwater Canyon should make the community take pause. This retaining wall will pose a real danger to many people, including students. And when this wall does collapse, as it surely will, the debris will take out the private bridge that they are proposing.

141R-5 Response

Please refer to **Response to Comment C-4** regarding the geotechnical testing and modeling performed for the Project's soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

141R-6 Comment

This is a very bad idea for everyone concerned. In the event that this project becomes a reality, the community will demand the names of every city official who approved and supervised this project, so that they can be held legally liable.

141R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

141R-7 Comment

And, Is anyone concerned about exposing both students and homeowners to dust and dirt for at least three years? Is anyone concerned that the enclosed canyon walls on both sides of the school will intensify the increased level of noise and air pollution? In fact, how can any present and future Harvard Westlake parent allow their own child to be exposed to these potentially dangerous conditions especially considering the school's emphasis on outdoor sports? Perhaps, having the pedigree of a Harvard Westlake education is more important to them than the health and well being of their children.

141R-7 Response

The commenter's opinions will be forwarded to the decisionmakers for their consideration in taking action on the Project. Impacts related to noise and air quality are analyzed in the DEIR and the RDEIR (see **Response to Comment 144R-2** regarding the air quality modeling incorporating topographic conditions and **Response to Comment D-85** regarding the Sound Propagation Analysis, DEIR and RDEIR Appendix F.2, which was conducted to study the potential echoing affects associated with topography in the area of the Development Site). Detailed comments regarding the air quality impacts have been included in the Save Coldwater Canyon! Letter Attachment from Autumn Wind Associates, Inc, Letter 9.1R. Please refer to **Responses to Comments 9.1R-1 through 9.1R-29**. As indicated, a refined health risk assessment has been prepared and included as Appendix C.1 of the FEIR. The revised analyses support the conclusions of

the RDEIR that mitigated air quality impacts, inclusive of health risk impacts and impacts to students, would be below the applicable threshold and impacts would be less than significant. The analysis addresses potential health risk impacts on sensitive populations, inclusive of impacts at the Campus' Taper Gym (adjacent to the Harvard-Westlake pool) and the existing Ted Slavin Field.

141R-8 Comment

This has disaster written all over it. Let's ask the city to take back the 24 acres they gave to Harvard Westlake because they have not been good custodians of the land or our health.

If Mayor Garcetti doesn't step in and stop this project to protect all of us, I predict his political career will be ended.

This garage is a dangerous project the public will not forget. While the powers that be may have deep pockets, they each only have one vote in an election. Mr. Krekorian and Mr. Garcetti should not forget that.

141R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

141R-9 Comment

On March 10th, 2016 an Earthquake occurred on the Harvard–Westlake Fault line. Caltech identified the epicenter of this event and it is 923 feet from the base of the 90 foot retaining wall. This retaining wall will be the tallest retaining wall in all of Los Angeles.

Below is a map generated by Caltech. Caltech released this map on March 12, 2017.

It is also viewable online at:

<http://service.scedc.caltech.edu/recent/req2/index.html>

141R-9 Response

Please refer to **Response to Comment C-4** regarding the geotechnical testing and modeling performed for the Project's soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

141R-10 Comment

Additional soil studies should be started as soon as possible to head off this very dangerous project.

141R-10 Response

Significant geologic testing of the Development Site has been incorporated into the RDEIR, and the Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b). The commenter's suggestion that additional soil studies be conducted will be forwarded to the decisionmakers for their consideration in taking action on the Project.

141R-11 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

141R-11 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

141R-12 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

141R-12 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

141R-13 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

141R-13 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

141R-14 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

141R-14 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

141R-15 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

141R-15 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

142R. Arden and Sari Rynew, Resident, Email dated March 14, 2016**142R-1 Comment**

The Map below was just issued from CalTech. Last Thursday's Earthquake, March 3, 2016, was located less than 923 feet from where Harvard Westlake wants to build a 90 foot retaining wall. This recent even demonstrates that a fault lays very close to the retaining wall and bridge that Harvard Westlake wants to build. Please stop this foolish project.

Note: The commenter included a map showing information about an earthquake on March 3, 2016 near the Development Site, which can be viewed by reviewing the comment letter. Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

142R-1 Response

The March, 2016 earthquake referenced by the commenter was a small, shallow earthquake of magnitude 2.5 that is not associated with any fault line. Regardless, as noted on RDEIR Appendix E.1 page 13, "the seismic hazard affecting all properties in southern California, including the proposed project, is strong ground shaking as a result of an earthquake." The Parking Structure, soil nail retaining walls, and pedestrian bridge have been designed in accordance with State and City requirements for earthquake resistance.

Please also refer to **Responses to Comments C-4 and C-5** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

143R. Arden and Sari Rynew, Resident, Email dated March 19, 2016**143R-1 Comment**

This is the second time I sent this because in my first sending, the CalTech Seismic map didn't transmit. The people at Caltech have been very helpful and with the history of activity in this area. The scientists at Caltech wonder "why a school would want to build a structure in this particular place." That is why the inclusion of the Caltech seismic map is important. As I've recently learned, the "Harvard Westlake Fault" has a history. During an earthquake, the weight of the 90' retaining wall could prove to be a disaster. The debris would wipe out the proposed bridge and be fatal to anyone in the garage.

143R-1 Response

Please also refer to **Responses to Comments C-4 and C-5** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, and the ongoing monitoring to which they will be subject. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b).

143R-2 Comment

Let me repeat my point of view. I like Harvard Westlake; I like all schools, but this project just doesn't make sense from many points of view. It's bad for traffic flow, for the environment, and dangerous to the community and students.

143R-2 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding traffic, air quality and biological resources and **Response to Comment 142R-1** regarding Project safety.

143R-3 Comment

With 24 additional acres available to them, they can come up with a better idea.

143R-3 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives.

143R-4 Comment

When the city of Los Angeles gave this land in 1937 to the small Military Boys School, they did this with the thought of improving all of our lives. I don't think the original founders of this school would be very happy with what's going on.

143R-4 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

143R-5 Comment

The commenter includes a reproduction of comment letter 141R.

143R-5 Response

Please refer to **Responses to Comments 141R-1 through 141R-15**.

143R-6 Comment

The commenter included a CD containing the Wexco, 2016 comment letter, the Tom Brohard and Associates February 29, 2016 comment letter, a folder containing information purporting to show "illegal activities" on the Campus (submitted by Bruce Lurie as comment letter LL), and copies of RDEIR files.

Note: Original comment letters and attachments (not including video materials, certain large published City documents and detailed information on alleged permit violations that are on-file and available for review at the Planning Department, Valley Office, Room 351) are included in Appendices K – DEIR comments, and L – RDEIR comments, and are included on the CD inside the back cover of the FEIR.

143R-6 Response

Please refer to the responses to the comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22, Responses to Comments 9.6R-1 through 9.6R-27** for responses to the Tom Brohard and Associates comment letter, and **Response to Comment LL-1** regarding the purported “illegal activities” on the Campus.

144R. Sari Rynew, Resident, Email dated March 20, 2016**144R-1 Comment**

I Oppose Harvard-Westlake's parking expansion plan.

144R-1 Response

The commenter’s expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

144R-2 Comment

An important issue of concern, is the dust and debris that will result in added pollution. To make matters worse, the parking garbage's location is centered between two hillside slopes that will most certainly entrap the pollutants in a relatively small space.

144R-2 Response

Pages 3.2-28 through 3.2-33 of Chapter 3.2, Air Quality, of the RDEIR analyze the localized impacts from construction and operation. On page 3.2-30, the RDEIR explains that this analysis is “based on the pollutant concentration model that incorporates meteorological conditions and topography.” The results of this analysis takes into consideration the hillside nature of the Development Site and found that pollutant concentrations at sensitive receptors would not exceed significance thresholds during construction and operation of the Project. Please also refer to **Response to Comment C-17**.

144R-3 Comment

After the 1994 Northridge quake, there was a significant increase in Valley Fever caused by the release of spores into the surrounding areas. The following links will provide you with the evidence that was collect and reported on. It appears that the preparation of the hillside for the parking garage with the removal of 139,000 tons of dirt will create a long term health hazard over the 3 year period of construction. Think about Aliso Canyon and Flint, Michigan. We need to be sure that our elected officials make decisions that protect the health, safety and welfare of the thousands of people who use Coldwater as a thoroughfare into the city.

http://articles.latimes.com/1997-03-19/local/me-39826_1_valley-fever

<http://landslides.usgs.gov/recent/archives/1997northridge.php>

<http://www.cdc.gov/mmwr/preview/mmwrhtml/00025779.htm>

<http://www.cdc.gov/fungal/diseases/coccidioidomycosis/index.html>

<http://www.cdc.gov/fungal/diseases/index.html>

144R-3 Response

The fungus *Coccidioides immitis* produces spores that may cause Valley Fever when inhaled. According to a study published in the *Journal of the American Medical Association*, in 1994, an outbreak of Valley Fever occurred in Simi Valley in Ventura County due to large dust clouds generated by landslides associated with the Northridge earthquake.⁸

According to the County of Los Angeles Department of Public Health, the fungus that causes Valley Fever is commonly found in areas of the Antelope Valley portion of Los Angeles County, although it can be found in other areas.⁹ The Project is not located in the Antelope Valley portion of Los Angeles County and thus is not located in an area where it is expected to be commonly. Grading associated with the proposed Project would also not result in landslides and would not result in fugitive dust emissions on the level and scale of the 1994 Northridge earthquake. (see **Responses to Comments C-4 and D-126** regarding the stability of the hillside during excavation.)

Nevertheless, the Project would result in the disturbance of the top soil of undeveloped land, which could potentially result in the release of the fungus spores, if present, within the top soil of the disturbed construction area. However, the comment mischaracterizes the soil removal volumes and the duration of earthmoving activities. The grading of the Project would require the removal of approximately 137,000 cubic yards of excavated soil, which is equivalent to approximately 173,000 tons of soil based on typical soil densities cited in the CalEEMod User's Guide. As shown in the emissions model of Appendix C of the RDEIR, the grading phase would last approximately 245 working days, or a little under one year.

The VCAPCD *Air Quality Assessment Guidelines* recommends that environmentally-safe dust control agents be used to minimize Valley Fever risk during construction.¹⁰ As shown on page 3.2-35 of Chapter 3.2, Air Quality, of the RDEIR, Project construction would be compliant with SCAQMD Rule 403, which requires that soil be stabilized by watering the unpaved portions of the Development Site three times a day. The use of water is an accepted environmentally-safe dust control agent. In addition, the Project would suspend construction activities on unpaved surfaces when wind speeds exceed 25 mph. Soil migration off-site would be mitigated by installing wheel shaker device to remove soil from tires and vehicle undercarriages as they exit the site, which would minimize the potential for transport of the Valley Fever spores, if present in the soil. Furthermore, as stated in the RDEIR, "ground cover in disturbed areas shall be replaced as quickly as possible" (page 3.2-35) in order to further reduce the likelihood of fugitive dust emissions. As a result, Regulatory Compliance Measure RC-AQ-1 would ensure that fugitive dust impacts are less than significant and would minimize the likelihood of spore release to the environment. Please refer to **Responses to Comments 11R-52 and 149R-5** for additional information regarding the potential for exposure to Valley Fever from grading.

144R-4 Comment

Please stop this development. It's bad for everyone, including the school.

144R-4 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

⁸ Schneider E, Hajjeh RA, Spiegel RA, Jibson RW, Harp EL, Marshall GA, et al. A coccidioidomycosis outbreak following the Northridge, Calif, earthquake. *JAMA*. 1997 Mar 19;277(11):904-8.

⁹ County of Los Angeles, "Frequently Asked Questions (FAQ): Valley Fever (Coccidioidomycosis)," <http://publichealth.lacounty.gov/hea/library/topics/valleyfever/CDCP-ACDC-0037-01.pdf>. 2015

¹⁰ Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, 2003.

145R. Lucy Schouweiler, Resident, Email dated March 20, 2016**145R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

145R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

145R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

145R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

145R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

145R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

145R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

145R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

145R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

145R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

145R-6 Comment

I would also like to add that as a recent high school graduate and am now in my first year of college, I know that having extra parking in my high school could have been nice but was not at all a necessity.

145R-6 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

145R-7 Comment

Moving kids into this parking lot could be more dangerous with construction and the added traffic; furthermore, the one positive outcome (having more parking space) does outweigh the numerous cons listed above.

145R-7 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project. The RDEIR found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**). Lastly, refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

145R-8 Comment

From what I have seen and heard it seems to me that Harvard-Westlake is trying to rush and get the project's approval without analyzing the negative impacts on the community. Although I go to school across the country now, Studio City is still my home and I would hate to see the city's precious space used for a parking garage. I strongly urge you to think about the numerous complications that come with building this parking garage and oppose this project.

145R-8 Response

The Project's Notice of Preparation, DEIR, RDEIR, and this FEIR were prepared in accordance with the requirements of CEQA, present analyses and conclusions supported by fact, and followed the requisite

process for evaluation, circulation, and public comment. The analyses include potential impacts to the Development Site as well as the general community in the areas of aesthetics, air quality, biological resources, cultural resources, geology, land use, noise, and transportation.

146R. Melissa Schwartz Chambers, Resident, Email dated March 21, 2016

146R-1 Comment

I am opposed to the Harvard Westlake so called “parking” project. There is sufficient room at the school’s present site to build a parking structure if that is what this is really all about.

146R-1 Response

The commenter’s expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

146R-2 Comment

It is obvious that by creating the hideous monstrosity they have proposed it will ruin the canyon and neighborhood and create obscene traffic horrors not only during construction but afterward by virtue of it’s use. I don’t even know why that issue is up for debate.

146R-2 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the Project’s location and biological impacts.

The RDEIR found that the Project’s construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

146R-3 Comment

First they will build the parking lot/building/sports field then they will build on their present parking areas to enlarge the school. that is really the plan isn’t it. Is anyone talking about that? This has got to stop now!!

146R-3 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

Harvard-Westlake has stated that it has no plan to build additional facilities on the campus. The construction of additional facilities will require compliance with the City’s rules and regulations and with CEQA. The Parking Structure is required to meet current demands.

147R. Mona Seymour, Resident, Email dated March 21, 2016**147R-1 Comment**

As a group of concerned students at Loyola Marymount University, we would like to express apprehension over several areas of the Harvard-Westlake Parking Improvement Plan. We believe that the RDEIR for this project leaves several questions unanswered, and it does not address the necessary environmental concerns. In the following comment, we will present our concerns with plans for the mitigation of native species, the steps taken to properly remove and dispose of the trees at the site (both in Section 3.3), and the removal of soil and generation of construction waste on the premises (3.5). We will also recommend two alternatives to the current proposed project, as they are listed in Section 5.0. Thank you for your consideration.

147R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The commenter's specific concerns are addressed in **Responses to Comments 147R-2 through 147R-14**.

147R-2 Comment

The Executive Summary of the RDEIR mentions the possibility of bat species living on the Project site (S-14). However, in Section 3.3, Biological Resources, there is no elaboration on the preconstruction survey methodology regarding bats. Bats are listed as not observed but likely to use the Development site (3.3-8 – 3.3-9). How will their presence be confirmed? In addition, if bats are identified on the Development Site, what will the qualifications be for the biological expert who will identify the bats? We are concerned that the specificity with regards to bat mitigation is not the same as the detail given for birds and other species.

Another area of concern is the mention of repeated sightings of deer and coyote on the Development Site, as well as mountain lions and several smaller mammal species (3.3-8, 10). As these are not endangered species, the Project's impact on them is not evaluated, and Harvard Westlake is not required to take mitigative action. However, as we are concerned about the wellbeing of every native species at the Development Site, we are worried that the proposed project may negatively affect them.

147R-2 Response

As a context for the following response, please refer to **Response to Comment 9R-23** regarding special status species to be considered for a CEQA assessment. Accordingly, the Project's biological assessment identified three species of bats that likely use the Development Site. These are the California myotis, western pipistrelle, and big brown bat. There are three circumstances that should clarify why no significant impacts are expected to these species and why no pre-construction surveys or other mitigation is recommended. First, the "use" of a site by bats is not a reflection that bats actually roost on that site. Bats forage over considerable distances from their roosts which for these species primarily consist of crevices in rocks and buildings. They may also use the bark of trees, but apparently these were not found in the Development Area. Second, as compared to several other bat species that are not expected to use the site, these three bats are considered to be of "least concern" to the International Union for the Conservation of Nature, an organization that ranks animal species according to threats to them. Third, none of these three bat species is listed in the current list of the California Department of Fish and Wildlife's List of Special Animals. Therefore, they do not warrant a heightened sensitivity in the CEQA analysis.

While the loss of any habitat used by native wildlife will negatively affect that wildlife, if the effect will not negatively impact the species as a whole, or a local population of that species, the effect is not

considered significant under the CEQA guidelines. Though not required by CEQA, the Project as designed has attempted to reduce these impacts as much as possible while still achieving the purpose and objectives of the Project. These measures include the planting of native species in the proposed landscaping and the relocation of any low-mobility wildlife encountered during pre-construction surveys and grading.

147R-3 Comment

Continuing with section 3.3 Biological Resources, we have concerns about animal displacement from the construction site. It is discussed in this section that some animals in the construction area will be moved, and others will attempt to relocate themselves. Page 3.3-21 indicates that wildlife forced to emigrate are subject to higher mortality by predation in unfamiliar surroundings and by resource competition in the new surroundings. Presumably these impacts also apply to relocated wildlife, and if so, we wonder whether this negates the relocation efforts that would be put forth in MM-BIO-6.

147R-3 Response

Capture and relocation of less mobile wildlife (primarily herpetofauna), regardless of their common status, has been either the recommendation or a regulatory permit requirement of the California Department of Fish and Wildlife for some time. The implementation of Mitigation Measure MM-BIO-6 would provide an opportunity for survival and is expected to reduce mortality rates, consistent with commonly accepted wildlife conservation measures. Because the area is suburban and bisected by several roads, and local small wildlife is subject to depredation by local pets, it is likely that the area is somewhat depauperate and will be enhanced by the introduction of any salvaged wildlife. In general the numbers of salvaged animals are quite small and the impact, positive or negative, would be minimal.

147R-4 Comment

The Long Term Impacts section further indicates that the pressure for resources placed on the destination habitats by displaced wildlife will also affect wildlife already living in those locations. We are concerned that the environmental impacts described here (i.e., the potential for mortality of relocated wildlife and wildlife in destination habitats) have not been given satisfactory consideration as contributions to the potentially significant impact of the Proposed Project.

147R-4 Response

The impacts described in the comment are acknowledged at page 3.3-21 of the RDEIR, but were considered not to be significant because they will be temporary (RDEIR page 3.6-10 states that 33.55% of the Development Site would remain native vegetation, including mitigation trees, and 30.43% will include new landscaping and permeable area) and will not diminish the chances for long-term survival of sensitive species. Further, with the removal of the Harvard-Westlake owned residence on Potosi Avenue as part of the Project, this area has increased to approximately 67%. Please refer to Chapter 4, Corrections and Additions, of this FEIR.

147R-5 Comment

Additionally, it is stated on page 3.3-28 that in order to supervise this process of animal classification, moving, and rehabilitation a “qualified biologist” will be hired who has experience trapping animals. However, no other criteria for this expert were listed beyond being labeled a biologist. We think that is vitally important to hire an individual with the necessary education and high credentials, such as someone with a specialization in the local LA flora and fauna. Furthermore, the criteria for hiring such an individual should be specified and made public.

147R-5 Response

Generally speaking, the individual to be hired is vetted by the responsible party and approved based on several factors. Typical requirements are: 1) at least a Bachelor's degree in biology, ecology, wildlife biology or highly-related life science field; 2) demonstrated knowledge of the local flora and fauna; and 3) previous experience and/or training in the appropriate methods to be used.

147R-6 Comment

Within Section 3.3, there is much discussion of the trees present on the Project Site. It is clear throughout this report that the impact of both the presence of the oak and walnut trees, and the removal of said trees, on the ecosystem of the region is taken into consideration within Section 3.3, Biological Resources (3.3-2). The *Juglans californica*, or the California Black Walnut Tree, is important for not only the environment, but also the economy, and is listed as endangered. For these reasons, it is crucial that these trees are properly managed. As mentioned in the report, about 78% of the trees are infected with "Thousand Canker Disease", or TCD: a fatal disease which was only recently discovered in 2008 (3.3-2). We are concerned with the treatment of these infected trees, including the methods of removal and destruction of the trees, and protection of the 22% of trees which are not infected.

147R-6 Response

Please refer to **MR-6** regarding TCD. At present, there is no known treatment for the disease. Also, as a point of clarification, the California black walnut tree is not listed as endangered by the State or federal resources agencies. Nor is it listed as endangered or threatened by the California Native Plant Society. It is listed by that entity under plants of limited distribution, which is a watch list, and is also listed as a protected species under the City of Los Angeles Protected Tree Ordinance.

147R-7 Comment

On page 3.3-3, the proper disposal of the infected walnut trees is described as either the "burning or burying of branches and smaller diameter wood as soon as possible". As outlined in the RDEIR, the University of California Statewide Integrated Pest Management Program and The State Department of Fish and Wildlife advocate for the grinding, burning, and/or burying of the wood in order to ensure the walnut twig beetles (WTBs) which cause TCD are destroyed (3.3-2 – 3.3-3). However, The University of California Agriculture and Natural Resources Statewide Integrated Pest Management Program (*footnote: "Thousand Cankers Disease and the Walnut Twig Beetle in California." Thousand Cankers Disease and the Walnut Twig Beetle in California. N.p., n.d. Web. 16 Mar. 2016.*) and the USDA Southern Research Station (*footnote: "Slowing the Spread of Thousand Cankers Disease." Compass Live. N.P., n.d. Web. 16 Mar. 2016*) advocate heat treatment as the most successful way to remove TCD and WTBs. This method will allow for destruction of the existing disease, and most importantly, destruction of the small WTBs which cause the disease. Other methods, such as burying or grinding, are not able to eradicate the WTBs completely due to their size. The burial of the trees as a process of disposal has other impacts which are not preferred. There will likely be substantial soil displacement and the fear that the disease may be transferred within the burial system. We strongly advocate for more clarity on the removal of the infected trees and the elimination of the disease and the disease's causes. It is imperative that these trees undergo heat treatment, rather than burial, to guarantee the TCD in the area will be expunged and ensure the best life for the uninfected trees.

147R-7 Response

The preference for burning as opposed to grinding of trees with TCD is noted and will be forwarded to the decisions makers for their consideration in taking action on the Project, though the burning of trees may not be practical given the Development Site's proximity to residences, Coldwater Canyon Avenue, and undeveloped, steep, and potentially fire-prone areas to the west.

Regulatory Compliance Measure RC-BIO-1 has been clarified to require proper disposal of infected trees. See FEIR Chapter 4, Corrections and Additions, for changes to RC-BIO-1, 2. t) and for the renumbering of RC-BIO-1 to Mitigation Measure MM-BIO-8.

147R-8 Comment

Due to this complex disposal process, the arborist must be carefully selected, and within Section 3.3 there is not sufficient discussion of the process of selection of the certified and registered arborist. This arborist will have an important role in this process as they are not only responsible for the removal of infected trees, but also those trees still living that will be removed and those which will remain in the project area. We support the International Society of Arboriculture certification, and believe that it is best to have an ISA Board Certified Master Arborist serve as the lead arborist on the project. As the highest level of certification offered by the ISA, we believe that this arborist will be able to use their experience and knowledge to address the threat of TCD and the unforeseen issues which may arise.

147R-8 Response

No City or County agencies require the use of an ISA BCMA. Instead, the standard is a Registered Consulting Arborist, which requires more thorough knowledge of the entire project lifecycle and more intensive standards and testing. As described on page 3.3-24 of the RDEIR, and pursuant to RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), the Project Arborist must be a certified/registered arborist.

147R-9 Comment

It is crucial that the 78% of walnut trees which are infected are properly removed using heat treatment by certified experts. If the Harvard Westlake is approved, this must be a top priority. However, if this project is not approved, or another alternative is chosen, these infected trees must still be addressed in order to protect the healthy trees and surrounding environment.

147R-9 Response

With Project implementation, tree removal would be implemented under Regulatory Compliance Measure, RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), which specifies procedures for removal of the trees per best practices, under the supervision of a Certified/Registered Arborist. While TCD could spread from the currently infested walnut trees to other walnut trees on and adjacent to the Development Site, there is no legal mandate for Harvard-Westlake to undertake removal of the diseased trees in the absence of a project.

147R-10 Comment

In addition to the disturbance of wildlife, we are also concerned about the soil disturbance and removal. We would like clarification on the details of the soil compaction and removal. The RDEIR explains that “The Project includes excavation and export of approximately 137,000 cubic yards (140,000 cubic yards has been used conservatively) of soil to allow construction of the Parking Structure partially within the hillside” (3.5-26). It is unclear if this is the total amount of soil that will be excavated or if this figure only accounts for the amount of soil that will be removed from the hillside. We would like clarification on this figure. We want to ensure that no more than the necessary amount of soil will be excavated, to minimize disturbance on the surrounding environment.

147R-10 Response

The Project involves the excavation of 137,000 cubic yards of earth material, although the RDEIR used 140,000 cubic yards for excavation and export in order to be conservative (RDEIR S-9). Approximately

1,000 cubic yards of existing fill on the Development Site, included in the aforementioned figures for the purpose of evaluating the Project's environmental impact, will be used onsite and recompacted in order to form the debris basin (RDEIR page 3.5-19). In other words, modeled using an AutoCAD Civil 3D existing surface to proposed surface comparison, construction estimates are that 137,000 cubic yards are to be excavated, of which approximately 1,000 cubic yards will be reused onsite and 136,000 cubic yards are to be exported. Nonetheless and as stated above, the RDEIR continued to analyze, conservatively, the impact of 140,000 cubic yards.

147R-11 Comment

Also, will the excavated soil be compacted on-site? This was unclear in the RDEIR and the Final Geologic Soils and Engineering Report. The RDEIR mentions "compliance with conditions and mitigation measures imposed through the haul route permit process will ensure that impacts resulting from the export of earth materials will be less than significant" (3.5-26). This implies that there would be soil exported off site. However, there is little detail on where the contractor would take the soil that is not compacted in other areas of the site. We suggest the use of the Los Angeles County material exchange program that would allow for the extra clean dirt from the site to be supplied to other construction sites for reuse. The water runoff and erosion mitigation was well explained but the removal and compaction of the soil was not. We would like to see more details on the amount of soil excavated and the process, if needed, to export the soil.

147R-11 Response

As described in **Response to Comment 147R-10**, of the 137,000 cubic yards to be excavated (the RDEIR used 140,000 cubic yards for the purpose of evaluating environmental impacts), approximately 1,000 cubic yards will be used onsite and recompacted in order to form the debris basin. The remaining soils are anticipated to be exported to the Vulcan Materials landfill located at 11520 Sheldon Street, Sun Valley, CA 91352 (approximately 13 miles, one way, from the Campus). The location was included in the updated air quality and traffic analyses as part of this FEIR. In particular, please refer to Appendices C.1, C.2, C.3, and G.4.3. The commenter's recommendation to use the Los Angeles County material exchange program will be forwarded to the decisionmakers for their consideration in taking action on the Project.

147R-12 Comment

Construction waste generated by the Proposed Project is also a concern for our group. Construction waste is mentioned in RC-HYDRO-5, "All wastes from construction shall be disposed of properly" (3.5-31). The Los Angeles Municipal Code has set a goal of a construction waste reduction of at least 50 percent by 2020 (LAMC Sec. 99.04.408). The report does not detail how much of each type of construction waste is estimated to be incurred during the process, nor does it detail how much construction waste will be diverted from landfills. We would like to have this information to form a complete picture of the impact to the environment. Additionally, the process to comply with this municipal goal is not detailed in the Project review. We would like a more detailed review of this process. One aspect of process is disposal location; in order to properly dispose of waste with a lower amount of impact, we suggest using waste recycling facilities such as California Waste Services and/or Downtown Diversion. California Waste Services diverts more than 80 percent of the total amount of waste brought to their facilities from sanitary landfills and Downtown Diversion, a Waste Management subsidiary, recycles at least 75% of the material brought to them. We would like to see a plan that ensures the highest amount of unused materials are recycled or reused responsibly.

147R-12 Response

Disposal of construction and demolition waste in the City of Los Angeles is subject to the City's Waste Hauler (AB939 Compliance) Permit Program (Ordinance 181519). Pursuant to this ordinance all private waste haulers collecting solid waste within the City, including construction and demolition waste, are required to obtain AB 939 Compliance Permits and to transport construction and demolition waste to City-certified processing facilities. In addition to obtaining the Waste Hauler Permit, private waste haulers must pay applicable AB 939 compliance fees of ten percent of gross receipts, submit an annual report, and submit other necessary reports in compliance with State requirements regarding compliance.

Approved facilities process received materials for reuse and have recycling rates that vary from 70 percent to 83 percent (source: www.lacitysan.org, accessed August 12, 2016).

147R-13 Comment

Our group has concluded that the best alternative to the Proposed Project is Alternative 1: No Project. This is due to the impacts on biological resources and air quality that would arise should the Proposed Project take place. We conclude that it is in the best interest of the environment at and nearby the Development Site, and in the best interest of the surrounding neighborhood, to proceed with Alternative 1: No Project.

As stated in 3.3 Biological Resources, the immediate impact of the proposed project would be that "construction activity would disturb all wildlife in the vicinity. Species of low mobility, particularly burrowing reptiles and mammals, would probably be eliminated by site preparation" (3.3-19). By selecting the No Project alternative, biological resources will not be impacted by the construction and new structure. Another detrimental impact concluded in the RDEIR is that night lighting could harm local species such as bats. These animals will be subject to impacts including, "disruption of circadian rhythms and avoidance due to light sensitivity in species with exceptional night vision" (3.3-20). Also, "retention of the native landscaping under the No Project alternative would result in fewer impacts to biological resources as compared to the project" (5.0-6). Due to this evidence and other examples presented in 3.3, and to the significant impacts on various biological resources that are anticipated under the Proposed Project, we believe the best way to protect the biological resources is to have No Project on the site.

As stated in the 3.2 Air Quality Section of the RDEIR, there will be substantial air quality impacts if the construction occurs: "Construction of the Proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site" (3.2-24). However, under the No Project alternative, air pollution will not occur on the site: "There would be no construction under the No Project Alternative. Therefore there would be no impacts to air quality..." (5.0-6). Further, with Alternative 1, "no construction would occur at the Project Site Therefore, construction noise impacts would not occur" (5.0-7). This alternative leads to no additional air or noise pollution impacts on the neighborhood, students, and local habitat and wildlife species. Additionally under Alternative 1 there will be no construction waste or displaced soil on the site.

We understand that the No Project alternative is not in line with the main objective of the Proposed Project; however, it is the most environmentally favorable alternative. By avoiding construction and impact to the land there will be no negative consequences to the species and surrounding neighborhoods, which there would be, should the project proceed as planned. Notably, the No Project Alternative prevents all pollution and negative impacts to the site, compared to the residual impacts that would occur for up to 3 years during construction and into the future if the structure is built.

147R-13 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR.

The commenter correctly notes that the No Project alternative was analyzed as the environmentally superior solution. However, CEQA Guidelines Section 15126.6(e)(2) provides that when the No Project alternative is identified as the environmentally superior alternative, another environmentally superior alternative must be identified from among the other alternatives.

147R-14 Comment

If, however, Alternative 1 is infeasible, we would then like to support Alternative 5: Southern Parking Lot, No Practice Field, and Rooftop Parking. Alternative 5 proposes that the Southern Parking Lot should be expanded from the current 103 spaces to a 10-story parking structure that could support 750 spaces. We agree that it would be much more environmentally practical to build up on top of an already existing lot rather than to build out, displacing many more wildlife species and causing larger environmental impacts. As opposed to Alternatives 1 and 2, Alternative 5 would still allow the Harvard-Westlake campus to meet the parking needs of its students without the harmful impingements on the land, air, and biota.

Alternative 5 outlines that the construction air quality and the soil grading would be much less than that of the Proposed Project (1,950 cubic yards as opposed to conservatively 140,000 cubic yards with the Project). There would also be fewer impacts to biological resources, such as birds and other native species, as opposed to the Project's significant impacts on numerous sensitive species associated with oak/walnut woodland.

Compared to the Proposed Project, the only main concern we could find in Alternative 5 was the decrease in visual quality. However, though we do recognize the importance of neighborhood aesthetics, we would like to stress that in light of the increased biological and environmental benefits under Alternative 5, aesthetics is not the fundamental issue at hand. One recommendation that we offer to help mitigate this issue of aesthetics is to permit surrounding communities' use of the parking structure on the weekends. Thus, the incentive of the practical benefits of the 10-story parking structure could potentially outweigh the negative visual impacts.

In conclusion, while we more strongly support Alternative 1: No Project as the best and most environmentally friendly alternative, we also lend our support to Alternative 5: Southern Parking Lot, No Practice Field, and Rooftop Parking as the next best option.

147R-14 Response

The RDEIR described the benefits of Alternative 5 (Southern Parking Lot, No Practice Field, Rooftop Parking) as compared to the Project, some of which were cited by the commenter (RDEIR pages 5-28 through 5-31):

1. Reduction in lighting impacts given the lack of a practice field, though the Project was already considered to have a less than significant impact from lights
2. Reduction in air quality impacts given the significantly reduced grading, though the Project was already considered to have a less than significant impact from air quality
3. Reduction in the number of trees to be removed and corresponding cumulative contributions to significant impacts to sensitive oak-walnut woodland habitat and significant impacts to the coastal

western whiptail lizard and San Bernardino ringneck snake, though the Project would mitigate the removal of protected trees at a 4:1 ratio

4. Reduction in the amount of impervious surfaces, since Harvard-Westlake's Southern Parking Lot is already paved and used for parking
5. Reduction in noise impacts given the corresponding reduction in grading, though the construction and operational noise impacts to St. Michael's (and Sunnyside) and adjacent residences would increase given the proximity to a parking structure located on the Southern Parking Lot
6. Reduction in construction-related traffic given the corresponding reduction in grading, though the Project was already considered to have a less than significant traffic impact from construction.

Even with these improvements, Alternative 5 was analyzed as an inferior solution as compared to the Project based upon its lack of a practice field (a primary objective of the Project), bus staging remaining on the shoulder of Coldwater Canyon Avenue (a less safe practice than relocating to the South lot), no public roadway or traffic improvements to be undertaken, and the alternative's visual impact (the commenter is correct to note that a 10-story structure might be considered a significant visual impact, out of scale with existing Campus buildings and immediately-adjacent St. Michael's, and would dominate views along Coldwater Canyon Avenue). Please refer to **MR-7**.

The commenter's support Alternative 5 (Southern Parking Lot, No Practice Field, Rooftop Parking) is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project.

148R. Tabatha Sheltra, Resident, Email dated February 5, 2016

148R-1 Comment

Are they crazy? Who would do any of this and for what reason?

148R-1 Response

Please refer to **MR-1** regarding the need for the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

148R-2 Comment

Coyotes are going to be forced to walk down Ventura Blvd. now. I can't believe this is happening in California of all places. Raise the bar back up to where it belongs. Harvard Westlake is ruining geographical history. I'm in Maine right now and when I get home my back yard will be a concrete jungle and my deer will all be gone. I've had cougars walk thru my back yard and lynx cats. Death to the beautiful animals I guess right? What a disgusting revolting tragedy. A true holocaust of wild life and the rights of animals. I'm so devastated I can't even believe it.

148R-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisions makers for their consideration in taking action on the Project.

148R-3 Comment

I knew they were planning this long ago but no one would believe me but I have proof. No school needs what they are planning unless they are trying to hide an over flow of illegal money. That should be looked

into by the IRS and the Feds. A complete forensic auditing by the united States government and not the governor of California in talking way up the chain of command.

148R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

149R. Andrea and Michael Sher, Resident, Email dated March 20, 2016

149R-1 Comment

Our family have been living in the same little geographic area as Harvard Westlake School for the last 30 years.

The students do park outside our home and on our street during the school year.

At Graduation, Home Coming and maybe another once or twice during the year, our roads are packed with cars for a few hours.

We understand and accept this and have never complained.

On some of these occasions the school used a shuttle service.

149R-1 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

149R-2 Comment

Therefore, we do not believe there is any need for a 750 car parking structure.

149R-2 Response

Please refer to **MR-1** regarding the need for the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

149R-3 Comment

The ostensible rationale for the Variance application by the school is “student safety”!!!

In all the years that we have lived in very close proximity to the school, we have never seen or heard of any safety problems.

In fact, we see the pupils walk up Coldwater Canyon from Ventura Blvd and the Cross Country Track team runs all around the streets starting at the school and running up and down Coldwater Canyon.

How will the parking structure mitigate these safety issues for the pupils?

149R-3 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

149R-4 Comment

Why don't they rather build a raised sidewalk from the school to Ventura Blvd?

149R-4 Response

Please refer to **Response to Comment 31R-5** regarding the infeasibility of building a sidewalk from the Campus to Ventura Boulevard (and the implied purchase or lease of off-site parking).

149R-5 Comment

During the 1994 Northridge Earthquake the ground shook which caused dust to swirl around and release deadly fungus spores which lead to an outbreak of deadly Valley Fever.

Could digging out this hillside cause a similar condition, which would expose all the Neighbors and the Children, Teachers and Staff at both St Michael's and Harvard Westlake Schools?

149R-5 Response

An outbreak of Valley Fever occurred in Simi Valley (Ventura County) between January 24 and March 15, 1994, following the Northridge earthquake due to uncontrolled dust clouds created by landslides. The Development Site is not located in Simi Valley. Grading associated with the Project would not cause landslides and would not result in fugitive dust emissions on the level of the Northridge earthquake. Furthermore, compliance with SCAQMD Rule 403 would mitigate fugitive dust emissions and thus reduce the potential for spore release, as explained in **Response to Comment 11R-52**.

Furthermore, Chapter 3.2, Air Quality, of the RDEIR found that localized emissions of fugitive dust would be below thresholds at the nearest sensitive receptors. As a result, the Project has minimized to the furthest extent feasible dust and associated spore exposure to these sensitive receptors.

County of Los Angeles, "Frequently Asked Questions (FAQ): Valley Fever (Coccidioidomycosis)," <http://publichealth.lacounty.gov/hea/library/topics/valleyfever/CDCP-ACDC-0037-01.pdf>. 2015.

149R-6 Comment

The only conclusion we can come to, is that the school wants to expand the number of pupils and therefore the campus, significantly and hence the need to accommodate so many cars.

149R-6 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

Harvard-Westlake has stated that it has no plan to build additional facilities on the campus. The construction of additional facilities will require compliance with the City's rules and regulations and with CEQA. The Parking Structure is required to meet current demands.

150R. Judy Shure, Resident, Email dated March 20, 2016**150R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

150R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

150R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

150R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

150R-3 Comment

I have the following concerns:

1. Air quality and health impacts during excavation and construction (now estimated at 30 months),
2. Noise pollution impacts,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

150R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

150R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

150R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

150R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

150R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

151R. David Simon, Resident, Email dated March 21, 2016**151R-1 Comment**

I strongly agree with and support the email sent to you by another resident in this area, a copy of which is shown below:

The school has renamed their project the "Harvard-Westlake Parking, Safety and Athletic Improvement Project" -- yet moving their students across Coldwater will worsen students' safety, while traffic, air quality and noise from the project will create a significant negative impact on our community for years.

151R-1 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

The RDEIR found that impacts on traffic and air quality during Project construction and operation were less than significant. The Project's temporary construction noise impact is cited on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. The Project's operation was found to have a less than significant impact.

151R-2 Comment

New expert reports show the School (and the City) are underestimating truck trips to haul 137,000 cubic yards of soil away from this area of Coldwater.

151R-2 Response

Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions.

151R-3 Comment

What does that mean? More traffic, more air pollution -- toxic air contaminants and particulate matter emissions from huge diesel trucks and equipment. What's at stake? The health and welfare of nearby school children and other sensitive folks (athletes and elderly, those with asthma, nearby residents, etc).

151R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **Response to Comment C-17** regarding the finding in the RDEIR that Project construction would result in a less than significant impact to air quality, further mitigation of construction-related emissions via measures contained in Chapter 4, Corrections and Additions, of this FEIR, and a health risk assessment that evidence the same conclusion.

151R-4 Comment

In the best case, the School is trying to rush through their Project's approval without proper analysis of the impact to the community -- in the worst case, they know but want their Project anyway.

151R-4 Response

The Project's Notice of Preparation, DEIR, RDEIR, and this FEIR were prepared in accordance with the requirements of CEQA, present analyses and conclusions supported by fact, and followed the requisite process for evaluation, circulation, and public comment. The analyses include potential impacts to the Development Site as well as the general community in the areas of aesthetics, air quality, biological resources, cultural resources, geology, land use, noise, and transportation.

151R-5 Comment

So far, the City just accepts the School's expert reports without skepticism. It's up to us, the public, to hold them accountable.

We need them to hear once again that the public does not want a bridge over our public roadway and does not want a 3-story (4 level) parking garage on Studio City's precious hillside open space land.

151R-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

152R. Jack and Harriet Smalley, Resident, Email dated March 21, 2016**152R-1 Comment**

As a more than 40 year resident on Alta Mesa Dr., it has come to my attention that the estimated truck trips for the proposed Westlake-Harvard parking structure may take more than a year to complete, require the closing of Coldwater Canyon Blvd during construction, along with the affects on air quality (dust, etc.) and traffic has become onerous and unacceptable.

152R-1 Response

Please refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue during construction of the pedestrian bridge; no closures are necessary for the construction of the rest of the Project. The Project's grading phase has an estimated duration of 9 months (RDEIR page 3.2-26), over which time the impact on air quality and traffic was analyzed to be less than significant (RDEIR pages 3.2-37 and 3.8-16).

153R. Harriet Smalley, Resident, Email dated March 21, 2016**153R-1 Comment**

My husband and I oppose the Harvard-Westlake Parking, Safety and Athletic Improvement Project.

153R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

153R-2 Comment

We live directly above the school and already have an enormous amount of noise from the school's current outdoor activities.

153R-2 Response

Please refer to **MR-3** regarding Harvard-Westlake's compliance with LAMC Article 5, Section 115.02 and Article 6 (both relating to noise) and **MR-3** regarding the differences in use and noise emissions between the Ted Slavin Field and the practice field.

153R-3 Comment

To learn that we will have worse noise from this construction (as is disclosed in the RDEIR as unmitigatable) is shocking.

153R-3 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR, and correctly cites the Project's temporary construction noise impact (RDEIR page 3.7-24) for a number of sensitive receptors located in the proximity of the Development Site. However, as noted in **MR-2**, the construction noise analysis uses three conservative assumptions that result in a "worst-case" estimate:

1. All equipment relating to each construction phase is in simultaneous use. In actual operation, all of the construction equipment is not typically used simultaneously.
2. All equipment is located at the closest point (i.e., the construction limit line) to each sensitive receptor, rather than distributed across the Development Site, as will be the case during construction.
3. At each sensitive receptor site, noise impacts were modeled at the closest point along the property line to the Development Site, and such noise impacts were assumed to be the same throughout the entire sensitive receptor site even if there are intervening structures, vegetation, or hillside.

153R-4 Comment

We work from home and my husband is not well and I believe the extra stress of this project and from the air pollution – toxic air contaminants and particulate matter emissions from huge diesel trucks and equipment that will be used for nearly 4 years, will have an extreme negative impact on his health.

153R-4 Response

In light of the revised Office of Environmental Health and Hazard Assessment (OEHHA) guidelines, a quantitative health risk assessment (HRA) has been performed and included as Appendix C.1 of the FEIR. The HRA is based on the most recent OEHHA guidelines (March 2015) and includes an analysis of the Project's reliance on diesel-powered construction equipment used in combination with the existing background TAC concentrations. The HRA evaluates diesel particulate matter (DPM) emissions resulting from Project construction activities and the effects on nearby sensitive uses (students and residences). The HRA also takes into account the exposure time of children and students as well as breathing rates and age sensitivity factors. The HRA incorporates revised Mitigation Measure MM-AQ-10 that requires the use of equipment meeting stringent emissions standards. When taking into account this mitigation measure, which would be enforced as a condition of approval, results of this quantitative HRA indicate the incremental cancer risk increase would be below the SCAQMD significance thresholds. Therefore, the Project would result in a less than significant impact with regard to health risk. Please also refer to **Response to Comment C-17** for additional information on the finding that the Project would result in a less than significant impact to air quality, both during construction and operation.

153R-5 Comment

I am also very concerned with the construction of the bridge as this will surely result in closures of Coldwater Cyn, and we've had to call 911 on several occasions. If they are delayed, ever for a few minutes, that could be a matter of life or death.

153R-5 Response

Please refer to **Response to Comment 9.7R-13** regarding the limited closure of Coldwater Canyon Avenue during construction of the pedestrian bridge.

153R-6 Comment

I also have concerns regarding the traffic (that is Guaranteed from 160 truck trips daily): the destruction of 140 protected oak and walnut trees, the aesthetic impacts to Coldwater Cyn which is a designated scenic highway, the biological resources impacts to sensitive species; light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside.

153R-6 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding traffic, biological resources, and aesthetics (including scenic vistas and views and light) impact.

153R-7 Comment

It will severely impact the already limited rush hour bottleneck thoroughfare on Coldwater Canyon for thousands of commuters every day, making the other canyons even more squeezed.

153R-7 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

153R-8 Comment

This Project is atrocious and it is my opinion that the only people for this are people that are connected to Harvard Westlake, either currently or past, and they are just supporting them without knowing the true details and destruction this project will have. Please stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

I am praying you aren't just following the money. This is not in the interest of everyone, only Harvard Westlake.

153R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for

their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

154R. Karen Steinbaum, Resident, Email dated March 21, 2016

154R-1 Comment

As a long-time resident who lives on Potosi Ave, I am in strong opposition to Harvard-Westlake's parking expansion plan.

The last time we recently endured three years of traffic delays, noise, and road construction, it was to replace the water pipes; however, it was for the greater good. The benefit was to the public. The Harvard-Westlake three-year proposal benefits no one except a private school.

154R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

154R-2 Comment

This proposed project is completely out of scale and appears to have gotten more so since the last report. It must be scaled back.

154R-2 Response

Please refer to **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is out of scale with the surrounding area.

154R-3 Comment

A project of this enormity is completely out of scale for the neighborhood, not to mention what the adverse affect this is having on the wildlife and trees. This is a canyon street, not downtown Los Angeles.

154R-3 Response

The commenter's opinions regarding the Project will be forwarded to the decisions makers for their consideration in taking action on the Project. It may be noted that the RDEIR does evaluate the topics addressed in this comment. Please refer to **MR-6**, which addresses the Project's relationship to its location and the impacts on the wildlife and trees. The RDEIR concludes that the Project would result in a significant impact regarding two species (the coastal western whiptail lizard and San Bernardino ringneck snake); and a cumulative contribution to significant impacts on sensitive oak-walnut woodland habitat and, indirectly, other sensitive species (such as birds).

154R-4 Comment

The street conditions on Coldwater Canyon between Mulholland and Ventura Blvd. is so deplorable now that the proposed 144-164 truck trips over a period of one year is bound to adversely affect the road, sewer and water lines

154R-4 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The City will impose standard conditions of approval, including but not limited to the haul route if the Project

is approved, to require Harvard-Westlake to repair any damage caused to public property by construction of the Project, including public property and roadways (such as via reimbursement to the City for any damage).

154R-5 Comment

As well as cause real hazardous conditions to the thousands of cars, that travel this road at least five days a week.

154R-5 Response

As discussed in **Response to Comment D-62**, the Project includes the appropriate use of traffic controls in order to ensure the safe ingress and egress of construction vehicles. Mitigation Measure MM-AQ-6 provided in RDEIR Table 1-2 (page S-17) states: “The construction contractor shall provide temporary traffic controls, such as a flag person, during all phases of construct[sic] to maintain smooth traffic flows.” In addition, Regulatory Compliance Measure RC-GEO-24 in RDEIR Table 1-2 (page S-27) states: “Flag persons shall be required at the job site to assist the trucks in and out of the Project area. Flag persons and warning signs shall be in compliance with Part II of the latest Edition of ‘Work Area Traffic Control Handbook.’ The pedestrians shall be allowed to clear first prior to permitting the trucks to increase or egress.” Details of the worksite traffic control plan are typically determined prior to the start of construction. As stated in the November 16, 2015 letter from LADOT approving the supplemental traffic assessment prepared for the Project (RDEIR Appendix G.4.1): “DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.” The Project will comply with the LADOT recommendation.

154R-6 Comment

Currently there are 578 existing parking spaces on the school. According to the school’s report, this serves 400 student drivers, 185 faculty and staff, 30 coaches and 50 vendors (how often would 50 vendors be on campus?). This does not in any way justify the need for an additional 750 parking spaces across the road. Why is this being ignored?

154R-6 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

154R-7 Comment

The morning traffic going south on Coldwater from the 101 Freeway to Mulholland is extremely congested. I observe this every morning I go to work. It is like this without any cars turning west into a parking lot, so just because there will be dedicated lanes going into the lot, it is not even logical to say this project will improve the flow of traffic. The heavy traffic congestion going south on Coldwater in the morning and the reverse in the evenings has nothing to do with the school.

154R-7 Response

Please refer to **Response to Comment 11R-2** regarding the improvement of traffic flow following Project completion.

154R-8 Comment

It is proposed that just the excavation of the hillside will take one year! An independent study claimed that the excavation of 140,000 cu. yards of earthen material will increase in size by 20%-25%, as it is distributed to the dump trucks.

154R-8 Response

Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions.

154R-9 Comment

What the city is willing to give Harvard-Westlake in the way of entitlements and exceptions to the municipal codes are very distressing. Where are the concessions from this proposal to the homeowners in this area?

154R-9 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. The comment therefore does not raise any concerns about the environmental analysis contained in the RDEIR and no further response is required. Nonetheless, please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

154R-10 Comment

After the three years of noise pollution, air pollution, constant traffic jams, how do the residents benefit? For, after all is said and done, it is the homeowners who are forevermore stuck with the noise from a three-story high practice field and all of that additional lighting.

154R-10 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

Please also refer to **Responses to Comments D-82 through D-85** regarding the noise analysis conducted for the Project (construction, operation, and echo effect) and the finding that the Project would have a less than significant impact from operational noise.

The use of lights on the practice field, in the Parking Structure, and on the pedestrian bridge are described in RDEIR pages 3.1-32 to 3.1-40 as well as RDEIR Appendix I. The RDEIR appropriately concluded that with implementation of Regulatory Compliance Measure RC-AES-3, Project Design Features PDF-AES-4 and PDF-AES-5, and Mitigation Measures MM-AES-1 through MM-AES-8 the impact from light was found to be less than significant. Please also refer to **Response to Comment D-15E, D-17, and D-20**.

154R-11 Comment

How will cars be protected from anything thrown onto the street, either intentionally or unintentionally, from the bridge?

154R-11 Response

As noted on RDEIR page 2-11, the pedestrian bridge will include mesh screening on the sides in order to prevent objects from falling on to Coldwater Canyon Avenue. The mesh screening is visible in RDEIR Figures 2-5, 2-12, 2-14, and 2-15.

It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to ensure that visitors cross the pedestrian bridge safely.

154R-12 Comment

We have already been informed that our home values will go down after this project, and, certainly, it will be near to impossible to sell a home during construction.

154R-12 Response

Please refer to **MR-1** regarding non-CEQA issues such as the potential impact on property values.

154R-13 Comment

I urge you to scale back this project and take into consideration how this will affect the neighborhood, residents and how the street will be affected with all the added weight from the year of excavation.

154R-13 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

155R. Kenneth Stewart, Resident, Email dated March 20, 2016**155R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

155R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

155R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

155R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

155R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and

6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

155R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

155R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

155R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

155R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

155R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

156R. Jeff Stuart, Resident, Email dated March 21, 2016**156R-1 Comment**

As a 30 year resident of Alcove Avenue here in Studio City, I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the project poses to numerous sensitive species that have been found on site.

156R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

156R-2 Comment

This project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

156R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

156R-3 Comment

It is far too large a project for our residential area of small single family homes.

156R-3 Response

Please refer to **MR-6**, second to last paragraph, regarding the commenter's opinion that the Project is too large for the surrounding area.

156R-4 Comment

I have the following concerns:

1. Air pollution and noise pollution during excavation and construction
2. Light pollution from the proposed playing field, lighted bridge, and lighted garage
3. Visual impact to the canyon and the degradation of local values due to an oversize, out of proportion parking structure.
4. Impacts to protected trees and sensitive species, as the entire area is tied into the Wilderness Corridor
5. Traffic tie-ups on streets that feed Coldwater Canyon, such as ours -- Alcove is already overcrowded during rush hours and adding hundreds of cars flowing in and out of the proposed parking garage will cause even further back-ups - while people using the nearby Ralph's market tie up the street even more.

156R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

156R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over a public roadway, especially in the foothills of a scenic canyon. This project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

156R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

156R-6 Comment

Please protect this natural habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

156R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

157R. Brian Stulberg, Resident, Email dated March 21, 2016**157R-1 Comment**

To those listed in this email, I'm a constituent of council district 4. Speaking from the standpoint as a Harvard School alumnus of Class 1983, who entered the school as a 7th grader in 1976, I oppose the construction of a parking structure/athletic field/bridge along Coldwater Canyon. for two main reasons.

157R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

157R-2 Comment

First, the Hamilton gymnasium with its adjacent parking area and outbuilding all located at the southernmost end of the Coldwater campus ceased being used in 1978 when I was an 8th grader. This remarkably large footprint has been lying fallow for 37 years. Coincidentally enough in 1977, Vice President of HW, John Amato, came onboard at Harvard School as the head of the lower school (7th & 8th grades); he's aware that land has been untouched for 37 years. I bring this up because at the Studio City Neighborhood Council meeting on 3/8, with John Amato present in the meeting, HW presented a Powerpoint discussion in which the existence of that area was omitted in two artist renderings on top of a photograph angled to conceal the gym. My supposition is that the long term vision for the school is to first getting the parking structure built across from the school in preparation for the Hamilton gym property being developed as another academic building. If my supposition is inaccurate, then why has HW not proposed using this large footprint of property to build a parking structure sans athletic field? If this property is used, then there's no need to build a bridge spanning Coldwater Canyon.

157R-2 Response

The Hamilton Gym is noted in the Harvard-Westlake campus plan depicted on RDEIR Figure 2-2.

Harvard-Westlake has stated that it has no plan to build additional facilities on the campus. The construction of additional facilities will require compliance with the City's rules and regulations and with CEQA. The Parking Structure is required to meet current demands.

157R-3 Comment

Second, is that there has never been a single incident where students walking along the east side of Coldwater was injured by a northbound car. This goes back when I was in school. The danger we had to worry about was when the gutter was swollen with rainwater Juniors and Seniors would drive their cars

into the gutter to spray unwitting students with cold, muddy rainwater. The Juniors and Seniors never took into account a hydroplaning trajedy. John Q. Citizen kept their cars well clear of pedestrian students; most were likely parents themselves.

For these two reasons I want the construction of the parking structure not to be approved.

157R-3 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project.

158R. Elaine Stulberg, Resident, Email dated March 21, 2016

158R-1 Comment

I find it beyond my comprehension that this project is being seriously considered.

This is not about saving oak trees or some such nonsense. This is about how thousands of people who make their daily living using this artery will have their lives turned into chaos for at least 3 years.

158R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

158R-2 Comment

The public should not have the desires of a commercial enterprise inflicted upon them, especially as this will benefit only those associated with the school and not for the community at large.

158R-2 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

158R-3 Comment

Those of you who are in charge of leading and looking after the well being of our community must think of how you would feel being stuck in the expected traffic for this.

Please vote no.

158R-3 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

159R. Sylvia, Resident, Email dated March 21, 2016**159R-1 Comment**

I strongly oppose Harvard-Westlake's parking expansion plan. I live right below the project and am very concerned about the impact it will have on me, my family, and my community.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

159R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

159R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

159R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

159R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

159R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

159R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

159R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

159R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

159R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

160R. Rokhsan Taherpour, Resident, Email dated March 20, 2016**160R-1 Comment**

I'll be brief as I have to get up at 4 AM, I oppose the Harvard-Westlake parking plan.

160R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

160R-2 Comment

It will impact the residents in the area by excess air pollution and traffic. My parents have lived on Longridge Avenue since 1964. They use Coldwater Canyon to get to the West side.

160R-2 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, and traffic impacts.

160R-3 Comment

I enjoy the scenic beauty of the canyon. Can we not pave over paradise?

160R-3 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics and **MR-6** regarding the current biological condition of the Development Site.

160R-4 Comment

I'm sure they can find the land they need behind their school by slowly buying up homes. They can then tear down the homes or an old shopping center close by & shuttle the kids to school. The money they spend on this may well equal the cost of moving all the earth, fighting neighbors, etc. It also will not make me cringe when I drive by and wonder why I still live in Los Angeles.

160R-4 Response

The analysis of alternatives included consideration of offsite (leased) parking, which would presumably have the same objective as the commenter's suggestion that Harvard-Westlake slowly purchase nearby homes. Such an alternative is speculative and infeasible and could result in logistical and traffic problems if the homes were not located immediately adjacent to the Campus (RDEIR page 5-3).

161R. Tom and Cathy Tardio, Resident, Email dated March 18, 2016**161R-1 Comment**

I am "adamantly" opposed to the Harvard Westlake parking garage expansion project!!!!

I live within 500 ft. of this proposed project.

This project is requiring a ridiculously astounding number of entitlements and exceptions to the municipal code.

161R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

161R-2 Comment

It will have significant negative impact on the health and well-being of the surrounding community and to the sensitive protected species and existing oak/walnut woodland.

161R-2 Response

The FEIR has added a Health Risk Assessment that addresses the Project's impacts to the surrounding community. That analysis is included in Appendix C.1 of the FEIR. As indicated in that analysis, the health risk due to Project construction would be less than significant. The comment correctly notes that the Project would result in a significant impact regarding two species (the coastal western whiptail lizard and San Bernardino ringneck snake); and a cumulative contribution to significant impacts on sensitive oak-walnut woodland habitat and, indirectly, sensitive species that forage in that woodland. The significant impacts have been mitigated to the extent feasible through Project Design Features, Regulatory Compliance Measures and additional Mitigation Measures. Otherwise, the Project would have a temporary significant noise impact during construction for a number of sensitive receptors located in the proximity of the Development Site, and would not result in other significant impacts.

161R-3 Comment

This project subjects us to increased levels of toxins and noise pollution which puts us at great risk for health complications!!!!

161R-3 Response

Less than significant impacts on air quality resulting from the Project's construction are described on pages 3.2-26 to 3.2-31. With implementation of Regulatory Compliance Measure RC-AQ-1, Project Design Feature PDF-AQ-1, and Mitigation Measures MM-AQ-1 through MM-AQ-10, (RDEIR pages 3.2-35 and 3.2-36), the RDEIR found that no thresholds of significance would be exceeded.

Please also refer to Chapter 4, Corrections and Additions, of this FEIR regarding revisions to Mitigation Measure MM-AQ-10 that require the use of stringent Tier III and IV emissions controls on construction equipment and the further reduction in contaminants as compared to the analysis contained in the RDEIR.

Lastly, please to **Response to Comment 161R-2** regarding the inclusion of a Health Risk Assessment that concludes the health risk due to Project construction would be less than significant.

161R-4 Comment

A private bridge does not ever belong over a public roadway in a residential foothill of a canyon.

161R-4 Response

Please refer to **MR-4** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics. Please also refer to **Response to Comment C-5** regarding the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events and the inspections to which they will be subject.

161R-5 Comment

The city should put up story poles illustrating to the public at large exactly the reach of this project!!!!

161R-5 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics. Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no response is required. The comment will be forwarded to the decisionmakers for their consideration.

161R-6 Comment

Harvard Westlake stated that the purpose of this project is to protect the safety of their students, however, the Wexco report clearly states that it is unsafe to move students and visitors across Coldwater Canyon.

Clearly, nothing about this project makes any sense to the community other than accommodating H/W's arrogance and greed to expand the scope of the school in the future.

161R-6 Response

Please refer to the responses to the comments raised by Wexco which are addressed in **Responses to Comments 9.9R-1 through 9.9R-22**. Refer in particular to **Responses to Comments 9.9R-1 through 9.9R-4 and 9.9R-21 through 9.9R-22**.

161R-7 Comment

The current enrollment at Harvard Westlake does not justify their want for additional parking.

161R-7 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis.

161R-8 Comment

The traffic flow on Coldwater Canyon will be a greater nightmare than it currently is. The intersection of Coldwater & Ventura Blvd. will be extremely congested which will ultimately effect the flow of traffic to all of the connecting extremities.

Please do the right thing and protect the rights of the tax paying residents who would like to live in a quiet, environmentally healthy, stress free home that you and others enjoy, and not be influenced by H/W's money and power.

161R-8 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

161R-9 Comment

Currently, we can no longer enjoy our backyards due to the constant loud noise and lights coming from the school, Monday through Sunday from 8am-8pm.

The existing stadium lights (which were also installed without the notification or approval of the community), illuminate our yards and stream light through our windows. With the addition of another athletic field this situation will be magnified.

Harvard/Westlake states that they are a good neighbor-what part of any of this is being a good neighbor????? Since the stadium lights were installed, they have never respected their neighbors!!!

161R-9 Response

Please refer to **MR-1**, paragraph entitled Permitting Violations, regarding corrections made to address a violation of LAMC Section 93.0117 (Outdoor Lighting Affecting Residential Property) on Harvard-Westlake's existing Ted Slavin Field and **MR-3** regarding light and noise from Ted Slavin field, compliance with LAMC Articles 5 and 6 regarding noise, and the differing use of the practice field. Please also refer to **Responses to Comments D-15E, D-17, and D-20** regarding how various measures and design features reduce the impact from lighting to a less than significant level.

161R-10 Comment

Nothing about this proposed project makes sense to anyone except for Harvard Westlake -and I would like to know what their plan is to address our health issues which is my major concern for my family.

Please do the right thing and respect the opposition of the community, Santa Monica mountains Conservancy, The Sierr Club, Hillside Federation, The Studio City Residents Assoc., Sherman Oaks Homeowners Assoc, and Save Coldwater Canyon. Stop this madness!!!!!!!

161R-10 Response

Please refer to **Response to Comment C-17** regarding the finding that the Project's construction and operation would have a less than significant impact upon air quality.

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

162R. Erna Toback, Resident, Email dated March 22, 2016

162R-1 Comment

I urge you to oppose the Harvard-Westlake's Parking Expansion plan for the same reasons that our family and neighbors oppose this project.

Firstly, the project has requested multiple exceptions to the municipal code particularly the Baseline Hillside Ordinance, which was enacted to specifically avoid an expansive project like the Harvard-Westlake Parking Expansion Plan.

162R-1 Response

The commenter refers to the discretionary approvals requested by Harvard-Westlake in connection with the Project (RDEIR page 2-21 to 2-23), the effects of which will be considered by the Lead Agency. The comment does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no further response is required.

162R-2 Comment

Secondly, the intersection of Coldwater Canyon and Ventura Boulevards has already been identified (in a recent Los Angeles Times article), as the second worst intersection in this area, with Mulholland Drive and Laurel Canyon ranking first. As such, the traffic gridlock that residents, businesses, and commuters already experience on a daily basis, will significantly increase during construction of the Harvard-Westlake project as 1) trucks drive back and forth removing 137,000 yards of dirt from the area over a 6-month period

162R-2 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours.

162R-3 Comment

As more students commute back and forth to school each day.

162R-3 Response

Please refer to **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

162R-4 Comment

Thirdly, air and noise pollution during construction--and once the project is finished in 30 months--will increase significantly, impacting the health and well-being of residents, students, and commuters.

162R-4 Response

Impacts on air quality have been analyzed in Chapter 3.2 of the RDEIR, Air Quality and Greenhouse Gas. This FEIR has updated the analyses and added a new health risk assessment that is included as Appendix C.1. As indicated in those analyses, mitigated impacts on air quality and health risks to sensitive populations would be less than significant during Project construction. During Project operation, air quality impacts from use of the Parking Structure would also be less than significant (RDEIR page 3.2-31).

Refer to **Response to Comment C-17**.

Noise impacts are addressed in RDEIR Chapter 3.7. The RDEIR states that 16 residences adjacent to the Development Site and 34 residences on the east side of Coldwater Canyon as well as St. Michael's (which includes Sunnyside) would be significantly impacted by temporary construction noise during the overlapping construction phases of grading, soil nailing, and shotcrete activities (RDEIR page 3.7-24). Please refer to **MR-2** regarding the noise analysis for St. Michael's and Sunnyside. Additionally, Regulatory Compliance Measures RC-N-1 through RC-N-3 and Mitigation Measures MM-N-1 through MM-N-11 would be imposed to reduce noise impacts, including less than significant impacts, resulting from construction and operation of the Project. Project Design Feature PDF-N-3 has also been added to Chapter 4, Corrections and Additions, of this FEIR and prohibits the use of a public address system on the practice field as well as the playing of any music from any source. With implementation of these Regulatory Compliance Measures and Mitigation Measures, impacts related to construction noise, other than to the identified residences and St. Michaels, were found to be less than significant and operational noise impacts from all sources (mobile, practice field, parking and bus activity) were found to be less than significant.

162R-5 Comment

Fourthly, the RDEIR has noted that the project will result in a "significant negative impact" on the oak and walnut woodland habitat and numerous sensitive species found on the site.

162R-5 Response

The comment cites the conclusion of the RDEIR regarding the Project's cumulative contribution to significant impacts on sensitive oak-walnut woodland habitat and sensitive species. The significant impacts have been mitigated to the extent feasible through Project Design Features, Regulatory Compliance Measures and eleven additional Mitigation Measures.

162R-6 Comment

Given all of these concerns, I hope that (1) you will stand with the the organizations opposing this plan including the Studio City Residents Association, Sherman Oaks Homeowners Association, Save Coldwater Canyon, and most importantly, the Santa Monica Mountain Conservancy whose mission it is to protect and preserve this area; (2) you will support the expert reports submitted by the SCC; and (3) you will will encourage Los Angeles City Planning to address all of our community concerns.

162R-6 Response

The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

163R. Lisa Tobin, Resident, Email dated March 21, 2016

163R-1 Comment

I oppose Harvard-Westlake's parking expansion plan.

I live and have grown up on Van Noord Ave, a small residential street, located across Coldwater, from Harvard Westlake school. It is the street where the culdesac is located. As a young child, I remember when there was no culdesac and where the road was open. I remember it vividly. It was quiet, children playing in the street, few vehicles passing through. It was peaceful.

Now. Life is a completely different story now.

My once quiet, family oriented , unobtrusive little street is now being used as a thoroughfare with drivers who have seemed to navigate their way to my neighborhood, in the hopes of reaching Coldwater Canyon quicker in the early morning. The traffic has increasingly been worse in the last few years, especially in the last year. I often cannot drive down my street in the morning for it is backed up with cars, as I try to drive my daughter to school in a timely manner. I feel trapped. It is very aggravating and uncalming.

Any kind of construction on Coldwater would be catastrophic for a peaceful life for the homeowners as well as commuters.

163R-1 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

163R-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

163R-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

163R-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

163R-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

163R-4 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

163R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

163R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

163R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

163R-6 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

163R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

164R. Katherine Tolford, Resident, Email dated March 21, 2016**164R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

164R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

164R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

164R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

164R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

164R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

164R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

164R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

164R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

164R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

165R. Alex Trugman, Resident, Email dated March 21, 2016**165R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

165R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

165R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

165R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

165R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

165R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

165R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

165R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

165R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

165R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

166R. Mark Trugman, Resident, Email dated March 21, 2016**166R-1 Comment**

As a longtime resident of Studio City, and a lifelong resident of Los Angeles, I'm concerned that this is a development that favors the wants of the few over the needs and rights of the many. It adds nothing to the community and I can therefore understand no reasonable argument that would support this indulgent development.

166R-1 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project. Please also refer to **MR-1** regarding the need for the Project.

166R-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

166R-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

166R-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance

166R-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

166R-4 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

166R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

166R-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop. A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

166R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

166R-6 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

166R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

167R. Debra Van Tongeren, Resident, Email dated March 21, 2016**167R-1 Comment**

The need for additional parking is already there! More parking will not add more traffic, the traffic is already at the school!

There is so much more activity at a school like Harvard-Westlake more activity other than the 8am-3pm - student education hours. Math club, Science bowl, student government, football games, soccer, water polo, swim meets, track meets, basketball, Volleyball, lacrosse, Jazz Concerts, orchestra performances', plays, musicals. So much activity that some HW teams practice offsite but return to school for pick-up or the bus or for their cars. . The added field will allow for less traffic by keeping these students onsite.

Then there are the adults coming to campus, coming to games, back to school days, performances, teacher training, parent/teacher meetings, alumni events, speaker events, and graduations.

Parents and students from other schools visit the campus to see their students play the home team for all of the above events. Prospective parent come to visit. In addition, students from all over Los Angeles come to Harvard Westlake School to take their SAT exams.

These after school events go on every day at Harvard-Westlake just like at schools all over the city. This is what we want our young people doing, being engaged at their schools. When the students are not playing or performing they are training or rehearsing. Coming and going from school. At the high school level some upper-grade students are driving, others being dropped off, picked up or riding the school bus.

Almost very school in the city has a parking issue for school events. I have been an active parent at Carpenter (PTA President), Walter Reed (IHP President), Milliken (Room mom) and Oakwood School.

Each one of those school have terrible parking issues which your office undoubtedly gets calls about. HW is the only one that I know of that has a plan to correct it's own parking problems.

Harvard Westlake has a plan to mitigate and provide safe parking for all of the HW student activities above with improved flow in and out of the campus and neighborhood.

It will be a hassle while it is being build, that is surely correct, but an improvement to the community when it is finished.

Please let them build a parking garage to manage and improve the traffic flow!!

167R-1 Response

The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

168R. Suellen Wagner, Resident, Email dated March 20, 2016

168R-1 Comment

I am writing to again express my opposition to the Harvard-Westlake Parking Improvement Plan, ENV-2013-0150-EIR and to comment specifically on the changes in the Project included in the RDEIR. I support the position of Save Coldwater Canyon and concur with their Comment Letter in its entirety as well as the attached independent Traffic, Safety, and Air Quality expert reports.

168R-1 Response

The commenter's expression of opposition to the Project, and support for the cited organization, will be forwarded to the decisionmakers for their consideration in taking action on the Project. Comments received from Save Coldwater Canyon! and related reports are addressed in **Responses to Comments 9R-1 through 9.9R-22**.

168R-2 Comment

The RDEIR includes a larger footprint structure; taller, soil nail retaining walls; the entirely new feature of the debris basin and associated debris removal system, and the inclusion of the public-right-of-way Hacienda Drive, which has been fully incorporated into the Project design and upon which the south retaining wall sits. It also includes new and supplemental reports, a cursory exploration and rejection of a subterranean option, and updated entitlements and other Project information.

168R-2 Response

The commenter summarizes some of the changes to the Project that were described in the RDEIR (page S-1). As noted in **Response to Comment 86R-7**, the footprint of the Parking Structure has not changed. In order to comply with updates to the City's Building Code, the southern system of retaining walls was moved 15 feet further south in order to provide the required 20 feet of airway (RDEIR page 2-5). The height of the retaining walls has also not changed. On DEIR page 3.5-20, the maximum height of the retaining wall system is 87 feet. On page 2-11 of the RDEIR, the maximum height is listed as 90 feet, including a 3-foot high protective fence that will sit atop the soil nail retaining walls.

The commenter also correctly cites the analysis of an alternative whereby one story of parking would be below grade and two stories would be above grade (RDEIR pages S-12 and 5-5). Please refer to **MR-7** regarding the finding that this alternative would have the same significant impacts and provide no environmental benefit as compared to the Project.

168R-3 Comment

The project is larger in size and an even greater incursion into Desirable Open Space. All negative impacts are larger as well. Save Coldwater Canyon and the independent experts have found numerous, significant deficiencies in the RDEIR, as well as within the reports and studies Applicant has included in the RDEIR.

168R-3 Response

In order to comply with updates to the City's Building Code, the southern system of retaining walls was moved 15 feet further south in order to provide the required 20 feet of airway (RDEIR page 2-5). This resulted in the addition of parcels, owned by Harvard-Westlake, to the development footprint (though as noted in **Response to Comment 168R-2** the Parking Structure's building footprint was unchanged). A debris basin and ten deflection walls were also added to the Project in order to collect and safely discharge water or other surficial runoff, such as might be experienced during a heavy rain event. As a result of these Project changes, the RDEIR concluded that the Project would have a cumulative contribution to significant impacts on 1) sensitive oak-walnut woodland habitat and 2) coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR page 3.3-23). Impacts on air quality from Project construction, cited as a significant and unavoidable impact in the DEIR, were found to be less than significant in the RDEIR (**Response to Comment C-17** and RDEIR page 3.2-30).

Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

168R-4 Comment

Our community does not support this project. However, we need to make this project known to the larger community who will be effected by the Project, including all motorists who travel along Coldwater Canyon, and all residents and visitors to areas included in our community plan (Sherman Oaks, Studio City, Toluca Lake, Cahuenga Pass). These people must be made aware of the scale and scope of this project and it is both The City and Applicant's responsibility to make every effort to accomplish this.

168R-4 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

168R-5 Comment

City and City Planning should require that Applicant Harvard-Westlake erect story poles that will fully describe and demonstrate visually all components of the Project. This must be done as soon as possible in order to alert citizens to what might happen to the canyon if Project goes forward.

168R-5 Response

Please refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics. Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no further response is required. The comment will be forwarded to the decisionmakers for their consideration.

168R-6 Comment

Indeed, they must be aware of what might happen to them, due to traffic delays, air quality and other health risks, safety hazards, as well as esthetic and visual quality losses.

168R-6 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding traffic, air quality and health risks, and aesthetics impacts.

168R-7 Comment

In addition, Applicant should supply detailed visual reference for the debris removal system, as it is not yet understood. Cross-sections, drawings, renderings, and models should be made available for examination and analysis, in addition to the story pole onsite reference.

168R-7 Response

Potential impacts to aesthetics associated with the Project, including the Parking Structure's potential massing, are addressed in RDEIR Chapter 3.1. Appropriate mitigation measures are identified beginning on page 3.1-40. The comment will be forwarded to the decisionmakers for their consideration. Please also refer to **MR-4** regarding the finding that the Project would have a less than significant impact on aesthetics.

The design of the debris basin is described on RDEIR page S-5 and mapped in RDEIR Figure 2-2. Maintenance of the debris basin's Kristar filters is specified in RDEIR Appendix E.2. Exceeding the manufacturer's service recommendations (minimum three times per year), the filters will be inspected, cleaned-out, and where necessary, repaired, at the following minimum frequencies: 1) prior to October 15th each year; 2) during each month between October 15th and April 15th of each year and, 3) at least twice during the dry season (between April 16 and October 14 of every year).

The commenter does not raise any concerns about the environmental analysis contained in the RDEIR nor question its adequacy. Therefore, no further response is required.

168R-8 Comment

On a personal note, as the mother of three adult children, all raised in Studio City and who attended private schools with similar "complicated program of activities (RDEIR 5-3)," I can attest to the fact that Harvard-Westlake's perceived need for more parking is not at all exceptional. It is the rule rather than the exception, as nearly all private schools in Los Angeles offer a similar breadth of activities.

168R-8 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

168R-9 Comment

However, both the Buckley School and Archer School for Girls, two schools that my own children attended, operate under stringent City Imposed Transportation Demand Management programs, as conditions of their Conditional Use Permits. I can also tell you that even in 1998, Archer would not allow any carpool to enter campus with fewer than three students on board and that they had a robust busing program. In contrast with Harvard-Westlake, Buckley who is also governed by a mandatory program of busing and carpools, has offsite parking for their student drivers and allows a only a few student carpools - - four to a car, and Seniors only. Yes, it can be inconvenient to parents and students to accommodate schedule demands. However, it is the only responsible solution to traffic demand.

168R-9 Response

Please refer to **MR-7** regarding consideration of Project Alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

168R-10 Comment

Inconvenience (RDEIR 5-) is not an acceptable reason to reject the only effective and responsible alternative to the project, nor can it be the reason for undertaking or approving a project of this destructive scope and scale.

168R-10 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

168R-11 Comment

A City imposed Traffic Demand Management program is the Alternative to the project.

168R-11 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

168R-12 Comment

Again I am opposed to the Project on these grounds as well as all others presented by Save Coldwater Canyon and by the independent expert reports attached to their Comment Letter.

168R-12 Response

Please refer to **Response to Comment 79R-1** regarding the response to comments from Save Coldwater Canyon!. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

169R. Steven Weinstein, Resident, Letter dated February 23, 2016**169R-1 Comment**

I am pleased to write in support of Harvard-Westlake's Parking, Safety and Athletic ("PSA") Improvement Plan. I have been a resident of Studio City for more than a decade, and both of my children attended Harvard-Westlake ("HW"), one for all six years and one for three.

As you know, Harvard-Westlake is recognized internationally as one of the best private high schools in our state and the country. Do a Google search for "best high schools" and you'll find HW in nearly every listing, and often at or near the very top. To have this prestigious institution right at our back door is something that should make us all proud.

But, as you know, life does not stand still, and HW must continue to improve itself, to support its students and its mission. The PSA plan submitted by HW to Los Angeles accomplishes several goals:

1. It eliminates off-site parking during the typical school day;
2. It improves traffic flow by adding a new through lane on Coldwater Canyon and dedicated turn lanes into and out of the proposed parking structure;
3. It enhances student safety by relocating bus parking from busy Coldwater Canyon to the School's on-campus parking lot;
4. It provides safe crossing of Coldwater Canyon via a pedestrian bridge, eliminating the need for students, faculty, and visitors to walk along Coldwater Canyon to reach the campus.

By remaining current and relevant, the school can continue to attract highly qualified students of all socio-economic backgrounds. The PSA helps HW in that regard.

I travel regularly past the HW Coldwater Canyon campus and recognize that a construction project will not make life easier for anyone while it is underway. But I believe the construction activities will be as efficient as possible, and that the end result- smoother traffic, safer students, an enhanced campus, and a continually improving educational powerhouse- will be worth the temporary inconvenience.

I support the Harvard-Westlake PSA plan, and encourage its approval by the City of Los Angeles.

169R-1 Response

The commenter's expression of support for the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

170R. Vicki Weinstein, Resident, Email dated March 21, 2016**170R-1 Comment**

My name is Vicki Weinstein and I live at 13076 Dickens Street. This project will bring an incredible amount of additional noise to the pocket between Coldwater Cyn and Valley Vista, South of Ventura to the top of Galewood. My husband and I have been walking the area near the project, and when you get near Van Noord, or walk up Galewood, the noise from HW comes into the area like they have a microphone and speakers. The natural geography of the area makes the nose carry, which degrades and devalues our neighborhood.

170R-1 Response

Please refer to **Responses to Comments D-82 through D-85** regarding the noise analysis conducted for the Project (construction, operation, and echo effect) and the finding that the Project would have a less than significant impact from operational noise.

170R-2 Comment

I would consider this project more viable if HW would not add the playing field on top of the structure.

170R-2 Response

The RDEIR examined an alternative (Alternative 3) whereby the structure would be limited to two stories, no parking or practice field on the roof, and no pedestrian bridge. The alternative does not include a pedestrian bridge since, with just two stories of parking, there would be insufficient ground clearance for the pedestrian bridge. While the comment does not address the specific subject of the pedestrian bridge, the alternative is substantially the same as what the commenter suggests through the removal of rooftop practice field activities. As described in **MR-7** and RDEIR pages 5-13 to 5-19, and ignoring the failure to achieve the project objective of providing additional practice facilities for Harvard-Westlake students, the construction impacts from the alternative are almost identical to the Project. Further, the operational impacts from the alternative are greater than the Project given the significant delay associated with at-grade pedestrian crossing of Coldwater Canyon Avenue and the associated safety risks to pedestrians and motorists.

If Alternative 3 were amended to consist of three stories (i.e., one additional story as compared to the analyzed alternative, but still no rooftop practice field), thus enabling the pedestrian bridge to be constructed with sufficient ground clearance above Coldwater Canyon Avenue, the construction and operational impacts would be identical as compared to the Project (since the RDEIR found no operational noise or light impacts from the use of a rooftop practice field).

170R-3 Comment

You are a council woman for all the people, and I urge you to not be swayed by a few people who do not live in the area and pay property taxes. My street is already ignored enough by the city (the businesses along Ventura Blvd have decided Dickens and Valley Vista are their own all day parking lots). I'm sick and tired of it. By the way, we have been trying to work with our city councilman, Krikorian, for years and we have no solutions from his office.

170R-3 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

171R. Richard Price Welsh, Resident, Email dated March 21, 2016**171R-1 Comment**

I am writing to express my opposition to the Harvard-Westlake project proposed per the case number above.

This project is an unnecessary monstrosity - An abomination in Coldwater Canyon.

171R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Please refer to **MR-1** regarding the need for the Project, **MR-4** regarding the finding that the Project will have a less than significant impact on aesthetics, and **MR-6** regarding the current biological condition of the Development Site and relation to Desirable Open Space. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

171R-2 Comment

I can see no long term public benefit arising from this project, and the potential for significant public harm.

171R-2 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

171R-3 Comment

Harvard-Westlake is not a public institution, and its endeavors should not be subsidized by unwanted impacts on the local community.

171R-3 Response

Please refer to **Response to Comment D-13** regarding the Lead Agency's consideration of public benefits when evaluating whether to approve the Project.

171R-4 Comment

The unmitigated negative impacts of this project are manifold: Air quality, aesthetic, light overspill, traffic congestion, noise, biological diversity.

171R-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, aesthetic (including light) traffic, noise and biological resources.

172R. William Weston, Resident, Email dated March 20, 2016**172R-1 Comment**

I am a resident in very close proximity to Harvard Westlake.

I am concerned and opposed to their plan of building a parking structure.

172R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

172R-2 Comment

In addition to the adverse environmental impact, aesthetically a bridge over Coldwater Canyon would forever destroy the rural quality of the area.

172R-2 Response

Please refer to **MR-4** regarding the finding that the Project, including the pedestrian bridge, would have a less than significant impact on aesthetics.

Biological resources are analyzed in RDEIR Chapter 3.3 which appropriately found the Project would contribute to cumulative impacts as described below. Please also refer to **MR-6** for information on the current state of the Development Site's environment. The RDEIR acknowledges the Project's cumulative contributions to significant impacts on 1) sensitive oak-walnut woodland habitat and 2) coastal western whiptail lizard and San Bernardino ringneck snake (RDEIR page 3.3-23). The Project will involve the removal of 147 protected trees, consisting of 13 oaks and 134 walnuts, and will be conducted according to LAMC requirements as part of Regulatory Compliance Measure RC-BIO-1 (RDEIR 3.3-23), resulting in a significant number of additional trees to be located on the Development Site that are to be monitored by a qualified arborist for three years. With implementation of Regulatory Compliance Measure RC-BIO-1 (renumbered to Mitigation Measure MM-BIO-8 in Chapter 4, Corrections and Additions, of this FEIR), Project Design Feature PDF-BIO-1, and Mitigation Measures MM-BIO-1 through MM-BIO-7 all other biological impacts resulting from the Project would be less than significant.

172R-3 Comment

I can tell you that parking is not a problem. The structure, and practice field are unnecessary.

Please do the right thing here and say no to Harvard Westlake.

172R-3 Response

Please refer to **MR-1** regarding the need for the Project and current insufficient supply of parking on a daily basis, and **Response to Comment D-12** regarding Harvard-Westlake's need for additional practice field space.

173R. Jennifer Wharton, Resident, Email dated March 20, 2016**173R-1 Comment**

I oppose Harvard-Westlake's parking expansion plan.

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

173R-1 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. The commenter's opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

173R-2 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

173R-2 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

173R-3 Comment

I have the following concerns:

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

173R-3 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

173R-4 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

173R-4 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

173R-5 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

173R-5 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually

in this FEIR.

174R. Trish Wiener, Resident, Email dated March 21, 2016

174R-1 Comment

I am opposed to the Harvard Westlake parking expansion.

174R-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

175R. Lawrence and Eleanore Zaiden, Resident, Email dated March 21, 2016

175R-1 Comment

I have the following concerns regarding the proposed Harvard-Westlake development plan.

1. Air quality and health risk impacts during excavation and construction (now estimated at 30 months but likely to go much longer),
2. Noise pollution impacts during and after construction,
3. Aesthetic impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Light impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
6. Traffic impacts given the heavy usage we already have in the canyon.

175R-1 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality and health risks, biological resources, noise, traffic and aesthetics (including scenic vistas and views and light) impacts.

175R-2 Comment

This is exactly the type of development that the City should be trying to stop. There seems to be no clear reason why the school can't build vertically to expand existing parking facilities.

175R-2 Response

Please refer to **MR-7** regarding the analysis of Project Alternatives, including alternatives on the Campus on the east side of Coldwater Canyon Avenue. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

175R-3 Comment

It seems to us that they could also increase busing and carpooling, especially since most LA area high school students probably do not drive to school.

175R-3 Response

Please refer to **MR-7** regarding consideration of Project Alternatives to reduce demand for parking, including reliance on additional TDM measures. Approximately two-thirds of Harvard-Westlake students already arrive on Campus in a vehicle (including buses) carrying at least one other student as a result of a bus network and Harvard-Westlake programs to incentivize carpools. Efforts to further increase student carpooling and bus transportation beyond these participation rates will likely not alleviate the daily shortage of on-Campus parking spaces such that the Project will not be needed.

175R-4 Comment

If they wish to expand enrollment then why not a second campus located where it will not have a detrimental environmental impact?

175R-4 Response

Please refer to **Response to Comment 38R-2** regarding the infeasibility of using an offsite (or leased) parking lot and **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project.

175R-5 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A. Once, again, we're seeing the wealthy and powerful try to use their political leverage to push through their selfish plan to exploit Los Angeles's few precious remaining natural resources.

175R-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

175R-6 Comment

Please protect this rare oak, walnut and wildlife habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

175R-6 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

176R. Guido Zwicker, Resident, Email dated March 21, 2016**176R-1 Comment**

Please allow me, as a longtime Alta Mesa Drive resident, to subscribe full heartedly to Masami Fukuhara's assessment.

Allowing such a project will set a dangerous precedent with unpredictable consequences to the hillside of Studio City and Sherman Oaks, and potentially open up the area for more non residential developments in the future.

Please support and protect local residents and their properties, as well as the precious beauty of nature that is so rare to be found in an urban habitat. Thank you for your consideration and support.

176R-1 Response

Please refer to **Response to Comments 53R-1 through 53R-4** regarding the comments raised by Masami Fukuhara. Please also refer to **Response to Comment 13R-4** regarding preservation of the City's discretionary approval when reviewing future requests for other such structures. The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Lastly, please refer to **Responses to Comments C-4 and C-5** regarding the geotechnical testing and modeling performed for the Parking Structure and soil nail retaining walls, the conclusion that the soil nail retaining walls meet or exceed the factors of safety (gross and seismic) as required by the Los Angeles Department of Building and Safety, the ongoing monitoring to which they will be subject, and the conclusion that the hillsides would not be compromised or otherwise destabilized by the Project. The Department of Building and Safety reviewed and approved the Project's geotechnical analysis on July 21, 2015 (RDEIR Appendix E.1b). Included in that analysis is the finding that the offsite slopes that ascend southward from the Development Site (i.e., toward Potosi Avenue) were determined to be superficially stable.

177RL. Bogdan Sharlay, Resident, Email dated April 8, 2016

177RL-1 Comment

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

177RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project. Harvard-Westlake is not receiving special treatment by the City. The entitlement application is being processed in the same way as every other school project in the City of Los Angeles located in a residential area.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

177RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

177RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

177RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

177RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

177RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

177RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

177RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

177RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

177RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

177RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

177RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

177RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

177RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

177RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

178RL. Paige Dunham, Resident, Email dated April 11, 2016**178RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

178RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

178RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

178RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

178RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

178RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

178RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

178RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site’s designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

178RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

178RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

178RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

178RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

178RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

178RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

178RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

178RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

179RL. Kevin O'Neal, Resident, Email dated April 11, 2016**179RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

179RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

179RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

179RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

179RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

179RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

179RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
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8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

179RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater

Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

179RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

179RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

179RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

179RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

179RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

179RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

179RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

179RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

180RL. Susan Stone, Resident, Email dated May 10, 2016**180RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

180RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

180RL-2 Comment

The traffic on Coldwater is terrible as it is. Adding a construction site of this magnitude will make it impassable! Many people who could not afford a school like Harvard Westlake will be impacted trying to simply go to their work.

180RL-2 Response

Please refer to **Responses to Comments C-3 and C-7** regarding construction and operational traffic and the finding that the Project will have a less than significant impact.

180RL-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

180RL-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

180RL-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

180RL-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

180RL-5 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side

7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

180RL-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

180RL-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

180RL-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

180RL-7 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

180RL-7 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

180RL-8 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

180RL-9 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

180RL-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

180RL-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

181RL. Masami Fukuhara, Resident, Email dated May 13, 2016**181RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

181RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

181RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

181RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

181RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

181RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

181RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
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9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

181RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

181RL-5 Comment

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181RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

181RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

181RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

181RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

181RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

181RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

181RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

182RL. Mary Hellman, Resident, Email dated June 1, 2016**182RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

182RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

182RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

182RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

182RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

182RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

182RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
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182RL-4 Response

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182RL-5 Comment

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182RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

182RL-6 Comment

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182RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

182RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

182RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

182RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

182RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

183RL. Kayla Park, Resident, Email dated June 6, 2016**183RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

183RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

183RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

183RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

183RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

183RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

183RL-4 Comment

I have the following concerns:

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2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
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183RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

183RL-5 Comment

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183RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

183RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

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183RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

183RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

183RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

183RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

184RL. Michael Seidel, Resident, Email dated June 14, 2016**184RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

184RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site’s current environmental state as well as the Project’s impact, including as it relates to a portion of the Development Site’s designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

184RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

184RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

184RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

184RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

184RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
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8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

184RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site’s designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

184RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

184RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

184RL-6 Comment

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184RL-6 Response

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184RL-7 Comment

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184RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

184RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

184RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

185RL. Tom Holland, Resident, Email dated June 13, 2016**185RL-1 Comment**

The school has renamed their project the "Harvard-Westlake Parking, Safety and Athletic Improvement Project" -- yet moving their students across Coldwater will worsen students' safety, while traffic, air quality and noise from the project will create a significant negative impact on our community for years.

185RL-1 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project. The RDEIR analyzed the impact on traffic and air quality from the Project's construction and determined that impacts would be less than significant (RDEIR Chapters 3.2 and 3.8).

The Project's temporary construction noise impact is cited on RDEIR page 3.7-24 for a number of sensitive receptors located in the proximity of the Development Site. The Project's operation was found to have a less than significant impact.

185RL-2 Comment

New expert reports show the School (and the City) are underestimating truck trips to haul 137,000 cubic yards of soil away from this area of Coldwater.

185RL-2 Response

The commenter is presumably referring to the Wexco letter received by the Lead Agency (**Comment 9.9R**). Please refer to **Response to Comment 9.9R-9** regarding how the potential for soil swell during grading has been incorporated into the construction assumptions.

185RL-3 Comment

What does that mean? More traffic, more air pollution -- toxic air contaminants and particulate matter emissions from huge diesel trucks and equipment. What's at stake? The health and welfare of nearby school children and other sensitive folks (athletes and elderly, those with asthma, nearby residents, etc).

185RL-3 Response

The RDEIR found that the Project's construction would have a less than significant impact on traffic (refer to **Response to Comment C-7**) due to, among other measures, a limit on the volume of allowable truck trips within the morning and afternoon peak traffic hours. The RDEIR also found a less than significant impact on traffic from Project operation, primarily because the Project does not include any new trip generating uses, implements multiple traffic improvements in the Project vicinity, and includes appropriate turn lanes into the Parking Structure (refer to **Responses to Comments C-3 and H-5**).

Please refer to **Response to Comment C-17** regarding the finding that the Project's construction and operation would have a less than significant impact upon air quality.

185RL-4 Comment

In the best case, the School is trying to rush through their Project's approval without proper analysis of the impact to the community -- in the worst case, they know but want their Project anyway.

185RL-4 Response

The Project's Notice of Preparation, DEIR, RDEIR, and this FEIR were prepared in accordance with the requirements of CEQA, present analyses and conclusions supported by fact, and followed the requisite

process for evaluation, circulation, and public comment. The analyses include potential impacts to the Development Site as well as the general community in the areas of aesthetics, air quality, biological resources, cultural resources, geology, land use, noise, and transportation.

185RL-5 Comment

So far, the City just accepts the School's expert reports without skepticism. It's up to us, the public, to hold them accountable.

We need them to hear once again that the public does not want a bridge over our public roadway and does not want a 3-story (4 level) parking garage on Studio City's precious hillside open space land.

185RL-5 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

186RL. Michael Hayes, Resident, Email dated June 22, 2016**186RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

186RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

186RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

186RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

186RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

186RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

186RL-4 Comment

I have the following concerns:

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9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

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The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

186RL-5 Comment

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186RL-5 Response

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186RL-6 Comment

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186RL-6 Response

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186RL-7 Comment

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186RL-7 Response

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186RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

186RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

187RL. George Reilly, Resident, Email dated August 15, 2016**187RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

187RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

187RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

187RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

187RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

187RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

187RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

187RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

187RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

184RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

187RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

187RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

187RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

187RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

187RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

187RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

188RL. Karen Sarrow, Resident, Email dated September 15, 2016**188RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

188RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

188RL-2 Comment

Harvard Westlake is massively outgrowing it's original footprint, while the community is working hard to keep Studio City's footprint intact. When will this educational institution connect to community?

188RL-2 Response

The comment does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

188RL-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

188RL-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

188RL-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

188RL-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

188RL-5 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
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8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

188RL-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site’s designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

188RL-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

188RL-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

188RL-7 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

188RL-7 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

188RL-8 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

188RL-8 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

188RL-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

188RL-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

189RL. June Rivas, Resident, Email dated September 29, 2016**189RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

189RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

189RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

189RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

189RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

189RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

189RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
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9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

189RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater

Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

189RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

189RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

189RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

189RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

189RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

189RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

189RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

189RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

190RL. Alexis Maestre-Saborit, Resident, Email dated October 11, 2016**190RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

190RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

190RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

190RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

190RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

190RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

190RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
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8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

190RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

190RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

190RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

190RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

190RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

190RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

190RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

190RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

190RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

191RL. Karen Neapolitan, Resident, Email dated October 22, 2016**191RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

191RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

191RL-2 Comment

Not long ago, I saw a deer standing in the place where the proposed project would be built. My heart sunk. How much more wildlife must be displaced because of our continued taking over of their habitat? Vote no on this project!!

191RL-2 Response

Cumulative impacts to biological resources are discussed on page 3.3-23 of the RDEIR, and the specific topic of wildlife displacement on 3.3-20 through 3.3-22. Both the DEIR and the RDEIR acknowledge the presence of deer and other mammals on the Development Site. See, for example Page 3.3-9 of the DEIR, which notes that "repeated sightings of deer and coyote" were made on the Development Site and page 3.3-8 of the RDEIR which states that mammal use of the Development site is typical with direct observation of several species including the mule deer. The RDEIR further concludes that the Project would result in the loss of 1.43 acres of oak-woodland and, even though the majority of the walnut trees are of poor health, the loss of this area to development would contribute to the cumulative loss of this habitat as well as to a cumulative impact on sensitive species that forage in this habitat. However as explained in **MR-4**, a substantial portion of the Development Site (2.29 acres) would remain undeveloped (augmented with mitigation trees and native landscaping) and 2.3 acres would receive new, native landscaping. As these portions of the Development Site abut the adjacent open space land, it could still be used by area mammals.

Please also refer to **Response to Comment AA-1C** regarding the wildlife in the area and the portion of the Development Site that would remain woodland habitat.

191RL-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

191RL-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

191RL-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

191RL-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

191RL-5 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
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9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

191RL-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

191RL-6 Comment

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191RL-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

191RL-7 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

191RL-7 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

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191RL-8 Comment

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191RL-8 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

191RL-9 Comment

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191RL-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

192RL. Judith Birnberg, Resident, Email dated October 21, 2016**192RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

192RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

192RL-2 Comment

The congestion is already intolerable in the surrounding area. If this project is approved, we cannot imagine what would happen. Strongly opposed!!!

Judith and James Birnberg

192RL-2 Response

Please refer to **Responses to Comments C-3, D-57, F-11, and K-1** regarding the finding that neither Project construction nor operation would have a significant impact on traffic.

192RL-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

192RL-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

192RL-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

192RL-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

192RL-5 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
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9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

192RL-5 Response

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192RL-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

192RL-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

192RL-7 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

192RL-7 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

192RL-8 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

192RL-8 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

192RL-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

192RL-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

193RL. Andrea Sher, Resident, Email dated October 21, 2016**193RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

193RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

193RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

193RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

193RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

193RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

193RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side

8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

193RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

193RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

193RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

193RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

193RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

193RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

193RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

193RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

193RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

194RL. Zilla Clinton, Resident, Email dated November 16, 2016**194RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

194RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

194RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

194RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

194RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

194RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

194RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,

4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

194RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

194RL-5 Comment

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194RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

194RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

194RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

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194RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

194RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

194RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

194RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

195RL. Alexa Blanks, Resident, Email dated February 16, 2017**195RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

195RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

195RL-2 Comment

Building this parking structure is excessive and insensitive to Sherman Oaks/Studio City residents community.

195RL-2 Response

Please refer to **MR-1** regarding the need for the Project and **MR-5** and **MR-6** regarding residential zoning and scale of development.

195RL-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

195RL-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

195RL-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

195RL-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

195RL-5 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

195RL-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

195RL-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

195RL-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

195RL-7 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

195RL-7 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

195RL-8 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

195RL-8 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

195RL-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

195RL-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

196RL. Gerri Constant, Resident, Email dated February 16, 2017**196RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

196RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

196RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

196RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

196RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

196RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

196RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

196RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site’s designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

196RL-5 Comment

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196RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

196RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

196RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

196RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

196RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

196RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

196RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

197RL.Tami Armitage, Resident, Email dated February 24, 2017**197RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

197RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

197RL-2 Comment

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197RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

197RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

197RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

197RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
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8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

197RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater

Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

197RL-5 Comment

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197RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

197RL-6 Comment

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197RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

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197RL-7 Comment

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197RL-7 Response

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197RL-8 Comment

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197RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

198RL.Hildreth Simmons, Resident, Email dated February 28, 2017**198RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

198RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

198RL-2 Comment

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198RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

198RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

198RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

198RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
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9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

198RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

198RL-5 Comment

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198RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

198RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

198RL-6 Response

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198RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

198RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

198RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

198RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

199RL. Debra Engilman, Resident, Email dated March 1, 2017**199RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

199RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

199RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

199RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

199RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

199RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

199RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side

8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

199RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

199RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

199RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

199RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

199RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

199RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

199RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

199RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

199RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

200RL. Dante Pasqualucci, Resident, Email dated March 2, 2017**200RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

200RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

200RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

200RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

200RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

200RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

200RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,

4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

200RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

200RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

200RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

200RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

200RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

200RL-7 Comment

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200RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

200RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

200RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

201RL. Ryan Reich, Resident, Email dated March 4, 2017**201RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment. LA's plentiful natural areas are a treasure of the city, bringing fresh air and pleasant solitude into the middle of the largest population in the west. Please don't let heedless private interests incur on these spaces and push them out.

201RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

201RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

201RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

201RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

201RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

201RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

201RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

201RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

201RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

201RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

201RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

201RL-7 Comment

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201RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

201RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

201RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

202RL. June Rivas, Resident, Email dated March 8, 2017**202RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

202RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

202RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

202RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

202RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

202RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

202RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

202RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

202RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

202RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

202RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

202RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased

parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

202RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

202RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

202RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

202RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

203RL. Heidi MacKay, Resident, Email dated March 9, 2017

203RL-1 Comment

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

203RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

203RL-2 Comment

The school even admits it is less safe than their existing system (which to date 100% safety record) if people dash across the road. It's human nature to do so. No amount of security guards can prevent that. It will be built near a blind curve.

203RL-2 Response

Please refer to **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue.

203RL-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

203RL-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

203RL-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

203RL-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

203RL-5 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

203RL-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site’s designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

203RL-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

203RL-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

203RL-7 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

203RL-7 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

203RL-8 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

203RL-8 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

203RL-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

203RL-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

204RL. Lisa De Pirro, Resident, Email dated March 11, 2017**204RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

204RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

204RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

204RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

204RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

204RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

204RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
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9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

204RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the

Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

204RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

204RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

204RL-6 Comment

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204RL-6 Response

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204RL-7 Comment

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204RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

204RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

204RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

205RL. Ellen Reiner, Resident, Email dated March 21, 2017**205RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

205RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

205RL-2 Comment

I drive this route every single weekday. It is the commute from h*ll. The thought of this proposed monstrosity being built in one of the busiest corridors from the Valley to the West Side is an absolute nightmare and must not happen!!

205RL-2 Response

Please refer to **Responses to Comments C-3 and C-7** regarding the Project's less than significant impact on traffic resulting from construction and **Response to Comment K-1** regarding the finding that operational traffic impacts will be less than significant.

205RL-3 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

205RL-3 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

205RL-4 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

205RL-4 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

205RL-5 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land

6. Safety impact, moving students and visitors across Coldwater to the West side
7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

205RL-5 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

205RL-6 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

205RL-6 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

205RL-7 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

205RL-7 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

205RL-8 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

205RL-8 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge

have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

205RL-9 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

205RL-9 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

206RL. Mike Chambers, Resident, Email dated March 26, 2017**206RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

Though I understand why Harvard Westlake desires this expansion, it is wholly inappropriate for the surrounding community. The loss of wild open space, permanently increased traffic, and years of construction is truly unacceptable.

206RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space, **MR-1** regarding the need for the Project, and **Response to Comment K-1** regarding the finding that operational traffic impacts will be less than significant.

206RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

206RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

206RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

206RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

206RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
4. Biological resources impacts to protected trees and sensitive species,
5. Land use compatibility/open space impacts to this Desirable Open Space land
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7. Expansion of school and its activities to the West side
8. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
9. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

206RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

206RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

206RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

206RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

206RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

206RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

206RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

206RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

206RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

207RL. Evelyn Kazick, Resident, Email dated March 7, 2017**207RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

This seems to be a no-brainer. What Harvard/Westlake proposes to do is an outrageous example of privilege and the benefits of wealth and fame. Do not allow them to destroy what little open land is left.

207RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

207RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the "significant negative impact" to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

207RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

207RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

207RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

207RL-4 Comment

I have the following concerns:

1. Air quality impacts during excavation and construction (now estimated at 30 months),
2. Construction and operational noise pollution impacts,
3. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
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207RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site's designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

207RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

207RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

207RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

207RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

207RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

207RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

207RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

207RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

208RL. Jes Ike, Resident, Email dated March 29, 2017**208RL-1 Comment**

I oppose Harvard-Westlake's parking expansion plan. It is out of step with the community, unnecessary, and will ruin this open space land. Don't give the school special treatment.

208RL-1 Response

The commenter's expression of opposition to the Project will be forwarded to the decisionmakers for their consideration in taking action on the Project.

Please refer to **MR-6** regarding information on the Development Site's current environmental state as well as the Project's impact, including as it relates to a portion of the Development Site's designation as

Desirable Open Space. Please also refer to **MR-1** regarding the need for the Project.

208RL-2 Comment

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

208RL-2 Response

Please refer to **Response to Comment 13R-1** regarding biological resources. The commenter does not raise any concerns about the environmental analysis contained in the RDEIR. Therefore, no further response is required.

208RL-3 Comment

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

208RL-3 Response

Please refer to **Response to Comment 13R-2** regarding the discretionary approvals requested as part of the Project.

208RL-4 Comment

I have the following concerns:

10. Air quality impacts during excavation and construction (now estimated at 30 months),
11. Construction and operational noise pollution impacts,
12. Visual quality/aesthetics impacts to the scenic canyon and its natural views,
13. Biological resources impacts to protected trees and sensitive species,
14. Land use compatibility/open space impacts to this Desirable Open Space land
15. Safety impact, moving students and visitors across Coldwater to the West side
16. Expansion of school and its activities to the West side
17. Lighting impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside, and
18. Traffic impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

208RL-4 Response

The commenter does not cite specific concerns with the RDEIR analysis nor any deficiencies therein, but rather general concerns about various potential areas of impact, all of which are described and fully analyzed in the RDEIR. Please refer to **Response to Comment 13R-3** regarding air quality, noise, biological resources, traffic and aesthetics (including scenic vistas and views and light) impacts. Please also refer to **MR-6** regarding the Development Site’s designation as Desirable Open Space, **Response to Comment 11R-31** regarding student enrollment not increasing as a result of the Project, and **Responses to Comments D-66 and 9.6R-14** regarding the improvement in student and visitor safety resulting from the Project and the measures that will be undertaken to prevent at-grade pedestrian crossing of Coldwater Canyon Avenue. It is also noted that the Parking Structure will contain a security office (RDEIR page 2-1), which will be used to monitor and control at-grade crossing.

208RL-5 Comment

This is exactly the type of out-of-scale development that the City should be trying to stop.

208RL-5 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project.

208RL-6 Comment

Many feasible alternatives were not properly analyzed or outright rejected, such as a smaller project on the existing campus, increasing carpooling or using shuttle parking.

208RL-6 Response

The commenter refers generally to the Project Alternatives analysis (RDEIR Chapter 5.0 and **MR-7**), and correctly notes that such analysis include options for the Campus on the east side of Coldwater Canyon Avenue, the potential of increased carpooling and bus service, and the acquisition of offsite or leased parking combined with shuttles. The analysis of smaller parking structures located throughout the Campus on the east side of Coldwater Canyon Avenue has been expanded upon in Chapter 4, Corrections and Additions, of this FEIR.

The commenter's opinion that Project alternatives were not properly analyzed will be forwarded to the decisionmakers for their consideration in taking action on the Project.

208RL-7 Comment

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

208RL-7 Response

Please refer to **Response to Comment 13R-4** regarding the Project's compatibility with the surrounding area, including the scale of the Project, the manner in which the Parking Structure and pedestrian bridge have been designed to safely resist seismic events, the inspections to which they will be subject, and the preservation of the City's discretionary approval when reviewing future requests for other such structures.

208RL-8 Comment

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in opposing this massive development!

208RL-8 Response

Please refer to **Response to Comment 13R-5** regarding the Development Site's biological condition and the impacts of the Project on the oak-walnut woodland. The commenter's support for the cited organizations is noted and will be forwarded to the decisionmakers for their consideration in taking action on the project. Comments received from the organizations by the Lead Agency are addressed individually in this FEIR.

4.0 CORRECTIONS AND ADDITIONS

In the following chapter, page references are provided in relation the RDEIR. Deleted text is presented in strike out font, new text is underlined.

Page S-1 and on, the Executive Summary, including Table 1-2, Summary of Impacts and Mitigation Measures is updated to reflect the changes in this chapter; see the entire updated Executive Summary at the end of this chapter.

Page S-8, section A.i.a. is revised as follows:

A 20-foot front yard setback for the Parking Structure wall, a 13' 3" front yard setback for the practice field, and ~~an 11' 1"~~ a 7' 1" front yard setback for the fence support poles;

Page S-8, section A.i.d. is revised as follows:

A zero-foot front yard setback for the service access ramp needed for ~~Fire Department~~ service and emergency access from Coldwater Canyon Avenue.

Page 2-4, Figure 2-2 is revised to show removal of the house on Potosi Avenue; see following.

Page 2-5, the first sentence of the first paragraph is revised as follows:

As indicated in the table above, eight parcels ~~and Paper Hacienda~~, all owned by Harvard-Westlake, and Paper Hacienda have been added to the Development Site, expanding it to the south.

Page 2-6, second full paragraph, second sentence, is revised as follows:

In addition, approximately ~~0.30~~ 0.22 acres are occupied by a vacant single-family home (3680 Potosi Avenue) and associated hardscape; this house would be removed as part of the Project.

Page 2-7, Table 2-1, the row for the address 3663 Potosi, the third column is revised as follows (Distance from Residence / Property Line to Construction Limit Line):

3663 Potosi	849 ft. +94 feet/+55 feet	279 ft./223 ft. 102 ft//47 ft.	373 ft./ 318 ft.	367 ft./ 313 ft.
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Page 2-10, first paragraph, the sixth sentence is revised as follows:

The rooftop practice field would include nighttime lighting, to be used as needed up to 8 pm during weekdays (no weekend lighting or on holidays that occur on a weekday).

Page 2-13, first paragraph under the subheading "Landscaping" is revised as follows:

As illustrated in **Figure 3.1-26** in Section 3.1 Aesthetics, the Proposed Project would include new landscaping and permeable area, or be undisturbed except for planting new native vegetation/mitigation trees on approximately ~~63.98%~~ 67.19% of the Development Site. The maximum proposed building footprint for the Parking Structure is proposed to be 28.12%, plus an additional approximate 4.69% of driveway and new street paving. Approximately 33.55% of the Development

Site would be undisturbed Development Site except for planting new native vegetation/mitigation trees), and approximately ~~30.43%~~ 33.64% of the Development Site would be new drought tolerant landscaping (~~1.86~~ 2.08 acres) and permeable area (0.22 acres). The vegetation would be designed to screen the Proposed Project and debris basin, and minimize their appearance. The Potosi residence (that would be removed as part of the Project), and its associated hardscape is approximately 3.21% of the site.

Page 2-14, before the heading “Changes to the Harvard Westlake Campus” at the end of the discussion of landscaping. The following new sentence (new paragraph) is added:

Existing utility lines (including power) adjacent to the Development Site would be placed underground.

Page 2-15, the third paragraph after the heading “School Events and School Hours” is revised as follows:

The practice field will be used Monday through Friday from 8:00 am to 8:00 pm, and on weekends and on holidays that occur on a weekday from 8:00 am to 5:00 pm. There will be no lights used on the practice field on weekends or holidays that occur on a weekday.

Page 2-15, the first sentence of the last paragraph is revised as follows:

The proposed Parking Structure includes a front yard setback of approximately 20 feet along Coldwater Canyon Avenue at ground level, and approximately ~~43~~ 7 feet at the practice field level.

Page 2-20, the following is added as a new second paragraph:

Construction of the pedestrian bridge would begin with the installation of the bridge’s concrete vertical supports on the east and west sides of Coldwater Canyon Avenue. Bridge panels and support members would be prefabricated, assembled on the Development Site, lifted into position via a crane prior, and secured in place. This process would require the closure of Coldwater Canyon Avenue for approximately 8 hours, in both the northbound and southbound directions, given the necessary movement of construction equipment and in order to ensure the safety of motorists. Timing of closure of Coldwater Canyon Avenue would be determined by the Department of Building and Safety. Various aspects of bridge construction would continue following the initial installation of the truss system and structural panels but would be conducted without additional street closures beyond the aforementioned approximate 8 hours.

Page 2-21, section 1.A.i.a. is revised as follows:

A 20-foot front yard setback for the Parking Structure wall, a 13’ 3” front yard setback for the practice field, and ~~an 11’ 1”~~ a 7’ 1” front yard setback for the fence support poles;

Page 2-21, section 1.A.i.d. is revised as follows:

A zero-foot front yard for the service access ramp needed for ~~Fire Department~~ service and emergency access from Coldwater Canyon Avenue.

Page 2-21, section 1.A.ii.a. is revised as follows:

A zero-foot southerly side yard setback to accommodate a service access ramp needed for ~~Fire Department~~ service and emergency access from Coldwater Canyon Avenue, and

Page 2-23 (and in the Executive Summary), the following request for discretionary action is removed:

~~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.~~

Page 2-29, Figure 2-7 is revised to show removal of the house on Potosi Avenue; see following.

Page 2-33, Figure 2-11 is revised to show removal of the house on Potosi Avenue; see following.

Page 3.1-23. Last paragraph, second to last sentence is revised as follows:

In addition, the Project would add ~~2.08~~ 2.3 acres of new landscaping/permeable area (~~1.86~~ 2.08 acres of landscaping and 0.22 acres of permeable area in the debris basin).

Page 3.1-25, last paragraph, is revised as follows:

The Proposed Project would include new landscaping and permeable area, or be undisturbed site except for planting new native vegetation/mitigation trees on approximately ~~63.98~~ 67.19 percent of the Development Site (see **Figure 3.1-26** below). The maximum proposed building footprint for the Parking Structure would be approximately 28.12 percent plus an additional approximate 4.69 percent of hardscape areas and 3.21 percent occupied by a vacant residence at 3680 Potosi Avenue and associated hardscape. Approximately 33.55 percent of the Development Site would be undisturbed Development Site except for planting new native vegetation/mitigation trees and approximately ~~30.43~~ 33.64 percent of the Development Site would be new drought tolerant landscaping and permeable area.

Page 3.1-26, Figure 3.1-26 is revised to show the new construction limit line as a result of removing the house on Potosi Avenue; see following.

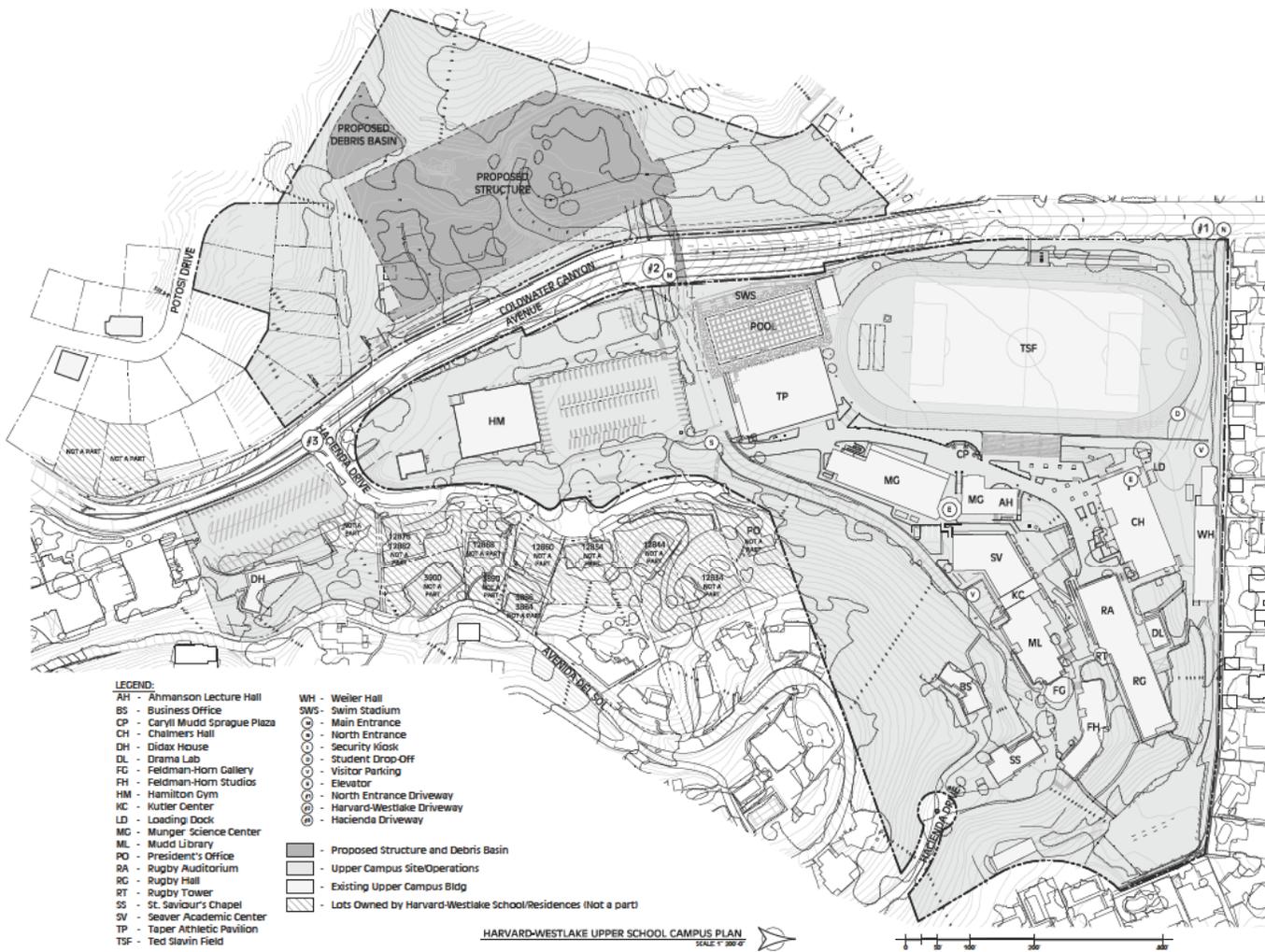
Page 3.1-28, Figure 3.1-27 is revised to show removal of the house on Potosi Avenue; see following.

Page 3.1-29, second paragraph, first sentence is revised as follows:

Approximately 28.12% (1.9 acres) of the (6.83-acre) Development Site would be developed with the new structure and an additional 4.69% (0.32 acres) is proposed to be paved with driveways and an additional approximately ~~30.43%~~ 33.64% of the Development Site would be newly landscaped.

Page 3.1-29, last paragraph, second sentence is revised as follows:

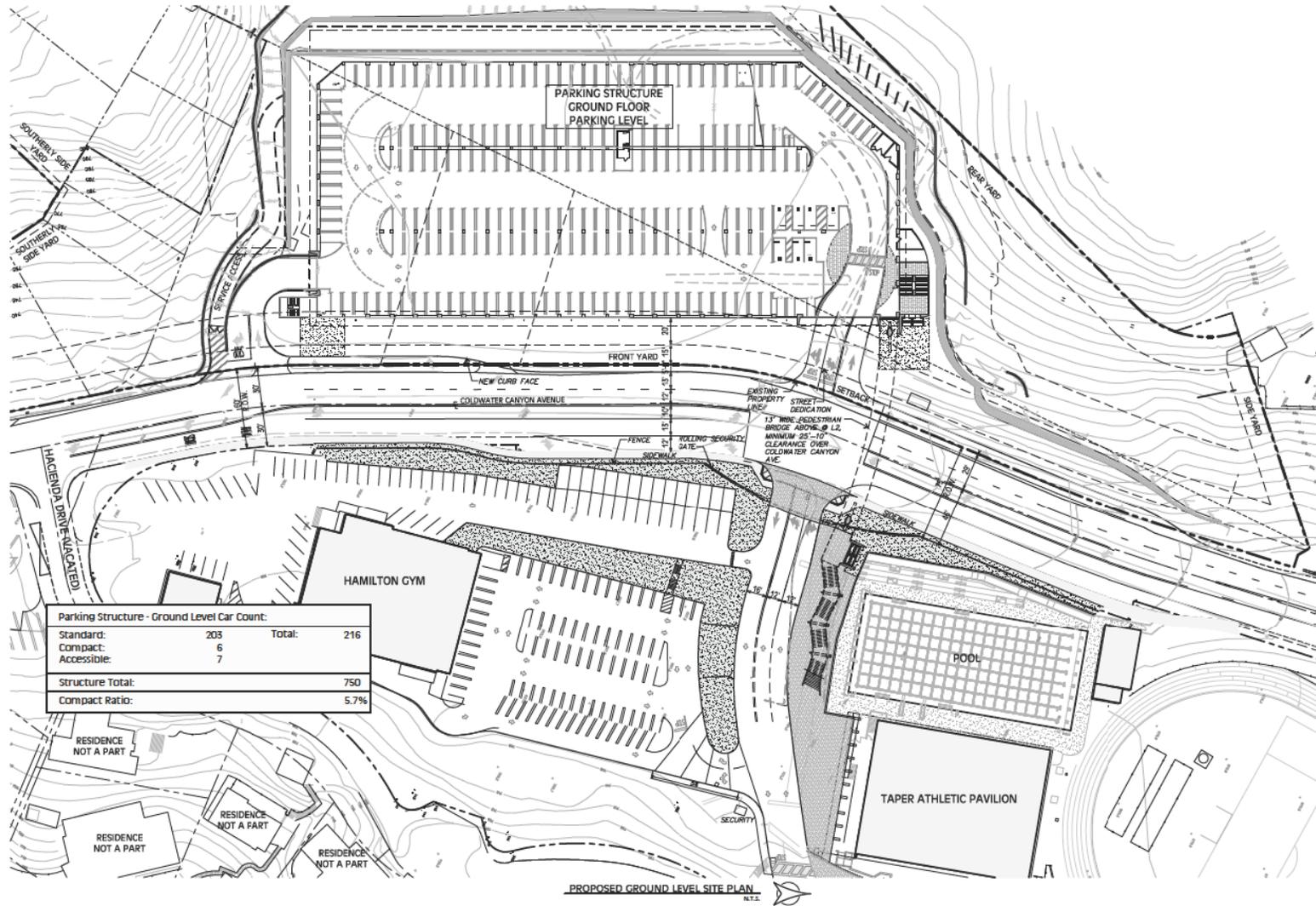
In areas of the Development Site where the residential buildings were removed and areas that have been used for construction staging that are generally flatter than the remainder of the Development Site site, the Project would impact ~~2.86~~ 3.16 acres (out of 3.16 existing acres) of disturbed/landscaped area as well as 0.14 acres of ruderal (weedy) vegetation.



SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 2-2
Harvard-Westlake Upper School Campus Plan



SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 2-7
Ground Level Site Plan

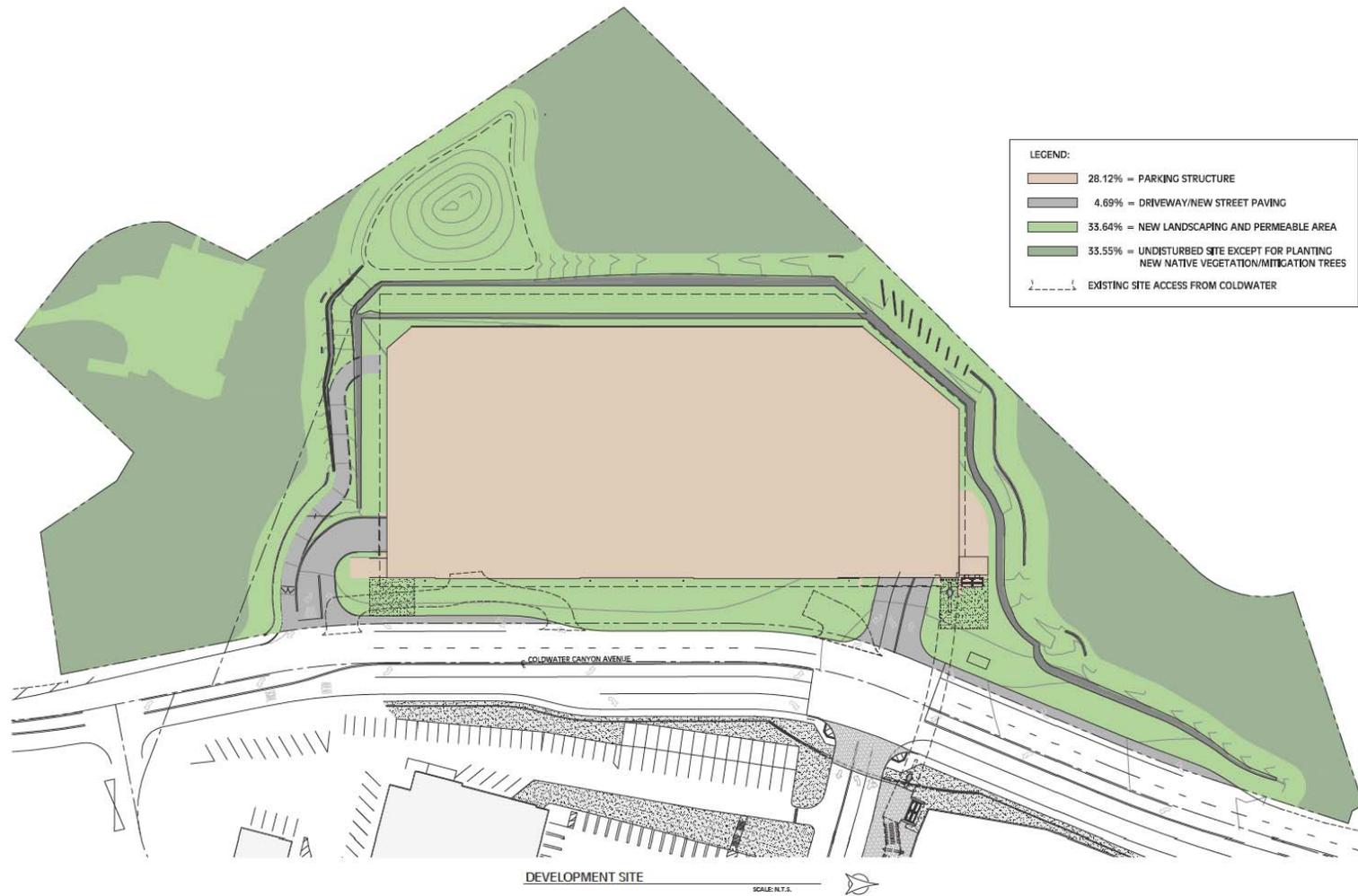


SOURCE: IDG Architects, Inc.

Harvard-Westlake Parking Structure ■

Figure 2-11

Rendering of Parking Structure and Pedestrian Bridge Looking South (Aerial View) Along Coldwater Canyon Avenue

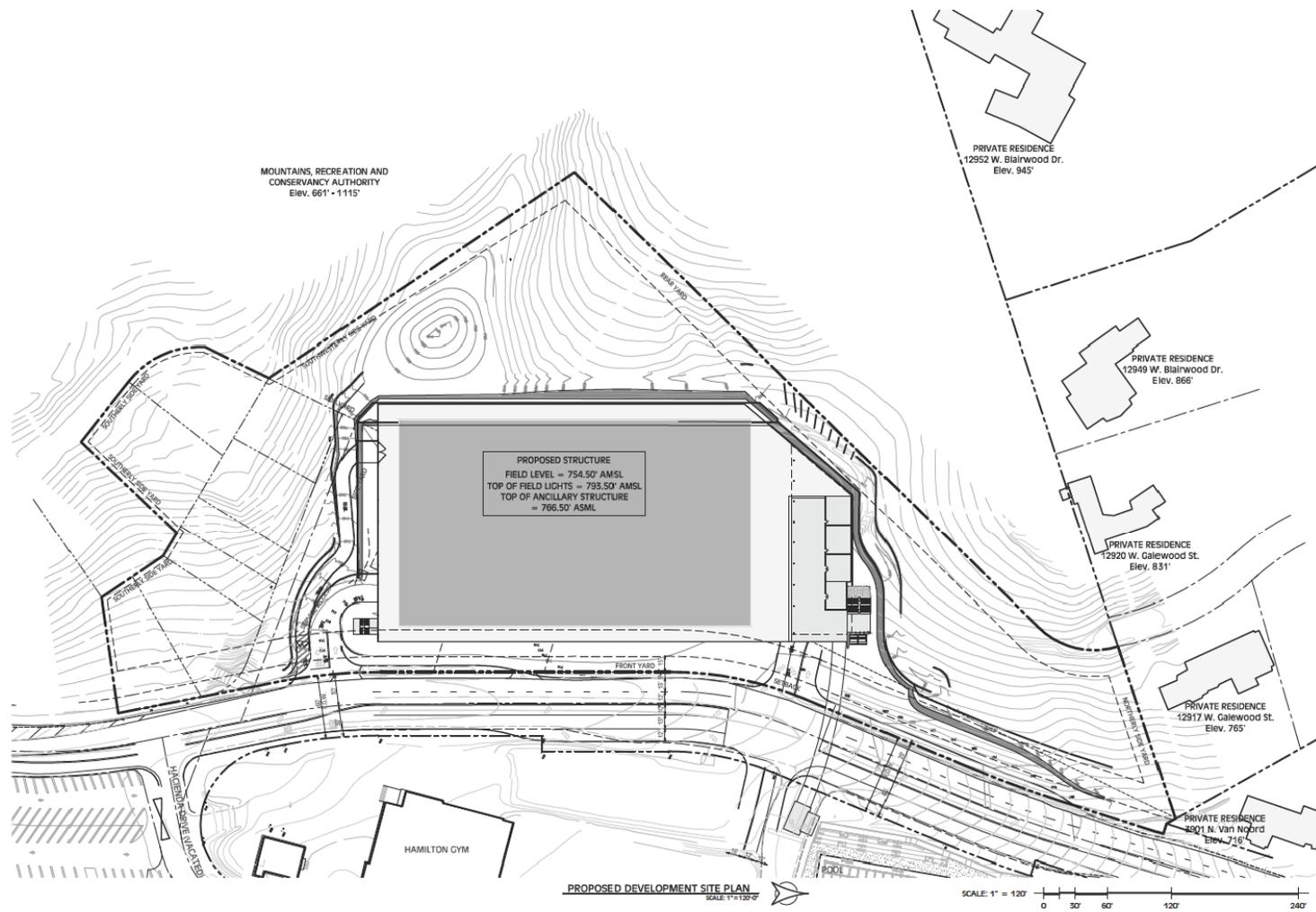


SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 3.1-26

Development Site -- Structure, Pavement and Landscaping



SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 3.1-27
 Site Plan Showing Relationship to Adjacent Uses

Page 3.1-31, the first sentence of the third full paragraph is revised as follows:

The Parking Structure and pedestrian bridge would be prominent in views of motorists on Coldwater Canyon Avenue (a designated ~~Secondary~~ Scenic Highway) in the immediate vicinity of the Development Site.

Page 3.1-31, last paragraph, last full sentence is revised as follows:

In addition, the Proposed Project would add ~~2.08~~ 2.3 acres of new landscaping/permeable area (~~1.86~~ 2.08 acres of landscaping and 0.22 acres of permeable area in the debris basin).

Page 3.1-32, fourth full paragraph, third sentence is revised as follows:

Lighting of Ted Slavin Field on the Harvard-Westlake Campus (allowed to 8:00 p.m. on weekdays) provides a high level of illumination on the field (~~70~~ 75 footcandles -- suitable for game play);

Page 3.1-33, the first sentence is revised as follows:

...Development Site would change from a dark hillside to a lighted structure with an illuminated field during weekday evening hours up to 8:00 pm (the field would be lighted if needed weekdays up to 8 pm; no lighting would be allowed on weekends or on holidays that occur on a weekday).

Page 3.1-34, Table 3.1-1, the row for the address 3663 Potosi, the third column is revised as follows (Distance from Residence to Property Line/Distance from Property Line to Constrection Limit Line):

3663 Potosi	849 ft. +94 feet/+55 feet	279 ft./223 ft. 102 ft./47 ft.	373 ft./ 318 ft.	367 ft./ 313 ft.
-------------	------------------------------	--	------------------	------------------

Page 3.1-35, first paragraph, third sentence is revised as follows:

...on the proposed practice field, lighting levels are designed to provide 30 footcandles of illumination (as compared to 50 footcandles that is used for practice play on the Ted Slavin Field and ~~70~~ 75 footcandles that is used for game play)

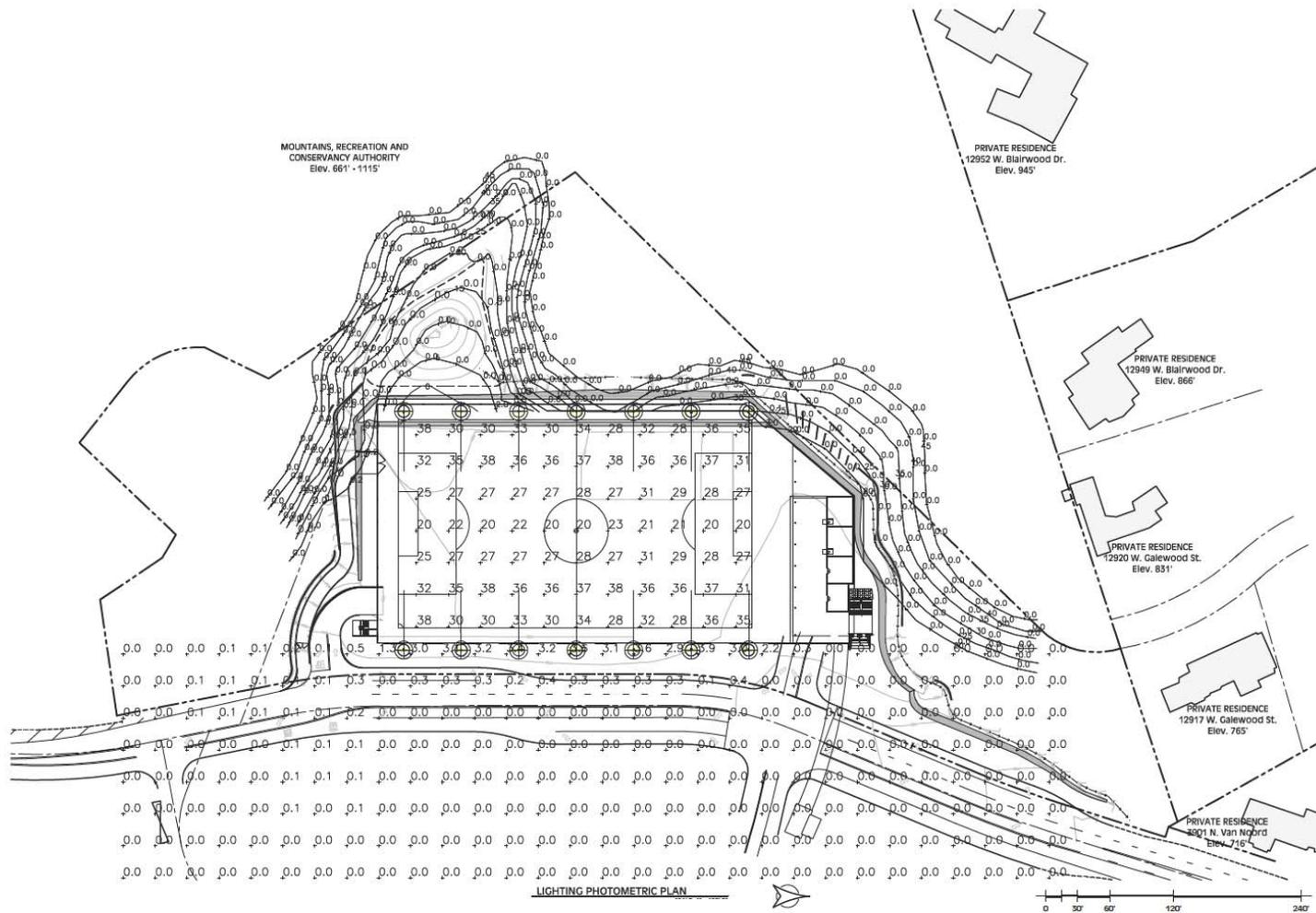
Page 3.1-37, Figure 3.1-30 is revised to show removal of the house on Potosi Avenue; see following.

Page 3.1-38, the first sentence is revised as follows:

The Project would result in new views of the lighted practice field (up to 8 p.m. weeknights, excluding holidays that occur on a weekday) from private residences to the east, and yards of residences to the north, south and west.

Page 3.1-38, the third full paragraph, the third sentence is revised as follows:

Field lighting would be used weekdays up to 8 p.m. as needed; no use of lights on the weekend or on holidays that occur on a weekday ~~weekend use of lights~~ would be allowed.



Map shows lighting levels in footcandles

SOURCE: IDG Parkitects, Inc., Musco Sports Lighting, LLC

Harvard-Westlake Parking Structure ■

Figure 3.1-30
Lighting Map

Page 3.1-38, the third full paragraph, the last sentence is revised as follows:

Therefore, because the Project would comply with spillover lighting requirements in residential areas and would be limited to before 8 p.m. on weeknights (excluding holidays that occur on a weekday), the proposed practice field would result in less-than significant impacts related to lighting.

Page 3.1-40 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Regulatory Compliance Measure RC-AES-2 is modified as follows:

~~Building materials shall be of neutral colors designed to blend in with the surrounding hillside.~~ The exterior of all buildings and fences shall be kept free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.

Page 3.1-40 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-AES-1 is modified as follows:

All open areas not used for buildings, driveways, or athletic facilities shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decisionmaker. Natural areas shall be maintained ~~as much as feasible~~ in their natural state. The plant palette shall include extensive use of native vegetation. At a minimum, non-protected trees (4" diameter at breast height – dbh) to be removed from the Project Site shall be replaced at a ratio of 2:1 (protected trees are addressed in Section 3.3 Biological Resources, they will be required to be replaced at a ratio of 4:1). Views of the Parking Structure from off-site areas shall be screened ~~to the maximum extent feasible so that views of the Development Site~~ with extensive vegetation as identified in Appendix D.5, the Tree Replacement Plan, subject to approval by the Urban Forestry Division ~~and views of parking levels and the lighted practice field are screened to the extent feasible (once plantings have reached maturity, which in general shall be within five years).~~

Page 3.1-40 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-AES-2 is modified as follows:

~~The orientation of the~~ Parking Structure shall be located approximately 20 feet from (along Coldwater Canyon Avenue close to the roadway) ~~allows for the Development Site~~ in order to maintain a larger amount of open space to the rear, where the property shall remain in its natural vegetated state (trees planted to mitigate the loss of Protected Trees would be planted in this area) adjacent to land owned by the Mountains Recreation and Conservation Authority.

Page 3.1-40 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-AES-3 is modified as follows:

The proposed retaining walls shall be constructed with earth tone textures and finishes. The proposed cast-in-place concrete walls ~~would~~ shall be provided with a natural appearing rock finish and colored to match the indigenous rock. Building materials shall be of neutral colors designed to blend in with the surrounding hillside.

Page 3.1-41 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-AES-4 is modified as follows:

Musco sports LED lighting fixtures (or equal alternative) with visor or shield system shall be used to illuminate the practice field to provide better light control, reduce glare, and reduce the amount of spill light. Sports lighting fixtures shall be painted a natural green color so that they blend in to the natural surroundings. Sports lighting fixtures shall be turned off at or before 8:00 p.m. on weeknights, and shall not be allowed on weekends or holidays occurring on a weekday. Sports lighting fixtures shall be on a ~~time clock~~ remotely controllable timer to ensure these conditions are met ~~fixtures are turned off at or before 8:00 pm on weeknights. No lighting will be allowed on weekends.~~

Page 3.1-41 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-AES-5, the fourth and fifth bullet points, are modified as follows:

~~Stairwells and~~ Stair landings shall include a single source above each landing (~~likely~~ using the same LED fixtures and shields incorporated into the main structure).

Stairwell lighting shall be incorporated within the handrails. ~~lighting The use of lighting incorporated into the stairwell handrails shall also be included~~

Page 3.1-41 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measures MM-AES-2 and MM-AES-3 have been incorporated into MM-AES-5.

Page 3.1-41 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measures MM-AES-4, the last sentence, is modified as follows:

Examples of appropriate non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and could ~~likely~~ include additional materials as technology advances in the future.

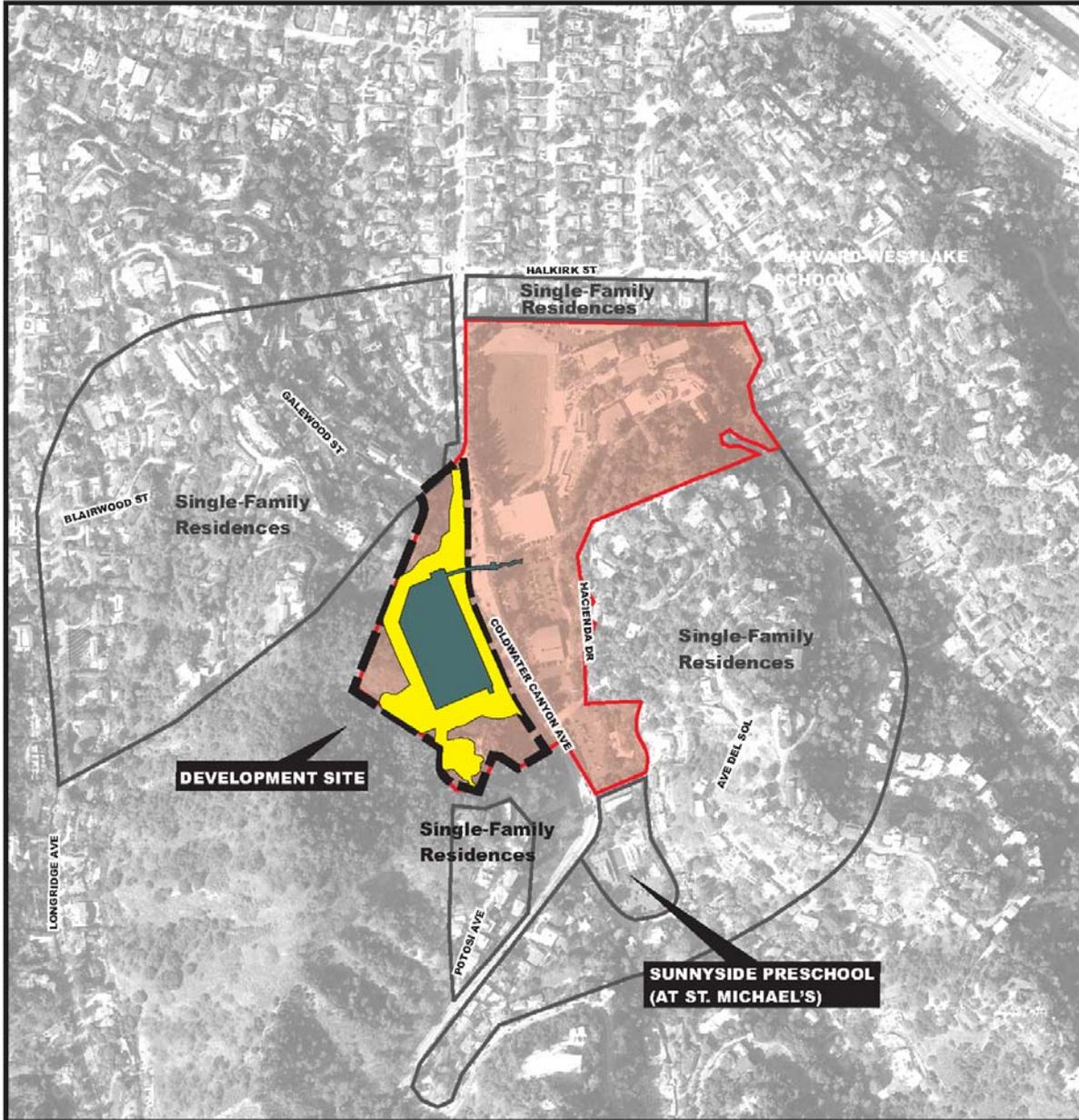
Page 3.1-42 (and in Table 1-2: Summary of Impacts and Mitigation Measures) the first paragraph of Mitigation Measure MM-AES-7 is revised as follows:

MM-AES-7: The Project applicant shall retain a lighting design expert to implement the following protocol, and prepare a report to be submitted to the Department of City Planning, to ensure and document, compliance with all City lighting regulations, assumptions used in the EIR analysis and all lighting-related project design features and mitigation measures, ~~no later than 6 months after~~ before a certificate of occupancy is granted:

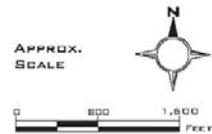
Page 3.2-5, the end of the first paragraph is revised as follows:

Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings. CARB has identified diesel exhaust as a toxic air contaminant. In addition, the International Agency for Research on Cancer (IARC) has also documented diesel exhaust as “carcinogenic to humans”.

Page 3.2-12, Figure 3.2-2 is revised to show the revised construction limits, to show the removal of the house on Potosi Avenue.



LEGEND: Project Site Development Site Construction Limits Approximate Structure Footprint



SOURCE: TAHA and Google Earth, 2015.

Harvard-Westlake School Parking Structure

Figure 3.2-2

Air Quality Sensitive Receptor Locations

Page 3.2-24, footnote /a/, the second sentence is revised as follows:

It is anticipated that ~~4.43~~ approximately 4.7 acres would be disturbed.

Pages 3.2-26 and 3.7-10, the construction schedule is clarified to use working days rather than calendar days:

It is anticipated that construction activity would begin in June 2016 and occur over 30 months. In broad terms defined for this air quality analysis, the Project would be built in eight phases. The phases include grading (234 working days), soil nailing (234 working days), shotcrete (234 working days), foundation/structure (338 working days), tower/ramp construction (130 working days), sitework (156 working days), streetwork (26 working days), and pedestrian bridge (104 working days).

Page 3.2-26, Figure 3.2-4 (Construction Schedule) is added as follows:

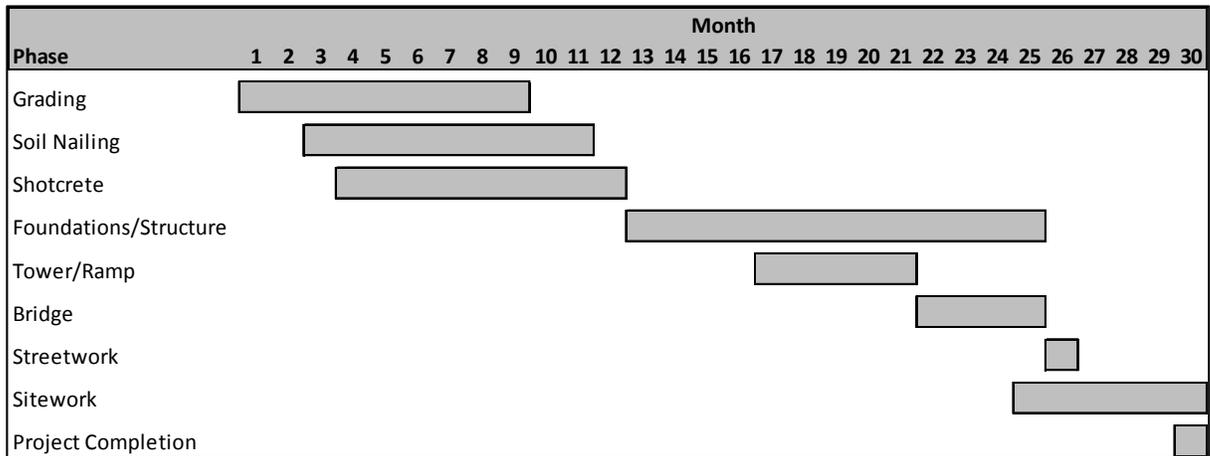


Figure 3.2-4
Construction Schedule

Page 3.2-27, third bullet, is modified as follows:

- 144 haul truck trips per day (i.e., 72 inbound trips and 72 outbound trips) for hauling of the excavated material; plus up to 16 & delivery truck trips per day (i.e., 8 inbound trips and 8 outbound trips)

Page 3.2-27, following the list of key air quality assumptions, **Table 3.2-5A** Construction Equipment is added:

TABLE 3.2-5A CONSTRUCTION EQUIPMENT						
Phase and Equipment	Model	Emissions	Quantity	Hours/Day	Horse-power	Load Factor
Grading (9 months)						
Excavator	Komatsu PC400/PC490	Tier IV	1	8	330	0.38
Bulldozer	Caterpillar D8	Tier IV	1	8	207	0.4
Loader	Caterpillar 966	Tier IV	1	8	349	0.37
Grader (“Blade”)	John Deere 672	Tier IV	1	8	174	0.41
Skip Loader	John Deere 210	Tier IV	1	8	84	0.37
Backhoe	John Deere 410J	Tier IV	2	8	96	0.37
Scraper	Caterpillar 623/637	Tier IV	2	8	185	0.48
Water Truck	n/a	Standard	1	8	n/a	n/a
Soil Nailing (9 months)						
Drill Rig	Soilmec SM-14	Tier IV	2	8	160	0.5
Scraper	Caterpillar 623/637	Tier IV	*	8	*	*
Compressor	n/a	Tier III w/ filter	2	8	78	0.48
Concrete Pump	n/a	Tier III w/ filter	2	8	84	0.74
Shotcrete (9 months)						
Compressor	n/a	Tier III w/ filter	2	8	78	0.48
Concrete Pump	n/a	Tier III w/ filter	2	8	84	0.74
Foundations / Structure (13 months)						
Loader	Caterpillar 966	Tier IV	1	8	349	0.37
Skip Loader	John Deere 210	Tier IV	1	8	96	0.37
Backhoe	John Deere 410J	Tier IV	2	8	84	0.37
Water Truck	n/a	Standard	1	8	n/a	n/a
Drill Rig	Soilmec SM-60	Tier IV	1	8	160	0.5
Gradall	n/a	Tier IV	1	8	171	0.42
Bobcat	n/a	Standard	1	8	171	0.42
Compressor	n/a	Tier III w/ filter	1	8	78	0.48
Concrete Pump	n/a	Tier III w/ filter	1	8	84	0.74
Tower / Ramp (5 months)						
Loader	Caterpillar 966	Tier IV	*	8	*	*
Skip Loader	John Deere 210	Tier IV	*	8	*	*
Backhoe	John Deere 410J	Tier IV	*	8	*	*
Water Truck	n/a	Standard	*	8	*	*
Drill Rig	Soilmec SM-60	Tier IV	*	8	*	*
Gradall	n/a	Tier IV	*	8	*	*
Bobcat	n/a	Standard	*	8	*	*
Bridge (4 months)						
Loader	Caterpillar 966	Tier IV	*	8	*	*
Skip Loader	John Deere 210	Tier IV	*	8	*	*
Backhoe	John Deere 410J	Tier IV	*	8	*	*
Water Truck	n/a	Standard	*	8	*	*
Drill Rig	Soilmec SM-60	Tier IV	*	8	*	*
Crane	n/a	Standard	1	8	226	0.29
Gradall	n/a	Tier IV	*	8	*	*
Bobcat	n/a	Standard	*	8	*	*

Phase and Equipment	Model	Emissions	Quantity	Hours/Day	Horsepower	Load Factor
Street Work (1 month)						
Compactor	n/a	Standard	1	8	8	0.43
Roller	n/a	Standard	1	8	80	0.38
Grader (“Blade”)	John Deere 672	Tier IV	1	8	174	0.41
Scraper	Caterpillar 623/637	Tier IV	1	8	361	0.48
Water Truck	n/a	Standard	1	8	n/a	n/a
Asphalt Screed	n/a	Standard	1	8	130	0.36
Site Work (6 months)						
Loader	Caterpillar 966	Tier IV	1	8	349	0.37
Skip Loader	John Deere 210	Tier IV	1	8	84	0.37
Water Truck	n/a	Standard	1	8	n/a	n/a
* Indicates that the equipment would be used for the phase listed, but would be used concurrently with another construction phase and is therefore not additive to the total quantity on the Development Site.						

Page 3.2-28, Table 3.2-6 (Regional Construction Emissions - Unmitigated), is revised as follows based on a 13-mile one-way haul truck trip during the grading phase:

Construction Phases	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM _{2.5}	PM ₁₀
Site Preparation	2	17	13	<1	2	3
Grading	8	93 <u>99</u>	50 <u>52</u>	<1	6	9 <u>10</u>
Soil Nailing	3	27 <u>26</u>	24	<1	2	2
Shotcrete	3	17	15	<1	1	2
Foundation/Structure and Tower/Ramp	5	46	37 <u>41</u>	<1	2 <u>3</u>	3
Bridge	1	7	4	<1	<1	1
Streetwork	3 <u>2</u>	28	20	<1	1	2 <u>1</u>
Sitework	1	9 <u>8</u>	7	<1	<1	1 <u><1</u>
Maximum Regional Emissions /a/	7 14	137 <u>142</u>	89 <u>91</u>	<1	9	13
REGIONAL SIGNIFICANCE THRESHOLD	75	100	550	150	55	150
Exceed Threshold?	No	Yes	No	No	No	No
/a/ Maximum regional emissions are calculated considering the overlap between construction phases and occur during overlap of Grading, Soil Nailing, and Shotcrete phases.						
SOURCE: TAHA, Appendix C, Sub-Appendix c, 2015 <u>2016</u> .						

Page 3.2-29, Table 3.2-7 (Localized Construction Emissions), is revised as follows:

TABLE 3.2-7: LOCALIZED CONSTRUCTION EMISSIONS				
<u>Construction Phases</u>	Pounds Per Day			
	NO_x	CO	PM_{2.5}	PM₁₀
Site Preparation	17	13	2	3
Grading and Retaining Walls	61 <u>72</u>	31	4	6
Soil Nailing	26	21	2	2
Shotcrete	16	13	1	1
Foundation/Structure	42	29	2	2
Tower/Ramp	<1	<1	<1	<1 <u>1</u>
Bridge	7	2 <u>3</u>	<1	<1
Street work	19 <u>28</u>	18	1	1
Site work	8	5	<1	<1
Maximum Localized Emissions /a/	103 <u>114</u>	65	7	9
LOCALIZED SIGNIFICANCE (SCREENING) THRESHOLD /b/	114	786	4	7
Exceed Threshold?	No	No	Yes	Yes
/a/ According to the construction schedule, overlap between construction phases would occur during construction of 1) Grading, Soil Nailing, and Shotcrete, 2) Foundations/Structure, Tower/Ramp, and 3) Foundations/Structure, Bridge. Maximum localized emissions are calculated considering the overlap between construction phases and would occur during overlap of Grading, Soil Nailing, and Shotcrete phases. /b/ Localized significance thresholds (LST) are available for 2- and 5-acre project sites. It is anticipated that 4.43 <u>approximately 4.7</u> acres would be disturbed by off-road equipment. The localized significance threshold was rounded down to a 2-acre project site. The analysis utilized a 25-meter receptor distance, which is the shortest distance available in the LST methodology. SOURCE: TAHA, Appendix C, Sub-Appendix d, 2015 <u>2016</u> .				

Page 3.2-29, the third sentence in the last paragraph is revised as follows:

The model results indicate that maximum PM₁₀ concentrations would be 5.1 ~~4.8~~ 4.8 µg/m³ at the Harvard-Westlake School swimming pool located directly to the east and 4.8 ~~4.5~~ 4.5 µg/m³ at the single-family residence located directly to the northwest.

Page 3.2-30, the first sentence in the first paragraph is revised as follows:

The model results indicate that maximum PM_{2.5} concentrations would be 4.0 ~~2.1~~ 2.1 µg/m³ at the Harvard-Westlake School swimming pool located directly to the east across Coldwater Canyon Avenue and 3.8 ~~2.0~~ 2.0 µg/m³ at the single-family residence located directly to the northwest.

Page 3.2-30, the third sentence in the second paragraph is revised as follows:

Maximum PM_{2.5} concentration would be 1.0 ~~0.6~~ 0.6 µg/m³ at St. Michael's Church and Sunnyside Preschool.

Page 3.2-30, the last paragraph is revised as follows:

Toxic Air Contaminants and Community Health

The greatest potential for TAC emissions during construction would be diesel particulate emissions associated with heavy equipment operations. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. ~~According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project. Thus, because the use of diesel engine construction equipment on Project Site would be limited to 30 months, exposure would occur approximately four percent of the 70-year exposure period. Therefore, the Proposed Project would result in less than significant impacts related to construction TACs~~

Previously, the Office of Environmental Health and Hazard Assessment (OEHHA) provided guidance indicating that Health Risk Assessments (HRAs) should be based on a 70-year exposure period, with such assessments being limited to the period/duration of activities associated with a project. Under this standard, the Project's construction activities would be temporary and short-term, thereby limiting potential impacts.

In March 2015, OEHHA adopted new guidelines for performing HRAs. Accordingly, an HRA based on the revised OEHHA guidelines has been performed for the Project and is now included as Appendix C.1 of this FEIR. Project-related construction DPM emissions are calculated on an annual basis and focus on impacts to nearby receptors. Emissions were calculated for trucks travelling on streets adjacent to the Project as well as off-site construction activities such as haul, vendor, and concrete trucks travelling in close proximity to the Development Site. Truck emissions were calculated using the CARB EMFAC2014 model. Construction emissions are calculated for the following separate sources categories: (1) Construction of the Project's buildings and associated infrastructure; and (2) Haul, vendor, and concrete truck idling and travelling on streets adjacent to the Development Site.

Cancer risk for Project-related construction activities assumes sensitive receptors would be exposed to construction DPM emissions for the duration of construction activities. Other exposure parameters, such as breathing rate, fraction of time at home and age sensitivity factors were also considered. For residential receptors, the earliest exposure (youngest age group) is assumed to be 3rd trimester of pregnancy. For the nearby preschool receptor (i.e., Sunnyside Preschool), the earliest exposure is assumed to be <1 year of age.

Prior to accounting for the mix of construction equipment and air quality control measures required by MM-AQ-10 and MM-AQ-11 as presented below, the HRA identified a maximum cancer risk from DPM construction emissions of 129 per million for child exposure and 2.8 for adult exposure at residential receptors east of the Development Site. The maximum risk at nearby receptors to the south of the Development Site would be 57 in one million for children and 1.2 in one million for adults. The lifetime incremental cancer risk at the preschool is 20 per million for children and 0.4 per million for adults without mitigation. The most conservative lifetime exposure under OEHHA guidelines takes

into account early life (infant and children) exposure, which has a significance threshold of 10 in one million. Accordingly, prior to implementation of required mitigation measures, risks for the maximum impacted residences and preschool would exceed SCAQMD significance thresholds, and would be significant. Mitigation measures MM-AQ-10 and MM-AQ-11, as provided below, would reduce DPM emissions and health risk impacts to a less than significant level.

Page 3.2-34, the third sentence of the fourth full paragraph, is revised as follows:

As shown in Table 3.2-10, estimated GHG emission would be ~~415~~ 133 metric tons per year.

Page 3.2-34, footnote 17 is revised as follows:

¹⁷ For purposes of assessing cumulative impacts, it was assumed that projects within 500 meters of the Project Site would be analyzed.

Page 3.2-35, Table 3.2-10 (Annual Greenhouse Gas Emissions), is revised as follows based on a 13-mile one-way haul truck trip during the grading phase:

TABLE 3.2-10: ANNUAL GREENHOUSE GAS EMISSIONS	
Source	Carbon Dioxide Equivalent (Metric Tons per Year)
Construction Emissions Amortized	85 <u>103</u>
General Electricity	30
Total GHG emissions	415 <u>133</u>
SIGNIFICANCE THRESHOLD	10,000
Exceed Threshold?	No
SOURCE: TAHA, Appendix C, Sub-Appendix F, 2015.	

Page 3.2-35 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-AQ-1 is modified as follows:

The majority of excavation and grading activity shall ~~would~~ occur during weekday daytime hours (7 a.m. to 5 p.m., excluding federal holidays) when most people are away from their home and not heavily utilizing residential yards. Excavation and grading (and other construction activities) shall also be permitted on Saturdays from 10 a.m. to 4 p.m., excluding federal holidays.

Page 3.2-36 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-AQ-2 is modified as follows:

When reinforcing the hillside through soil nailing, the construction contractor shall minimize dust to ~~the greatest extent feasible~~ using available techniques including, but not limited to, the application of water to remove cuttings.

Page 3.2-36 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-AQ-4 is removed given the incorporation of Mitigation Measure MM-AQ-10 and the finding of a less than significant impact on air quality resulting from Project construction.

Page 3.2-36 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-AQ-6 is modified as follows:

The construction contractor shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows.”

Page 3.2-36 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-AQ-7 is modified as follows:

The construction contractor shall schedule construction activities that affect traffic flow on arterial systems to off-peak hours as provided by PDF-TR-1.

Page 3.2-36 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-AQ-10, is revised as follows:

~~**MM-AQ-10:** The construction contractor shall ensure that diesel-powered construction equipment greater than 50 horsepower meets the USEPA Tier 3 emission standards, where available. The Applicant shall utilize off-road diesel-powered construction equipment that meets the off-road emissions standards established for the equipment listed below. To the extent possible, Pole power shall be made available for use with electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit’s certified tier specification and CARB or SCAQMD operating permit shall be available upon request at the time of mobilization of each applicable unit of equipment. The Applicant shall encourage construction contractors to apply for SCAQMD “SOON” incentive finds, should they be available at the time of construction. The “SOON” program provides funds to accelerate clean-up of off-road diesel vehicles, such as heavy-duty construction equipment. More information regarding the potential availability of funds at the time of construction can be found at the AQMD website.~~

- Excavator (Komatsu PC400 / PC490) - Tier IV
- Dozer (Caterpillar D8) - Tier IV
- Loader (Caterpillar 966) - Tier IV
- Blade (John Deere 672) - Tier IV
- Skip Loader (Caterpillar 210) - Tier IV
- Back Hoe (John Deere 410J) - Tier IV
- Scraper (Caterpillar 623 / 637) - Tier IV
- Drill Rig (Soilmec SM-14 or SM-60) - Tier IV
- Compressor - Tier III with filter
- Concrete Pump - Tier III with filter
- Gradall - Tier IV
- Bobcat - Engine Maintained to Manufacturers' Specifications
- Crane - Engine Maintained to Manufacturers' Specifications
- Compactor - Engine Maintained to Manufacturers' Specifications
- Roller - Engine Maintained to Manufacturers' Specifications
- Asphalt Screed - Engine Maintained to Manufacturers' Specifications

Page 3.2-36 (and in Table 1-2: Summary of Impacts and Mitigation Measures) the following mitigation measure is added:

MM-AQ-11: The construction contractor shall require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the 2010 model year or newer diesel trucks cannot be obtained, the construction contractor shall use trucks that meet USEPA 2007 model year NO_x emissions requirements.

Page 3.2-36, the last two paragraphs are revised as follows:

Impacts related to ~~regional emissions~~, localized operational emissions, ~~toxic air contaminant emissions~~, odors and consistency with the AQMP would be less than significant. No mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

Impacts related to ~~regional emissions~~, localized operational emissions, ~~toxic air contaminant emissions~~, odors and consistency with the AQMP would be less than significant.

Page 3.2-37, the first and second paragraphs, are revised as follows:

Without mitigation, construction activity would result in NO_x emissions exceeding the SCAQMD threshold. ~~MM-AQ-10 requires USEPA Tier 3 emission controls for engines rated between 50 and 750 horsepower advanced Tier III or IV emission controls for the majority of equipment used to construct the Project. Tier 3 emissions controls were phased in between 2006 and 2008, and this equipment is readily available for use. The unmitigated emissions from CalEEMod were based on a combination of Tier 1 through Tier 3 emissions standards. Tier 3 emissions standards would reduce PM, CO, VOC, and NO_x emissions.~~

~~The only identified impact was related to NO_x regional construction emissions, and, as such, NO_x is the only pollutant assessed in the mitigated analysis. Implementation As shown in Table 3.2-11, implementation of MM-AQ-10 and MM-AQ-11 would reduce maximum regional NO_x emissions from 142 137 to 50 76 pounds per day. Mitigated emissions would be less than the SCAQMD significance threshold of 100 pounds per day for NO_x. Therefore, with mitigation, the proposed project would result in a less-than-significant impact related to regional construction emissions. Although unmitigated regional PM emissions (exhaust plus fugitive dust) were determined to be less than significant, MM-AQ-10 would reduce exhaust emissions. The advanced emission controls would reduce maximum daily PM_{2.5} exhaust emissions by 57 percent (from 7 to 3 pounds per day) and PM₁₀ exhaust emissions by 44 percent (from 9 to 5 pounds per day).~~

Page 3.2-37, the following new table is added after the second paragraph:

TABLE 3.2-11: REGIONAL CONSTRUCTION EMISSIONS – MITIGATED						
Construction Phases	Pounds Per Day					
	VOC	NO_x	CO	SO_x	PM_{2.5}	PM₁₀
Site Preparation	<1	<1	7	<1	1	2
Grading	2	29	52	<1	3	7
Soil Nailing	<1	11	26	<1	<1	<1
Shotcrete	<1	10	16	<1	<1	<1
Foundation/Structure and Tower/Ramp	2	16	44	<1	<1	1
Bridge	<1	7	4	<1	<1	<1
Streetwork	<1	7	18	<1	<1	<1
Sitework	<1	1	9	<1	<1	<1
Maximum Regional Emissions /a/	4	50	94	<1	3	8
REGIONAL SIGNIFICANCE THRESHOLD	75	100	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No

/a/ Maximum regional emissions are calculated considering the overlap between construction phases and occur during overlap of Grading, Soil Nailing, and Shotcrete phases.
SOURCE: TAHA, Appendix C, Sub-Appendix c, 2016.

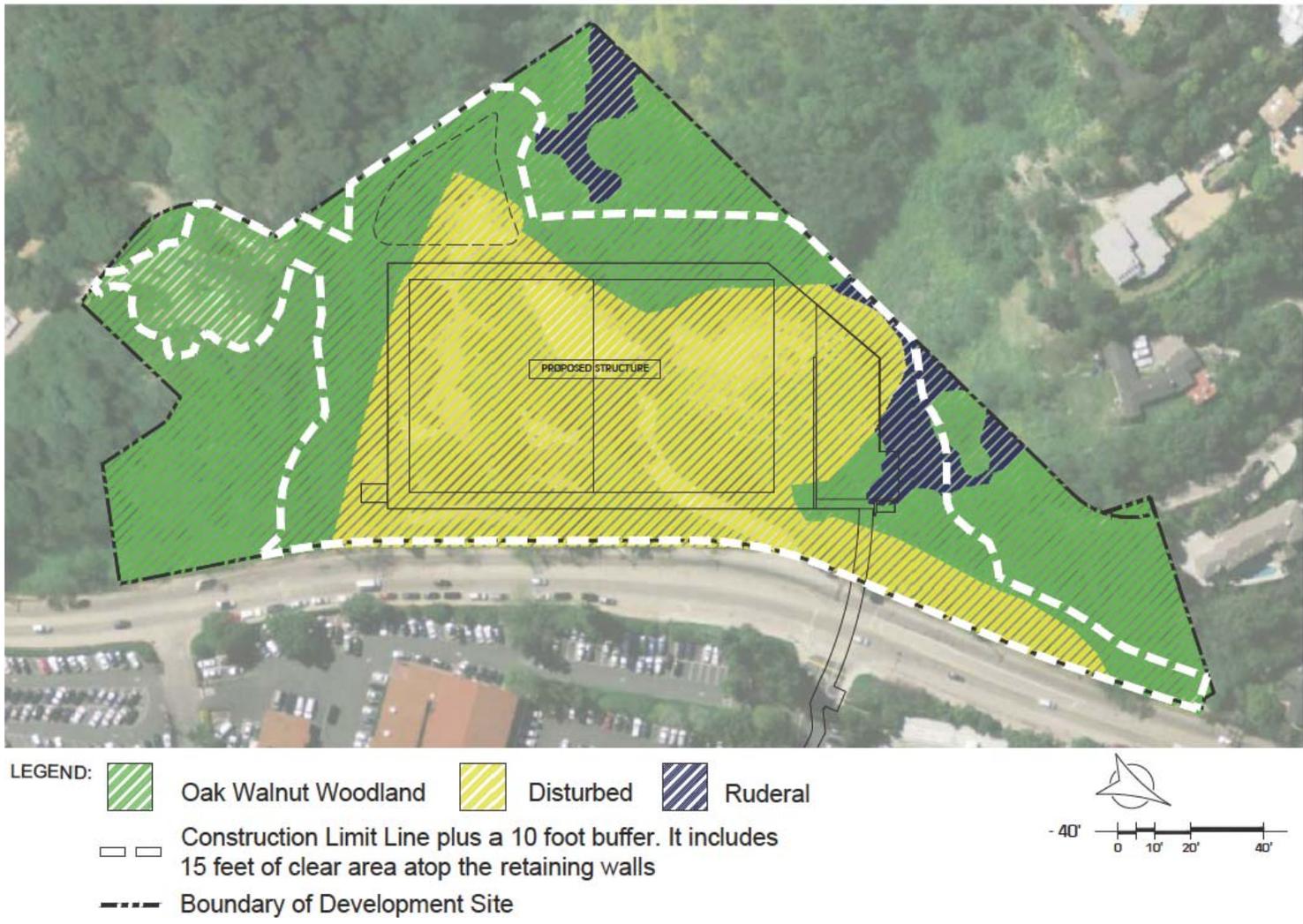
Page 3.2-37, the following is added to the last paragraph:

With regard to construction health risk impacts, implementation of MM-AQ-10 and MM-AQ-11 would reduce health risk impacts at the closest sensitive receptors. After implementation of mitigation measures, maximum cancer risk impacts at residential receptors east of the project are 8.9 per million for children and 0.2 per million for adults. The maximum risk at nearby receptors to the south of the Site would be 3.8 in one million for children and 0.1 in one million for adults. Pre-school health risk is 1.3 per million for children and less than 0.1 per million for adults. Maximum cancer risk impacts after implementation of mitigation would be less than the 10 in one million significance threshold. Therefore, with mitigation, the proposed project would result in a less-than-significant impact related to localized construction health risk.

Page 3.3-17, last paragraph before the subheading “vegetation,” third sentence is revised as follows:

Given that the San Bernardino ringneck snake and coastal western whiptail are likely present on-site and given the disturbance to 1.43 acres of oak-walnut woodland and ~~2.86~~ 3.16 acres of disturbed area, the impact to these two species is considered significant.

Page 3.3-18, Figure 3.3-2 is revised to show the revised construction limit line with the removal of the house on Potosi Avenue.



SOURCE: Land Design Consultants

Harvard-Westlake Parking Structure ■

Figure 3.3-2
Vegetation Impact Map

Page 3.3-19, first paragraph, third sentence is revised as follows:

As shown in Table 3.3-3 below, approximately ~~4.43~~ 4.73 acres of the 6.83 acres of the Development Site would be impacted ...

Page 3.3-19, table 3.3-3 the acreage of landscaped/disturbed impacted, and total are revised as follows:

Landscaped/disturbed	3.16	3.16 <u>2.86</u>
TOTAL	6.83	4.73 <u>4.43</u>

Page 3.3-20, last paragraph before the subheading “Wildlife”, the first sentence is revised as follows:

Implementation of the Proposed Project would result in the elimination of ~~2.86~~ 3.16 acres of the existing 3.16 acres of ornamental landscape vegetation and previously disturbed portions of the Development Site.

Page 3.3-22, last full paragraph, last sentence is revised as follows:

Therefore, given that the San Bernardino ringneck snake and coastal western whiptail are likely present on-site and given the disturbance to 1.43 acres of oak-walnut woodland and ~~2.86~~ 3.16 acres of disturbed area, the impact to these two species is considered significant.

Page 3.3-23 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Regulatory Compliance Measure RC-BIO-1 is expanded upon and renumbered to be Mitigation Measure MM-BIO-8.

Pages 3.3-23 through 3.3-26 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Regulatory Compliance Measure RC-BIO-1 (renumbered to MM-BIO-8) is revised as follows:

~~Oak/walnut woodland habitat~~ The removal of protected trees shall will be mitigated in accordance with LAMC requirements. ~~This mitigation will, by definition, reduce the level of impacts to less than significant.~~ The Native Tree Report for the Project indicates that the trees lost due to Development Site development ~~shall~~ will be replaced at a 4:1 ratio with tree species and size to be as determined to be acceptable by the City. The Native Tree Report shall be updated prior to approval of a protected tree removal permit. The applicant shall comply with the recommendations of the Native Tree Report as may be amended by the ~~decisionmakers Advisory Agency~~ and/or Urban Forestry Division Forester. The following list of recommendations and mitigation measures shall apply to the Project, including recommendations and measures is summarized from the Protected Tree Report, ~~and~~ Native Tree Report, and Tree Replacement Plan (see Appendices D.2, ~~and~~ D.3, and D.5):

...

2.a) The applicant shall be responsible for notifying the ~~decisionmakers Advisory Agency~~ and/or the City Forester of any changes in the scope of the work and shall ensure that all work is performed in accordance with applicable ordinances, permits, and procedures. Work performed within the drip line of the trees shall be preceded by not less than 48 hours notice to the City Forester and the Project's Arborist (Certified/Registered Arborist).

...

Mitigation for Tree Removals

Removal of trees shall be mitigated for according to the City of Los Angeles Municipal Code 17.05 §R (4 & 5) as amended by Ordinance Number 177404, effective 4/23/06, and to the satisfaction of the City's Chief Forester (Bureau of Street Services, Urban Forestry Division), and the Board of Public Works. Current Board of Public Works policy has increased the minimum requirement for protected tree replacement to 4:1. The Urban Forestry Division will determine the final stock size and locations of mitigation plantings.

Mitigation recommendations for the protected oak and walnut trees are outlined below. Thirteen (13) oak trees and 134 Southern California black walnut trees are proposed to be removed by the Project Harvard Westlake Parking Improvement Plan, of which 2 oak trees and 13 walnut trees are deemed dead.

...

- 2.g) ~~*Intentionally omitted. Given the significantly diseased condition of most of the walnut trees to be removed and the fact that there is currently no treatment available for the "thousand cankers disease" from which they suffer, we do not recommend the planting of any new Southern California black walnuts. If treatment becomes available, or new research indicates a resilience to the disease, this recommendation may be revised in the updated tree report to be prepared prior to the approval of the final tree removal perm*~~
- 2.h) ~~*To comply with the 4:1 replacement ratio, at least 528 mitigation trees shallshould be planted on-site in the remaining open space areas of the Harvard Westlake propertyProject Site. See Appendix D.5, the Tree Replacement Plan, for the proposed quantity, species, and location of replacement trees, supplemental plantings, and landscaping, subject to Urban Forestry Division approval.IV of the Protected Tree Report for the Conceptual Mitigation Planting Plan. Color coding on the plan calls out areas potentially suited for the recommended mitigation trees for the site: Coast live oak (Q. agrifolia), California scrub oak (Quercus berberidifolia), western sycamore (platanus racemosa), and Mexican elderberry (Sambucus mexicana). If sufficient space is not available to accommodate all of the required mitigation trees on site, off-site mitigation may be required. Off-site mitigation, if necessary, will comply with the requirements and guidelines for replacements as outlined in the City of Los Angeles Municipal Code 17.05 §R (4 & 5)as amended by Ordinance Number 177404, effective 4/23/06, and to the satisfaction of the City's Chief Forester (Bureau of Street Services, Forestry Division), and the Board of Public Works. Off-site mitigation may include, but not be limited to, payment of in lieu fees, acquisition of appropriate habitat with a specific number of existing trees for preservation, planting mitigation trees at an off-site location, or any combination of these measures.*~~
- 2.i) ~~*Mitigation trees of the species called out herein may also be planted in the newly landscaped areas of the Project as approved by the City Forester.*~~
- 2.j) ~~*City guidelines for mitigation trees call for "15-gallon specimen[s] measuring one inch or more in diameter at a point one foot above the base and not less than seven feet in height, measured from the base." However, the City Forester shall determine the final container sizes acceptable for each replacement species, including the potential use of multi-stemmed trees given that the majority of the removal trees are walnuts in poor condition that should not be replaced "in-kind", it is recommended that a range of smaller container sizes (such as one to five gallon) be allowed for*~~

mitigation trees in this Project. Multi-stemmed trees should be allowed for mitigation purposes. The City Forester shall determine the final container sizes acceptable for each replacement species.

- 2.k) *Mitigation trees ~~shall~~ should be planted in groups, or clusters, of three to five trees in a circular or triangular pattern to mimic natural groups of trees. The City Forester shall determine the final placement of each replacement tree and/or group of trees.*

...

- 2.m) *All plantings ~~shall~~ will be generously watered immediately after planting and maintained for a minimum of three years from the date of planting.*

...

- 2.s) *Three years of mitigation tree monitoring shall be documented by the Project's Arborist to the Applicant and the City Forester through a number of regularly scheduled site inspections and reports. The number and sequence of inspections over the three year period ~~shall~~ will be determined at the discretion of the City Forester in the final tree removal permit conditions of approval. Following the initial three-year monitoring period, additional monitoring, if any, shall be determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland.*

...

- 2.t) *Walnut trees that are not impacted by the Project, but die from TCD during the course of the Project construction and post-Project monitoring ~~shall~~ should be documented in the monitoring reports and recommendations for their removal ~~shall~~ may be made in the monitoring reports. Mitigation for the removal of dead walnut trees with confirmed TCD ~~shall~~ should not be required. This scenario ~~shall~~ should be addressed in the Project's tree removal permit conditions to the satisfaction of the City Forester and the Board of Public Works. All California walnut trees infected with TCD that are removed from the Project Site shall be disposed of properly to reduce the chance of spread to other trees. Proper disposal of material from affected trees includes burning or burying branches and smaller diameter wood as soon as possible. Persons salvaging wood and branches off the project site can spread the insect carrier and fungus to new areas. Tools and equipment coming into contact with infected trees shall be sanitized before reuse; this process shall be monitored by a qualified professional.*

...

- 2.u) *All work in the drip line of the trees approved for encroachment ~~shall~~ must be done using hand implements only; the use of mechanized tools is prohibited except where absolutely necessary AND as approved by the City Forester. Within the Protected Tree Zone, all work conducted in the ground shall be accomplished with hand tools, unless an air spade is utilized. Trenches in the Protected Tree Zone shall be tunneled, completed with an air spade, or dug by hand.*

...

- 2.x) *Upon completion of the work associated with this permit, a three to four-inch layer of certified mulch is recommended to be placed on the ground within the drip line of the encroachment trees (keep mulch six*

inches away from the trunks). ~~Where feasible, the~~The native leaf litter shall~~should~~ be retained and used as the mulching material. Page 3.3-27 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-BIO-1 is revised as follows:

The Project ~~as proposed specifies the retention of~~ shall retain approximately 2.29 acres of native vegetation (oak woodland and other native species) on the Development Site ~~(that shall function as a natural conservation area)~~ with an additional ~~2.08~~ approximately 2.3 acres of new landscaping and permeable area ~~(1.86~~ 2.08 acres of landscaping and 0.22 acres of permeable area in the debris basin). ~~To the extent that this area remains relatively free of human disturbance, it will continue to function as a component of the natural ecology of the area except in the immediate vicinity of the new development. Project landscaping shall be comprised of native vegetation. These areas shall be conserved for open space purposes and development shall be prohibited in these areas.~~

Page 3.3-27 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-BIO-1, the last sentence of paragraph a. and the first sentence of paragraph b., are revised as follows:

Earth-moving equipment shall be confined to areas within the designated ~~daylight~~ grading area at all times during construction.

In coordination with the City's Urban Forestry Division ~~Forester~~ and the Fire Department ...

Page 3.3-28 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-BIO-4 is revised as follows:

Shielded directional lighting, including, as appropriate, internal silvering of the globe or external opaque reflectors shall be used to direct light from the Parking Structure and practice field away from natural areas and to protect nocturnal biological resources, as determined to be appropriate by a qualified biologist. ~~and motion~~ Motion sensing technology within the Parking Structure and for the pedestrian bridge shall be used so that such lights are only on that cause lights to only be on when required by the presence of people. ~~All lighting adjacent to natural areas shall be low luminescence, directed downwards or towards the structure and shall include shielding to the extent necessary to prevent direct artificial illumination of natural areas and to protect nocturnal biological resources, as determined to be appropriate by a qualified biologist. All lighting external to the Parking Structure and adjacent to natural areas shall consist of focusable downlights that are installed as handrail undermounts or pedestrian-level bollards, and shall use a color temperature of no more than 2700 Kelvin. Lighting within the Parking Structure shall adhere to Illuminating Engineering Society standards.~~

Page 3.3-28 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-BIO-5 is revised as follows:

Prior to the issuance of grading permits, surveys ~~Surveys~~ for Plummer's mariposa lily shall be conducted on the entire Development Site by a qualified biologist during the May-July flowering period for the species. Any Plummer's mariposa lilies located in the impact area ~~shall~~will be relocated to suitable habitat outside the impact area by a qualified biologist.

Page 3.3-29 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-BIO-7 is revised as follows:

All vegetation removal within the approved impact area ~~shall~~will take place between September 1 and February 15 ~~to the extent feasible, or~~ between February 15 and September 1 ~~if~~if, a preconstruction survey (by a qualified biologist) ~~is shall~~will be undertaken to identify any nests and any appropriate protective measures. This measure ~~shall~~will protect any bird species from direct mortality as a result of Project construction and nest removal. It is assumed that bird species occurring on the site would leave the construction area at the onset of brush clearing. If construction begins before February 15, and proceeds continuously through the summer, weekly monitoring visits, by a qualified biologist ~~shall~~will be made to determine if any birds are nesting in the remaining habitat onsite and if so whether they are being disturbed by construction activity. If any birds are found to be nesting, the biologist ~~shall~~will determine if construction is reducing nesting success. If construction is found to be reducing nesting success, a buffer zone ~~shall~~will be established within which construction ~~shall~~will not occur until nesting is complete. The buffer zone shall be 500 feet for raptors and 200 feet for other bird species. If evidence of bats is identified during preconstruction surveys a bat expert shall be consulted and mitigation shall be implemented to ensure no significant adverse impacts to bats as determined by the bat expert. The biological monitor ~~shall~~will be present on site during all grubbing and clearing of vegetation to ensure that activities remain within the Project footprint. The biological monitor ~~shall~~will retain weekly monitoring reports for inspection upon request of the City during the grubbing and clearing of vegetation, and shall notify the Department of Building and Safety immediately if Project activities have the potential or do damage active avian nests.

Page 3.3-29, last paragraph, first sentence is revised as follows:

Given that the San Bernardino ringneck snake and coastal western whiptail are likely present on-site and given the disturbance to 1.43 acres of oak-walnut woodland and ~~2.86~~ 3.16 acres of disturbed area, the impact to these two species is considered significant after mitigation.

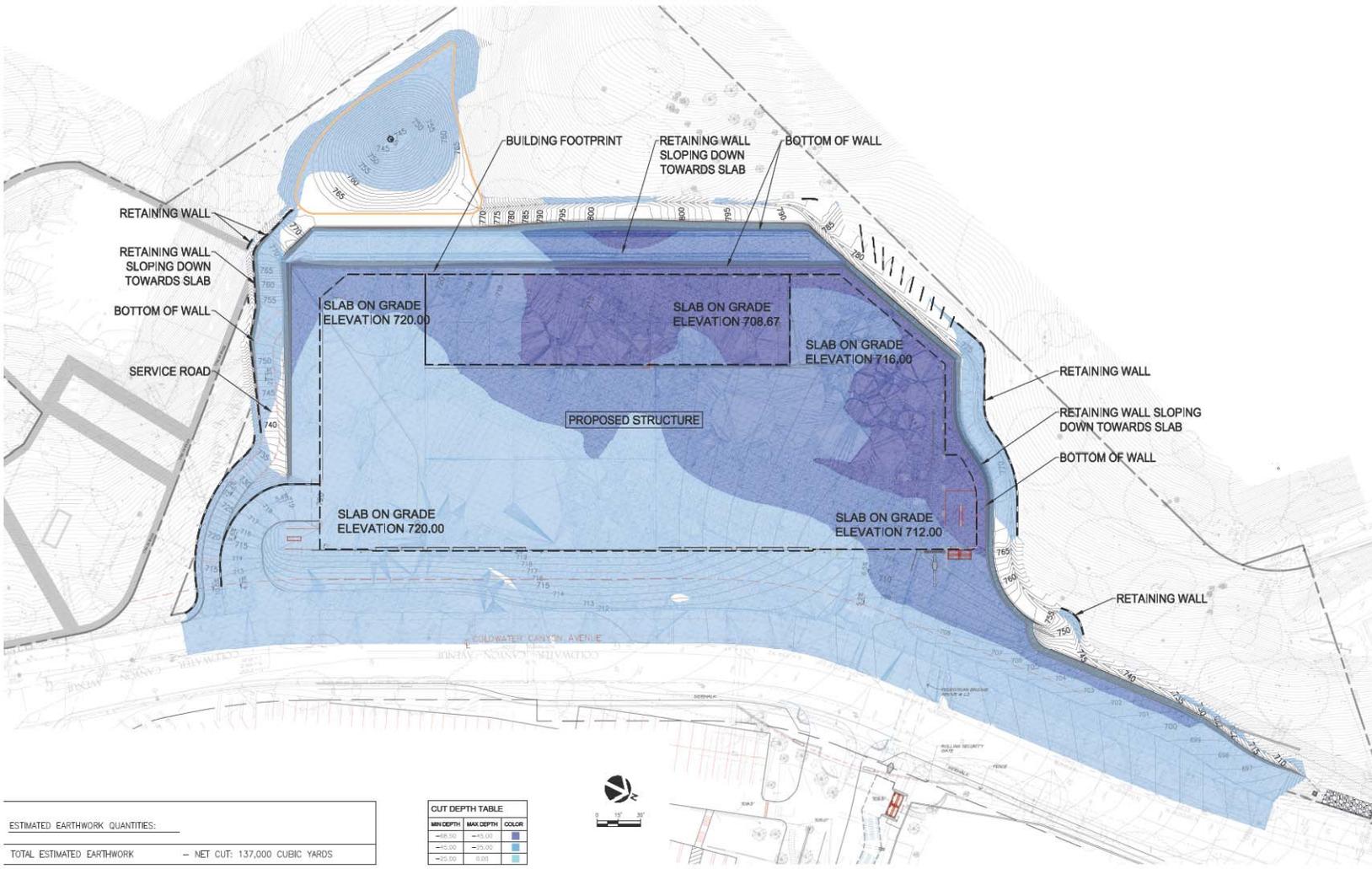
Page 3.4-1, first paragraph, starting on line 6, is revised as follows:

This building has access from Potosi Avenue and would ~~not~~ be removed as part of the Project.

Page 3.4-7 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-CUL-2 is incorporated as a fourth bullet point under Mitigation Measure MM-CUL-1.

Page 3.5-24, Figure 3.5-3 is revised to show removal of the house on Potosi Avenue; see following.

Page 3.5-30 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Regulatory Compliance Measure RC-GEO-6 is expanded upon (see below) and renumbered to Mitigation Measure MM-GEO-1.



ESTIMATED EARTHWORK QUANTITIES:	
TOTAL ESTIMATED EARTHWORK	- NET CUT: 137,000 CUBIC YARDS

CUT DEPTH TABLE		
MIN DEPTH	MAX DEPTH	COLOR
-0.00	+0.00	Blue
-1.00	+25.00	Light Blue
-25.00	0.00	Dark Blue

SOURCE: KPFF Consulting Engineers, 2016

Harvard-Westlake Parking Structure ■
Figure 3.5-3
 Depth of Excavation

Page 3.5-30 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Regulatory Compliance Measure RC-GEO-6 (renumbered to MM-GEO-1) is revised as follows:

~~RC-GEO-6~~ MM-GEO-1: The Project shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the LAMC and California Building Code as may be identified by the City Department of Building and Safety prior to Plan Check approval on each building. Prior to issuance of building permits, monitoring, response, and recovery plans for the pedestrian bridge shall be approved by and remain on file with the Department of Building and Safety. Measures shall include, but are not limited to, a seismometer to detect the potential for shifts in the pedestrian bridge and structural inspections of the pedestrian bridge on an annual basis, as well as following any earthquake that results in localized mean peak ground acceleration greater than 0.25g.

Page 3.5-31 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Regulatory Compliance Measure RC-HYDRO-3, first sentence, is revised as follows:

The Project shall comply with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan (SUSMP) in accordance with the Los Angeles Municipal ~~Storm~~ Storm Water permit.

Page 3.6-10, second paragraph, starting on line 5, is revised as follows:

The Parking Structure's location on the development Site, -- immediately adjacent to Coldwater Canyon Avenue, would maximize the amount of open space that would remain on the Development Site (approximately 33.5 percent of the Development Site would remain native vegetation undisturbed other than replanting of trees and an additional ~~30.43~~ 33.64 percent would include new landscaping and permeable area), ...

Page 3.6-10, Table 3.6-1, the Project Consistency Analysis with Goal 6A, starting on line 11, is revised as follows:

The Project would include new landscaping and permeable area, or be undisturbed site except for planting new native vegetation/mitigation trees on approximately ~~63.98%~~ 67.19% of the Development Site.

Page 3.6-12, Table 3.6-2, Project Consistency Analysis, starting on line 9 is revised as follows:

Partially consistent with this footnote, the Project balances the proposed development with approximately ~~63.98 percent~~ 67.19% of the Development Site area to be new landscaping and permeable area, ...

Page 3.6-14, Table 3.6-3, Project Consistency Analysis, starting on line 3 is revised as follows:

The Development Site, currently disturbed or developed as to over half of the acreage, would be improved to ~~63.98%~~ 67.19% of lush, native, drought-tolerant landscaping.

Page 3.6-15, first paragraph under the subheading Cumulative Impacts, second and third sentences are revised as follows:

The Proposed project would impact a total of ~~4.43~~ 4.73 acres, of which ~~2.86~~ 3.16 are already disturbed (see Figure 3.3-2 in the Biological Resources Section). The majority of the disturbed area that would be impacted (~~2.65 acres of the 2.86~~ 3.16 acres) is within the Desirable Open Space Boundary (~~of the 3.16 acres of disturbed land, 2.65 is within the Desirable Open Space Boundary~~). ~~(Of the 1.43 acres of impacted oak-walnut woodland, 1.06 is within Desirable Open Space Boundary and of the 0.14 acres of impacted ruderal area, all of it would be within Desirable Open Space Boundary).~~

Pages 3.7-5, 3.7-3, and 3.7-4; Figures 3.7-2, 3.7-3 and 3.7-4 are revised to show the revised construction limits to include the removal of the house on Potosi Avenue.

Page 3.7-9, the threshold for Vibration (just before the heading “Impacts”) is revised as follows:

Vibration. There are no adopted State or City of Los Angeles vibration standards. Based on Federal guidelines, a significant impact related to construction or operational activity of the Project would occur if:

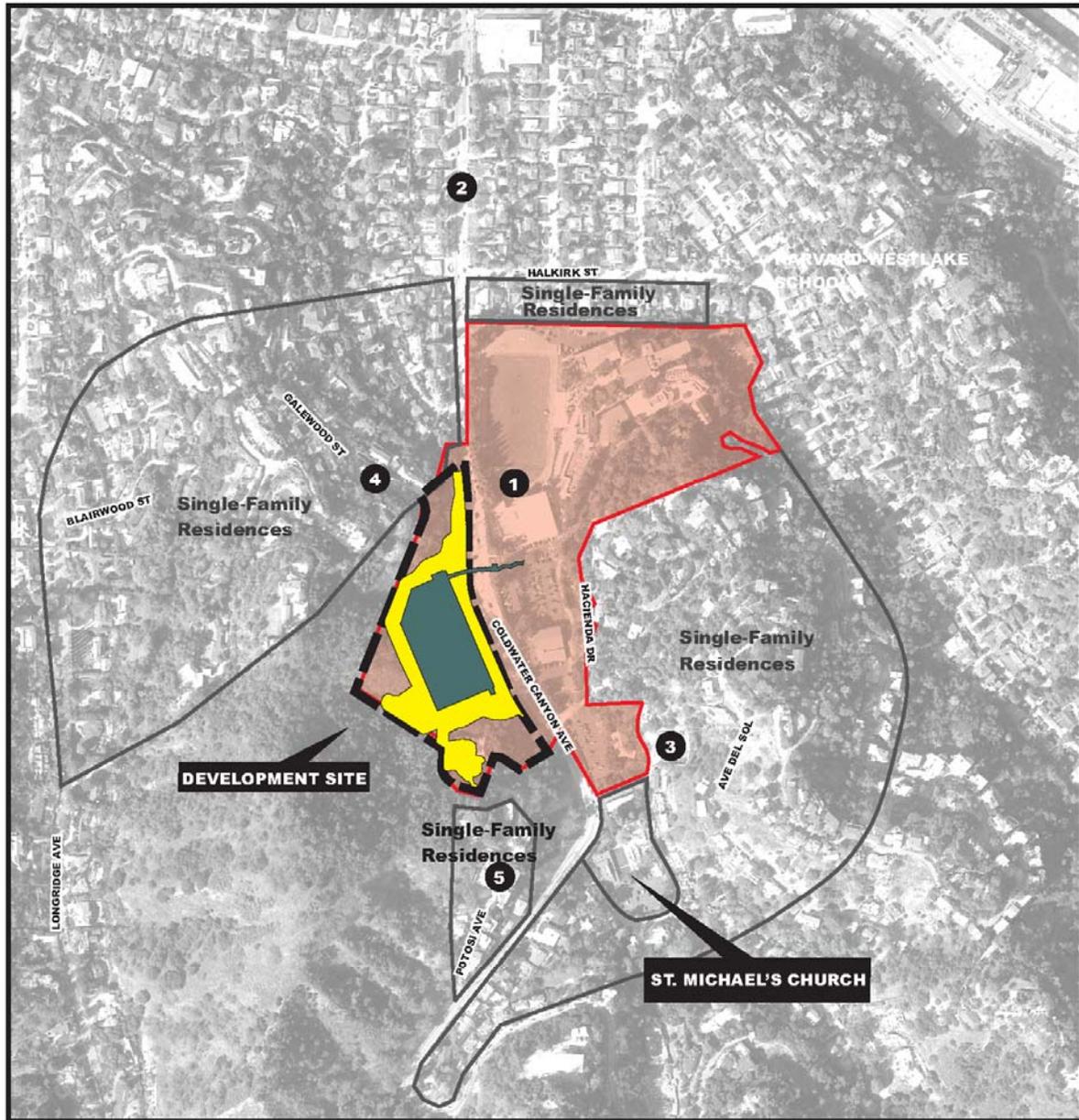
- ~~Construction Project~~ Construction Project-related vibration levels would exceed 0.2 inches per second PPV at residential land uses.

Page 3.7-12, Table 3.7-6, the row addressing Potosi Avenue is revised as follows:

Street/ Receptor	Number of Significantly Impacted Receptors	Distance from Construction Limit Line to Property Line (feet) /a/	Maximum Construction Noise Level (dBA) /b/	Existing Ambient (dBA L _{eq}) /c/	Temporary New Ambient (dBA L _{eq}) /d/	Range of Noise Increases
Potosi Avenue	3	279 <u>102</u> -448	55.0-77.1	50.2	56.2-77.1	6.0-26.9

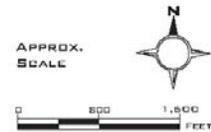
Page 3.7-24, Table 3.7-12, the row addressing Potosi Avenue is revised as follows:

Street/ Receptor	Number of Significantly Impacted Receptors	Distance from Construction Limit Line to Property Line (feet) /a/	Maximum Construction Noise Level (dBA) /b/	Existing Ambient (dBA L _{eq}) /c/	Temporary New Ambient (dBA L _{eq}) /d/	Range of Noise Increases
Potosi Avenue	2	279 <u>102</u> -448	56.0-74.1	50.2	57.0-74.2	6.8-24.0



LEGEND: Project Site Development Site Construction Limits Approximate Structure Footprint

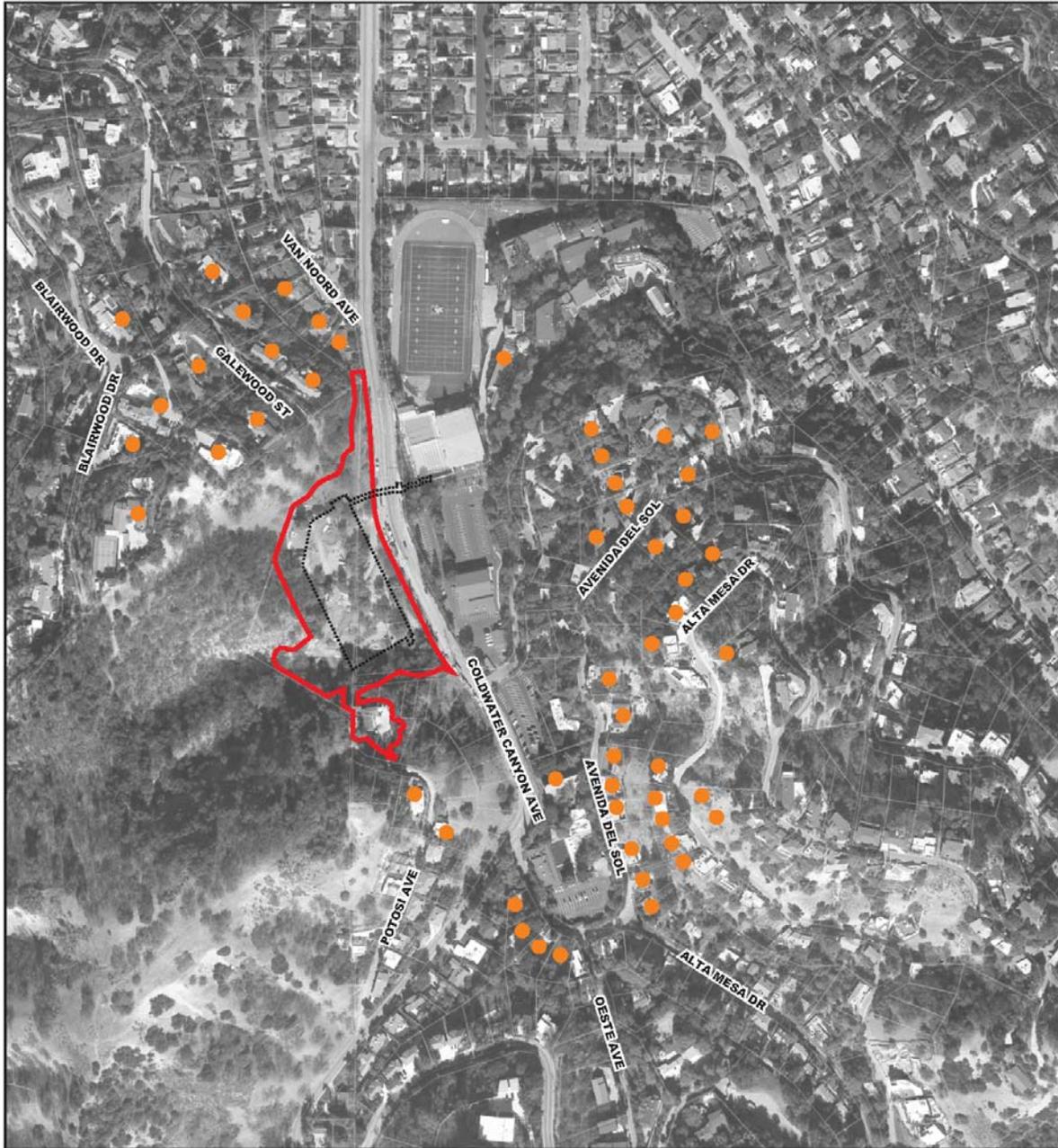
- # Noise Monitoring Locations
- 1. Southern End of Football Field
- 2. 4006 Coldwater Canyon Avenue
- 3. 3923 Avenida Del Sol
- 4. 12917 Galewood Street
- 5. 3654 Potosi Avenue



Harvard-Westlake School Parking Structure

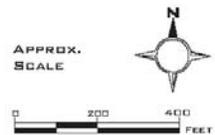
Figure 3.7-2

Noise Monitoring and Sensitive Receptor Locations



LEGEND:

-  Construction Limits
-  Parking Structure and Retaining Wall Footprint
-  Construction Impact Measured from the Construction Limits

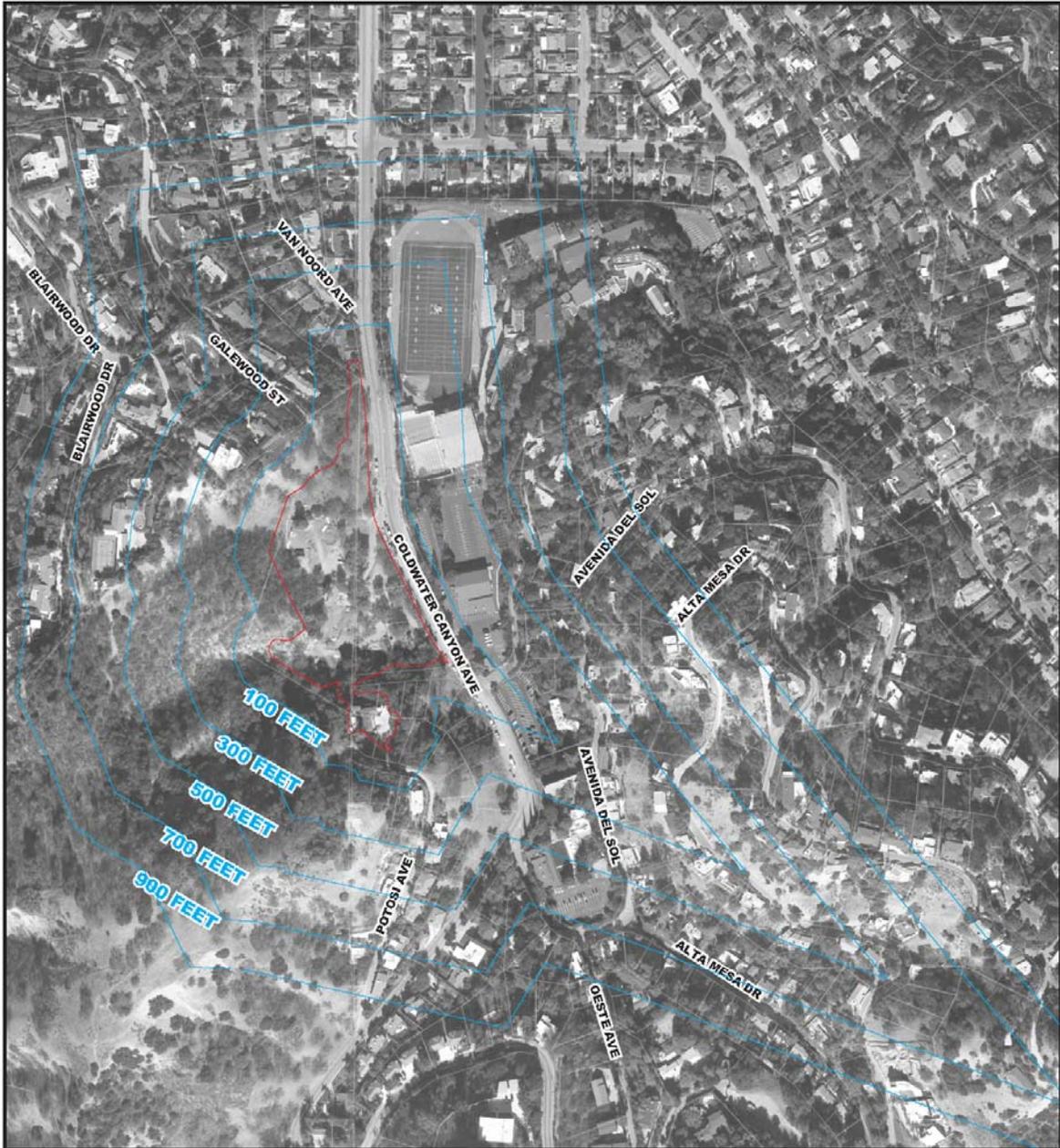


SOURCE: Google Earth and TAHA, 2015.

Harvard-Westlake School Parking Structure

Figure 3.7-3

Construction Noise Impacts

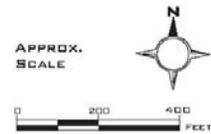


Note: These contours strictly represent distances from the construction limit. The impact distances vary depending on existing ambient noise levels and topographical features.

LEGEND:

- Construction Limits
- 100-foot Intervals from Construction Boundary

SOURCE: Google Earth and TAHA, 2015.



Harvard-Westlake School Parking Structure

Figure 3.7-4

Construction Distance Contours

Starting on page 3.7-22 (and in Table 1-2: Summary of Impacts and Mitigation Measures), three new Project Design Features are added and Mitigation Measures MM-N-9 and MM-N-10 are revised as follows:

PDF-N-1: There shall be no bleacher seating or general spectator viewing on the practice field.

PDF-N-2: The use of the practice field shall be prohibited before 8:00 a.m. and after 8:00 p.m. Monday through Friday and before 8:00 a.m. and after 5:00 p.m. on weekends and on holidays that occur on a weekday.

PDF-N-3: No public address system shall be used on the practice field. Harvard-Westlake shall not allow music to be played on the practice field (including band practice or other use of musical instruments or playing of a radio or other music or sound broadcast equipment).

MM-N-9: A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the entrance to the Development Site construction site shall list the telephone number for the disturbance coordinator.

MM-N-10: The site administrators for Sunnyside Preschool and for Harvard-Westlake School shall coordinate with the construction contractor to schedule construction activity such that student exposure to noise is minimized.

Page 3.8-7, Figure 3.8-1, is revised to show removal of the house on Potosi Avenue; see following.

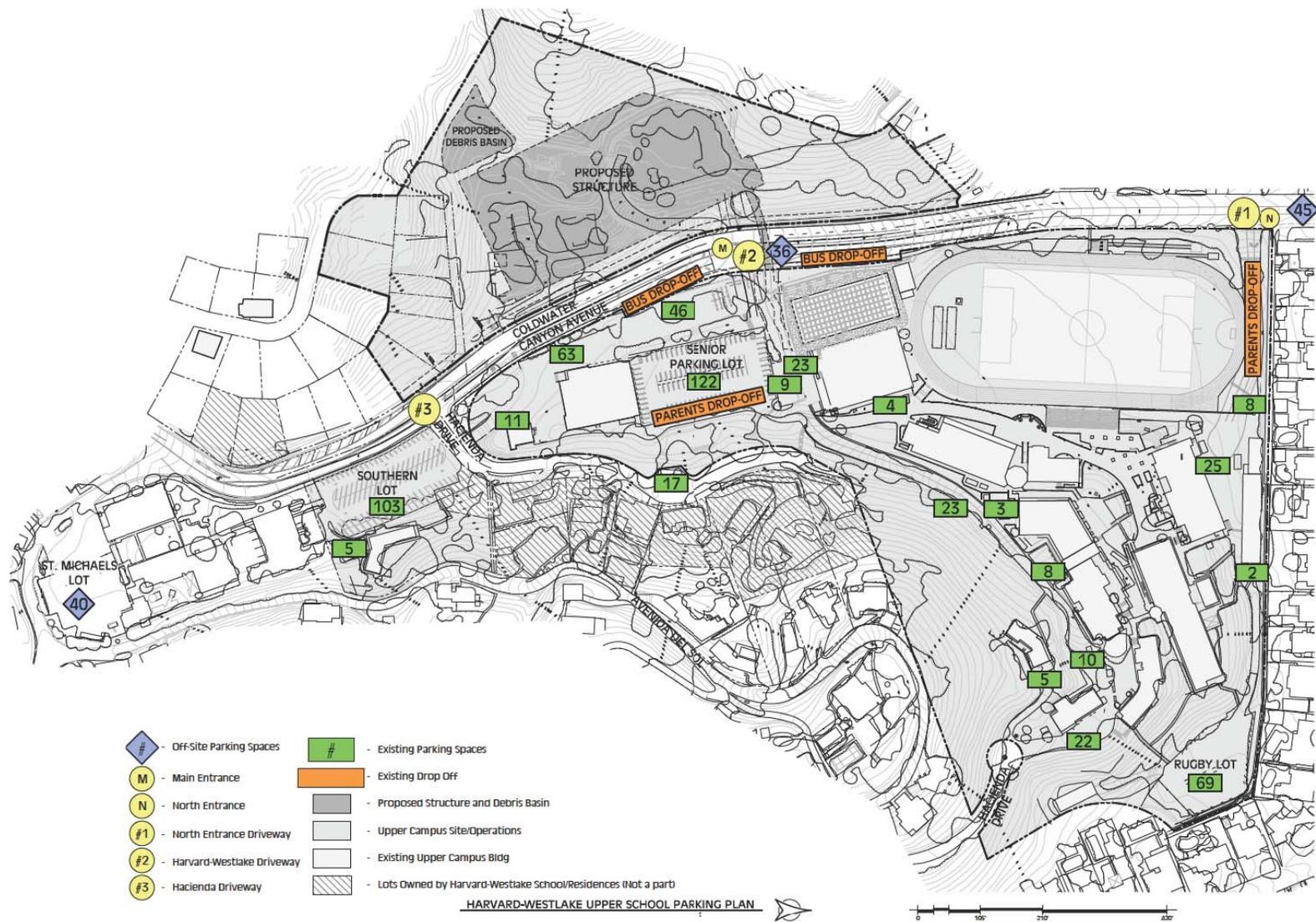
Page 3.8-14 is amended to include the following information relating to the construction of the pedestrian bridge.

Bridge Construction Phase

Construction of the pedestrian bridge would begin with the installation of the bridge’s concrete vertical supports on the east and west sides of Coldwater Canyon Avenue. Bridge panels and support members would be prefabricated, assembled on the Development Site, lifted into position via a crane prior, and secured in place. This process would require the closure of Coldwater Canyon Avenue for approximately 8 hours, in both the northbound and southbound directions, given the necessary movement of construction equipment and in order to ensure the safety of motorists. Various aspects of bridge construction would continue following the initial installation of the truss system and structural panels but would be conducted without additional street closures beyond the aforementioned approximate 8 hours.

Page 3.8-30 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Regulatory Compliance Measure RC-TR-1, first sentence, is revised as follows:

Review and approval of a haul route ~~shall~~ will be required to be obtained from the City of Los Angeles Board of Building and Safety Commissioners.



SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 3.8-1
Existing Parking and Drop Off Zones

Page 3.8-30 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-TR-1, first sentence, is revised as follows:

Truck trips, Monday through Friday, ~~would occur~~ shall be limited as follows...

Page 3.8-30 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Project Design Feature PDF-TR-2 is revised as follows:

The Parking Structure ~~will~~ shall include electric vehicle charging stations for at least five percent of the parking spaces, and infrastructure to support future charging stations for an additional five percent of the parking spaces, to encourage use of electric vehicles and encourage those with electric cars to park in the structure.

Page 3.8-30 (and in Table 1-2: Summary of Impacts and Mitigation Measures), a new Project Design Feature is added:

The following project design feature would ensure that traffic does not back up on to Coldwater Canyon Avenue:

PDF-TR-3: The Parking Structure shall not have a restricted entry gate (e.g., key card) to ensure that vehicles do not back-up onto Coldwater Canyon Avenue.

Page 3.8-30 (and in Table 1-2: Summary of Impacts and Mitigation Measures), a new Project Design Feature is added:

The following project design feature would ensure that students do not park on public streets for daily school attendance:

PDF-TR-4: Harvard-Westlake shall post a security guard at the northern Campus driveway who shall deny entry to students who attempt to walk onto Campus, unless the student rides public transportation, uses a bicycle or similar mode of transportation, and/or walks to Campus from his or her residence (such students shall be provided identification to verify permission to walk on Campus).

Page 3.8-31 (and in Table 1-2: Summary of Impacts and Mitigation Measures), Mitigation Measure MM-TR-1 is removed.

Page 5-5, consideration of smaller parking structures throughout the Campus, is modified to include additional information about building a parking structure on the Senior Lot.

There are three main surface parking areas on-campus. None of them are large enough to allow construction of a full practice field, or in some cases any practice field, which is one of the key objectives of the Proposed Project. Therefore none of these locations is desirable for the Harvard-Westlake School. Even absent a practice field, the location and smaller size of the existing parking areas would put the structure significantly closer to a greater number of residences and require a greater number of levels of parking.

With respect to each of these parking areas, development of the Southern Lot is addressed in Alternative 5 below. Development of a multi-story structure on the Senior Lot (north of the Southern Lot) would impede student circulation on the Harvard-Westlake Campus and would result in similar impacts to development of the Southern Lot potentially with additional impacts (visual quality,

lighting and noise) to more residential uses to the east of the Harvard-Westlake Campus. Such a structure would contain six levels of parking (as compared to the proposed Project's three) and would reach a height of approximately 67 feet 10 inches to the level of the practice field. The catchment fence and field lights would reach total heights of 97 feet 10 inches and 104 feet 10 inches, respectively. At a ground elevation of 700 feet AMSL, the structure would reach a total elevation of over 804 feet AMSL, making it the highest building on Campus even though most other buildings begin at a higher base elevation.

The structure would no longer be built into the hillside to the west of Coldwater Canyon Avenue, but instead, much like Alternative 5, would be situated in the middle of Coldwater Canyon itself where it would be unshielded from views in all directions. The significantly increased height would make it more visible to motorists on Coldwater Canyon Avenue, at a greater distance, and would feature prominently in, and may directly obstruct, views from residences to the east, south (including St. Michael's), west, and possibly north (since it would rise more than 70 feet higher than the only intervening building, the existing Taper gymnasium). Impacts to views and overall aesthetics would be greater than the proposed Project and might be considered a significant environmental impact.

Given the increased height of the field lights and closer proximity to residences (many of which would be below the field lights), spillover lighting and direct glare would be greater than the proposed Project as would operational noise (relating to use of the parking structure, car horns, and alarms, as well as the practice field).

Due to the reduced footprint, the dimensions of the practice field would be less than half the size of the proposed field, limiting its potential utility for sports and decreasing the number of students who can simultaneously attend practices on it. The smaller field would therefore only partially achieve one of the Project's primary objectives (increased recreational opportunities for students).

Lastly, development of the small lot at the northeast corner of the Harvard-Westlake Campus (Rugby Lot) would be severely constrained – access is by a single lane driveway that is bordered by buildings, topography and an adjacent ditch. In addition, surrounding residential development is located immediately adjacent to the parking area – all of these factors make development of a multi-story structure in this location infeasible.

Page 5-17, the following new table is added after Table 5.2:

Level of Service	Final Delay	Project-Related Increase in Delay
C	>20-35	Equal to or greater than 6.0 seconds
D	>33-55	Equal to or greater than 4.0 seconds
E	>55-80	Equal to or greater than 2.5 seconds
F	>80	Equal to or greater than 2.5 seconds

Page 5-17, second to last paragraph, last sentence (and in Table 5-4: Summary Comparison of Impacts – Project Compared to Each Alternative), is revised as follows:

Impacts would be greater than the Project ~~but still less than~~ and above the threshold of significant significance.

Page 5-19, the description of Alternative 4, is clarified as follows:

This alternative would reduce the footprint of the Parking Structure, by shortening the length of the Parking Structure by 25% beginning from its southern terminus, and would include four stories (five levels) of parking including rooftop parking rather than a practice field. It would include the same number of parking spaces (750 spaces) and the pedestrian bridge would remain. This alternative would not include a practice field or the associated lights. This alternative would include low-level security lighting on the top deck. This alternative would include a pedestrian bridge as with the Project. **Figure 5-4** shows an aerial photograph with a rendering of Alternative 4; **Figure 5-5** shows a street level view of Alternative 4.

Appendix I, page LD-5, third full paragraph, last sentence, is revised as follows:

Based off of the calculations provided by Musco, the average horizontal illuminance on the practice field would be approximately 30 fcs (see Appendix B),³ in contrast to the 70 ~~75~~ fcs illuminance during play at the Ted Slavin field.

Appendix I, page LD-7, first paragraph, third sentence, is revised as follows:

Similar to the metal halide option, the LED fixtures, based upon the calculations provided by Musco, the average horizontal illuminance on the practice field would be approximately 30 fcs (see Appendix B),⁴ in contrast to the 70~~75~~ fcs illuminance during play at the Ted Slavin field.

Replaced Appendices. The following Sub-Appendices of Appendix C are replaced (they can be found on the CD inside the back cover of the FEIR):

Sub-Appendix c) updated CalEEMod files and Sub-Appendix d) updated AERMOD.

These sub appendices have been revised to reflect the addition of stringent construction equipment emissions requirements to Mitigation Measure MM-AQ-10 as well as corrections to the haul length and number of trips, concrete trips and truck type, emission rates, and AERMOD parameters. Sub-Appendix c) no longer includes two subsections (1) and 2); now all regional construction emissions for the anticipated equipment mix are included in one set of CalEEMod output files; Tier III equipment is not separated.

New Appendices. The following are added as new appendices (they can be found on the CD inside the back cover of the FEIR):

- Appendix C. c) CalEEMod and d) AERMOD modeling
- Appendix C.1 Construction Health Risk Assessment
- Appendix C.2 Air Quality Peer Review by the environmental consulting firm ESA PCR
- Appendix D.5 Tree Replacement Plan
- Appendix E.5 Professional Opinion Regarding Effect of Project on Groundwater Flow
- Appendix E.6 Memorandum Regarding Grading for Drilled Piles
- Appendix E.7 Third Party Review Preliminary Design of Soil Nail System
- Appendix G.4.3 Addendum Haul Route Traffic Analysis
- Appendix H.2 Historic Assessment
- Appendix K Copies of Original Comments on DEIR
- Appendix L Copies of Original Comments on RDEIR

For the convenience of the reader, the Executive Summary (not including Table ES-2 NOP Comment Summary), with all applicable corrections and additions noted above as well as corrections of any typographical errors, is reproduced on the following pages.

EXECUTIVE SUMMARY (Updated for the FEIR)

This Executive Summary shows in redline changes from the RDEIR (new text is underlined, deleted text is shown in strike out font).

This ~~Recirculated Draft~~ Final Environmental Impact Report (~~RDEIR~~) has been prepared to evaluate the potential environmental impacts that could result from a proposed three-story (4-level), 750-space, Parking Structure with a rooftop (lighted) practice field (Parking Structure) and pedestrian bridge across Coldwater Canyon Avenue, located on the approximately 25.83 acre Project Site that is comprised of the approximately 6.83-acre Development Site and the approximately 19-acre Harvard-Westlake School Campus or Campus. -The Parking Structure would be an accessory use to the Harvard-Westlake Campus that would alleviate current impacts that occur as a result of school-related parking (buses and cars) along Coldwater Canyon Avenue and in the surrounding residential neighborhood. The Project also includes improvements to Coldwater Canyon Avenue adjacent to the Project Site that would improve traffic flow and pedestrian safety along that stretch of Coldwater Canyon Avenue. Also, existing utility lines (including power) adjacent to the Development Site would be placed underground.

In accordance with California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15123, this ~~RDEIR~~ contains a summary of the Proposed Project (referred to in this document as the Project, Proposed Project and Proposed Parking Structure), and its anticipated consequences. More detailed information regarding the Proposed Project and its potential environmental effects are provided in the ~~following sections of this RDEIR~~, particularly throughout Chapter 3, Environmental Setting Impacts, and Mitigation Measures.

The Harvard-Westlake Parking Improvement Plan ~~RDEIR is being~~ was recirculated to inform the public regarding the following changes in the Project and updated information: 1) Additional property added to the Development Site to the south of the Parking Structure, including the paper street Hacienda Drive which is proposed to be vacated; 2) Addition of a debris basin west of the parking structure; 3) Changes in location and height of retaining walls; 4) Addition of deflection walls to the northwest of the Parking Structure; 5) New Final Geologic and Soils Engineering Report and updated Hydrological and LID reports; 6) Supplemental Traffic and Tree reports; 7) Additional consideration of an alternative with subterranean construction; and 8) Other updated information and design refinements. In addition, the requested entitlements have been updated.

This Executive Summary of the RDEIR identifies new text as underlined and deleted text as strike through (changes in capitalization and corrections of typographical-type errors are not always identified). ~~The EIR has been clarified so that references to Project Site address the entire Campus including where the Parking Structure is proposed to be constructed and references to the Development Site address specifically the portion of the Project Site where the Parking Structure is proposed.~~

CEQA Guidelines Section 15088.5 requires that a lead agency recirculate an EIR, or portions of an EIR, when significant new information is added to the EIR after public notice for public review of the Draft EIR (or Recirculated Draft EIR), but prior to certification. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project, or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponent has declined to implement. ~~While much of the information being added to the DEIR in this RDEIR does not technically represent significant new information, it is nonetheless being recirculated in the interests of providing information to the public and the decisionmakers.~~ No significant new information is added in the Final

EIR, rather it includes clarification of information presented in the RDEIR including further refinement of the Project.

LEAD AGENCY

The City of Los Angeles is the Lead Agency for preparation of this RDEIR.

PROJECT LOCATION

The Project Site is located on the east and west sides of Coldwater Canyon Avenue, approximately 0.3 miles south of Ventura Boulevard and 1.3 miles north of Mulholland Drive, in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area of the City of Los Angeles. The Project Site is approximately 25.83 acres, comprised of two areas: 1) the approximately 19-acre Harvard-Westlake Campus, located at 3700 N. Coldwater Canyon Avenue, and generally bounded by Halkirk Street to the north, Coldwater Canyon Avenue to the west, and Hacienda Drive to the south; and 2) the approximately 5.5 6.83-acre (297,539.3 square feet pre-dedication) Development Site, comprised of an irregularly shaped portion of the Harvard-Westlake School located on the west side of Coldwater Canyon Avenue (3683, 3701, 3703, 3705, 3707, 3717, 3719 and 3801 N. Coldwater Canyon Avenue; 12908, 12916, 12924, 12930 W. Hacienda Drive; and 3666, 3680 N. Potosi Avenue), directly across from the Harvard-Westlake Campus. The Development Site also includes the paper street Hacienda Drive that is proposed to be vacated where it passes through the Development Site.

PROJECT CHARACTERISTICS

The Proposed Project consists of the development of a three-story (4-level) Parking Structure with 750 parking spaces and a rooftop (lighted) practice field. The Parking Structure would also include approximately 289 square feet structure for a security office. The Parking Structure would be approximately 45-feet to the field level, or 755 feet 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 feet (787 feet AMSL). There would be approximately 14 light poles (each with four LED fixtures) that would reach a height of approximately seven feet above the catchment fence, or 39 feet above the field, for a total overall height up to approximately 84 feet (794 feet AMSL).

The proposed Parking Structure would be used for parking purposes only, with no student drop-off and pick-up operations permitted on the Development Site. All student drop-offs and pick-ups would occur on the Harvard-Westlake Campus, in a slightly modified configuration to allow for a safer and more efficient operation for motorists and pedestrians.

The Project would improve the flow of traffic on Coldwater Canyon Avenue by constructing the following public improvements at no cost to the City or the community:

- Provide one northbound through lane and two southbound through lanes on Coldwater Canyon Avenue along the Development Site frontage (i.e., addition of one southbound through lane);
- At the intersection of Coldwater Canyon Avenue and the Proposed Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide:
 - Northbound: One left-turn lane, one through lane and one right-turn lane;
 - Southbound: One left-turn lane, two through lanes and one right-turn lane;

- Eastbound: One left-turn lane and one optional through/right-turn lane; and
- Westbound: One left-turn lane and one optional through/right-turn lane;
- Also at the intersection of Coldwater Canyon Avenue and the Proposed Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide new traffic signal equipment, including left-turn phasing for northbound and southbound Coldwater Canyon Avenue traffic, and LADOT's ATSAC/ATCS equipment with connection to the Coldwater Canyon Avenue intersection at Ventura Boulevard;
- At the intersection of Coldwater Canyon Avenue and the Proposed Project's southerly driveway, provide:
 - Northbound: One through lane (i.e., no left-turns from northbound Coldwater Canyon Avenue to the southerly driveway would be permitted);
 - Southbound: Two through lanes and one right-turn lane; and
 - Eastbound: One optional left-turn/right-lane (controlled by a stop sign, with no left-turns permitted weekdays 7:00 a.m. – 7:00 p.m.).

The Proposed Project would also relocate school bus loading and unloading from Coldwater Canyon Avenue to within the Harvard-Westlake Campus, and eliminate the use of local streets by students and visitors for parking for all but the biggest special events, such as graduation and homecoming.

Practice Field and Lighting

An open, approximately 330-foot long by 195-feet wide, 64,350-square foot practice field comprised of synthetic turf would be located on the top level of the Parking Structure. The rooftop practice field would be used for school-related athletic activities. An approximately 2,582 square foot facility (with equipment room, office and restrooms) would be located on the north end of the field. The practice field would serve as an accessory use to the Harvard-Westlake School. The rooftop practice field would include nighttime lighting to be used as needed up to 8 pm during weekdays (no lights on weekends or holidays that occur on a weekday). The practice field would be part of Harvard-Westlake's athletic program and would relieve the demand and use of the Harvard-Westlake Campus' Ted Slavin Field, which is currently used for practice and game events for numerous sports. There would be no seating or public address system as part of the practice field.

The 32-foot tall catchment fence, proposed around the perimeter ~~of~~ and above the practice field would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue. Lighting for the field would be integrated into the catchment fence with approximately 14 poles (each with four LED fixtures) located around the perimeter of the field reaching approximately seven feet above the catchment fence. 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 a state-of-the-art LED lighting system (such as Musco Green Systems) to prevent spillover lighting on to adjacent properties.

The proposed Parking Structure would also include interior lighting from 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.

Pedestrian Bridge

The Proposed Project also includes a pedestrian bridge crossing over Coldwater Canyon Avenue that would connect the proposed Parking Structure to the Harvard-Westlake Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling along Coldwater Canyon Avenue. For safety reasons associated with the danger of speeding vehicles currently traveling along Coldwater Canyon Avenue, no pedestrian access to the Development Site would be provided from the street. The pedestrian bridge would be fully accessible in compliance with the requirements of the Americans with Disabilities Act.

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 top of the elevator on either end of the bridge would reach approximately 65 feet (West) and 46 feet (East) in height. The bridge would be approximately 163 feet long and 13 feet wide and would provide a minimum vehicular clearance of approximately 25 feet 7 inches 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 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 pedestrian bridge would be enclosed with a metal screen over Coldwater Canyon Avenue (between the elevator towers) to prevent objects from falling from the pedestrian bridge. The pedestrian bridge would be secured when the Harvard-Westlake School is closed to prevent unauthorized access to the pedestrian bridge.

Retaining Walls

Four soil nail retaining walls are proposed on the Development Site in order to ~~protect the adjacent hillsides and to construct the~~ create a level surface upon which the Parking Structure would be built. Grading activities associated with the soil nail wall installation would occur over approximately 9 months and involve the removal of 137,000 cubic yards of soil (though 140,000 cubic yards were conservatively analyzed in the DEIR and RDEIR). The number of haul trucks in daily use would be controlled so as to avoid the peak morning and afternoon commuter periods. Haul trucks will follow a prescribed route to a waste facility located approximately 13 miles from the Development Site. The first soil nail retaining wall is located along the rear (west side) of the Parking Structure and is the lower portion of a stepped wall design along that section. It varies in height from 28 feet to 30 feet (south to north). The second soil nail retaining wall is the upper portion of the stepped retaining wall along the west side of the Parking Structure and also extends around the north and south sides of the Parking Structure. The south face of the second soil nail retaining wall would vary in height from 18 feet to 58 feet (from east to west), and at its eastern endpoint is directly abutted by a conventional retaining wall that gradually transitions to grade along the proposed southern access road. The west face of the second soil nail retaining wall varies from 52 feet to 90 feet in height (including the height of the first soil nail retaining wall), and the north face from 46 feet to 62 feet (from east to west). The third soil nail retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This soil nail retaining wall would vary in height from 17 to 44 feet (from north to south). The northern end of the third soil nail retaining wall terminates at an energy dissipation structure that, along with flow-through planters, treats and controls the flow of storm water so that it can be safely discharged onto Coldwater Canyon Avenue. The fourth soil nail retaining wall would be on the south end behind the south side of the second soil nail retaining wall and would vary in height from 4 feet to 23 feet (from east to west). All retaining wall height measurements include a 3-foot high protective fence.

The design of the retaining walls is intended to blend into the natural hillside area through the use of textured and colored concrete. The retaining walls also maximize the amount of open space areas to the

west of the Parking Structure within the steep hillside that has been designated as “Desirable Open Space” on the Community Plan Land Use Map.

Debris Basin & Deflection Walls

A debris basin is proposed to be located in the southwest corner of the Development Site. The debris basin would be earthen material. The debris basin would be surrounded by trees (within the newly landscaped area) that would be a mix of native vegetation (oaks) and other landscape trees. Its purpose is to collect and discharge water or other surficial runoff, such as might occur during a heavy rain event, from the hillside areas to the south and west. Similarly, ten deflection walls are also proposed (average length of 13 feet and ranging in height from 18 inches to three feet) on the northwest side of the Development Site. They would be installed along a 30-degree angle to the adjacent ascending topography and would deflect surficial runoff into a downstream debris channel to maintain positive flow.

Landscaping

The Proposed Project would include new landscaping and permeable area, or be undisturbed except for planting new native vegetation/mitigation trees on approximately ~~63.98%~~ 67.19% of the Development Site. The maximum proposed building footprint, is proposed to be 28.12%, plus an additional approximate 4.69% of driveway and new street paving. Approximately 33.55% of the Development Site would be undisturbed except for planting new native vegetation/mitigation trees, and approximately ~~30.43%~~ 33.64% of the Development Site would be planted with new drought tolerant landscaping and permeable area. The vegetation would be designed to screen the Parking Structure and debris basin and minimize its appearance.

The Harvard-Westlake Campus main entrance driveway would also include new landscaping to provide an attractive entrance to the Harvard-Westlake School.

Of the 338 protected trees located on the Development Site, 147 are proposed to be removed (13 oaks and 134 walnuts), 20 are proposed to sustain permanent encroachment and 171 are proposed to be preserved in place.¹¹

The City requires that all protected trees that are removed be mitigated upon completion of construction at a 2 to 1 ratio (City of Los Angeles Municipal Code 17.05R4(a)). However, the Harvard-Westlake School proposes to replace all removed protected trees at a 4 to 1 ratio, which is consistent with City practices and exceeds the actual minimum requirements. Trees that the City determines to be dead (i.e., health grade “F”) do not need to be replaced. Based on the tree inventory and associated condition grades, the 132 protected, non-dead trees to be removed will be replaced with 528 mitigation trees. In addition, the City requires all non-protected trees that are significant in size that are removed to be replaced at a 1 to 1 ratio. The School will replace all non-protected trees that are significant in size at a 2 + to 1 ratio. See Section 3.3 for a more detailed discussion of impacts to protected trees and biological resources. The Urban Forestry Division shall determine the final stock size and location of mitigation tree plantings.

~~Given the significantly diseased condition of most of the walnut trees to be removed and the fact that there is currently no treatment available for the thousand cankers disease (TCD) from which they suffer, mitigation is not proposed to include planting of any new Southern California black walnuts.~~

¹¹ The number of protected trees impacted by the Project was revised based on an updated tree count (see Appendix D.3) because the construction footprint was revised to reflect an additional 15 feet of clear area atop the proposed retaining walls and the Development Site was expanded to include the paper street Hacienda Drive and lots to the south.

In addition, existing utility lines (including power) adjacent to the Development Site would be placed underground.

Changes to Harvard-Westlake Campus

As part of the Proposed Project, the Harvard-Westlake Campus main entrance driveway would be relocated approximately 37 feet to the south along Coldwater Canyon Avenue to align with the proposed northerly Parking Structure driveway (this would result in the loss of 140 parking spaces from the parking lots south of, and along, the main entrance driveway). Similar to the existing main entrance driveway, the proposed relocated intersection with the northerly Parking Structure driveway would be controlled by a traffic signal, with new traffic signal equipment provided based on LADOT requirements. The east landing of the pedestrian bridge would be constructed on the Harvard-Westlake Campus. A new pedestrian promenade would be created from the bridge in to the center of the Harvard-Westlake Campus.

A bus pick-up/drop-off zone would be provided on the Harvard-Westlake Campus in an existing parking lot located at the south end of the Harvard-Westlake Campus (Southern Parking Lot), which would result in the elimination of the use of approximately 103 parking spaces from the Harvard-Westlake Campus. However, these 103 parking spaces would remain as overflow parking, as needed, for special events. Special events do not usually occur at the same time as regular bus activity. During special events, associated bus service (team and event buses) would use the north driveway (as at present).

Through the reconfiguration of the existing main entrance driveway into the Harvard-Westlake Campus and the resulting removal of 140 parking spaces from parking lots south of, and along, the main entrance driveway, and the 103 parking spaces displaced within the Southern Parking Lot, a total of 335 surface parking spaces would remain on the Harvard-Westlake Campus. With the development of the 750-space Parking Structure and the 335 remaining parking spaces, a total of 1,085 parking spaces would be provided on the Harvard-Westlake School. Approximately 104 off-site spaces (approximately 36 on Coldwater Canyon Avenue, 40 in the St. Michael's Church parking lot and approximately 28 spaces in the neighborhood) would no longer be used by the Harvard-Westlake School except for special events such as graduation and homecoming. **Table 2-1** in the Project Description summarizes on-campus available parking under existing and Proposed Project conditions. **Figure 3.8-1** Existing Parking in Section 3.8 Transportation, Circulation and Parking, shows current parking locations.

PROJECT OBJECTIVES

The 578 parking spaces currently provided on the Harvard-Westlake Campus do not accommodate the parking demand generated by the Harvard-Westlake School. The Harvard-Westlake Campus currently has one playing field (Ted Slavin Field), which cannot accommodate practices and games related to all of the numerous sports for boys and girls offered at the Harvard-Westlake School, such as football, lacrosse, field hockey, soccer and track and field. Many of the Harvard-Westlake School teams currently practice off-site.

The Proposed Project is guided by the following goals and objectives (see Chapter 2, Project Description for further details):

- Increase on-site parking supply for the Harvard-Westlake Campus for regular school use, as well as for typical school-related activities outside of regular school hours, essentially eliminating the need for school-related vehicles to park on-street, either on Coldwater Canyon Avenue or in the residential neighborhood north of the Harvard-Westlake Campus.

- Improve area circulation by removing vehicles and buses parking on Coldwater Canyon Avenue and on other nearby residential streets.
- Improve the flow of traffic on Coldwater Canyon Avenue by constructing public improvements at no cost to the City or to the community.
- Enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area, including the relocation of:
 - Cars that currently park off-campus along Coldwater Canyon Avenue, and
 - School bus drop-off/pick-up operations on-site.
- Enhance practice field facilities to increase opportunities for recreational activities on campus.

ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The formal environmental review process started with publication of a Notice of Preparation (NOP) that circulated from April 12, 2013 to May 13, 2013. A scoping meeting was held April 25, 2013. The NOP letters and comments received during the NOP comment period and at the scoping meeting are included in Appendix A of this ~~RDEIR~~.

The DEIR was circulated for a 66-day public comment period. The RDEIR ~~is being~~ was circulated for a 47-day public comment period, from February 4, 2016 to March 21, 2016. Following the public comment period on the RDEIR, a ~~this~~-Final EIR ~~will be~~ was prepared that ~~will~~ includes responses to the comments received on both the DEIR and the RDEIR.

The Harvard-Westlake Parking Improvement Plan RDEIR ~~is being~~ was recirculated to inform the public regarding the following changes in the Project and updated information: 1) Additional property added to the Development Site to the south of the Parking Structure, including the paper street Hacienda Drive, which is proposed to be vacated; 2) Addition of a debris basin west of the parking structure; 3) Changes in location and height of retaining walls; 4) Addition of deflection walls to the northwest of the Parking Structure; 5) New Final Geologic and Soils Engineering Report and updated Hydrological and LID reports; 6) Supplemental Traffic and Tree Reports; 7) Additional consideration of an alternative with subterranean construction; and 8) Other updated information and design refinements. In addition, the requested entitlements have been updated.

This ~~RDEIR~~ presents the updated results of the environmental analysis prepared for the Proposed Project. This document addresses potential Project environmental impacts, identifies appropriate mitigation measures and identifies any residual significant impacts after application of mitigation measures.

The Proposed Project is subject to review under the requirements of CEQA. The purpose of an EIR is to identify all potentially significant effects of a project on the physical environment, to determine the extent to which those effects could be reduced or avoided, and to identify and evaluate reasonable alternatives to the Project. The following discretionary actions are requested (see Chapter 2, Project Description for further details):

1. Vesting Conditional Use, pursuant to LAMC Section 12.24.T.3(b), a Conditional Use to permit the construction of a three-story parking structure with 750 parking spaces and a rooftop practice field with a protective fence, netting and lighting, in the RE40-1-H and R1-1 Zones, as accessory uses to the Harvard-Westlake School. 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 wall, a 13' 3" front yard setback for the practice field, and an ~~11' 1"~~ 11' 7" 1" front yard setback for the fence support poles;
- b. A 15-foot front yard setback for the proposed retaining wall;
- c. A zero-foot front yard setback for the pedestrian bridge and ancillary bridge structures;
- d. A zero-foot front yard setback for the service access ramp needed for Fire Department access from Coldwater Canyon Avenue.

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 service and emergency access from Coldwater Canyon Avenue; 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 3 inches 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 90 feet 5 inches (maximum height of the tallest wall) for retaining walls including 3 feet of fencing atop the wall.
- iv. A maximum grading quantity of approximately 2,500 cubic yards in a Hillside Area on a lot in the RE40-1-H 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 Sections 12.21 C.10(f)(3) and (4). (The Project would involve grading and export of a total of 137,000 cubic yards [to be conservative 140,000 cubic yards is analyzed in the ~~RDFEIR~~]; however, 134,500 cubic yards are exempted from grading limitations pursuant to LAMC Section 12.21 C.10(f)(3).)
 - v. A maximum quantity of earth export of approximately 2,500 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 Sections 12.21 C.10(f)(3) and (4). (The Project would involve export of a total of 137,000 cubic yards [to be conservative 140,000 cubic yards is analyzed in the ~~RDFEIR~~]; however, 134,500 cubic yards are exempted from earth transport limitations pursuant to LAMC Section 12.21 C.10(f)(3).)
 - vi. A maximum residential floor area of approximately 79,261 square feet in a Hillside Area, in lieu of the maximum residential floor area limits otherwise required by the Baseline Hillside Ordinance (LAMC Section 12.21 C.10(b). The Project would provide the following square footages allocated among the two zoning designations that comprise the Development Site: a) 18,788.15 square feet (R1-1); and b) 60,472.96 (RE40-1-H).
- B. Main Portion of 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 have been requested 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 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 to allow for the vacation of paper street Hacienda Drive.
4. Approval from the City of Los Angeles Cultural Affairs Commission for the design of the pedestrian bridge.
5. 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.

Study Issues

Based on preliminary review of potential issues in the Initial Study (see **Appendix B**) and comments received during the scoping process as well as comments received on the Draft EIR, and the RDEIR, the FEIR includes an analysis of the following environmental issue areas: Aesthetics; Air Quality and Greenhouse Gas, Cultural Resources (Archeological, Paleontological, and Human Remains Resources); Biological Resources; Geology, Soils and Hydrology (including Storm Water Drainage); Land Use; Noise, Transportation, Circulation and Parking. Other possible effects of the Project, (for example Cultural Resources (Historic Resources) and why these impacts were determined not to be significant are addressed in the Initial Study (**Appendix B**) and the General Impact Categories chapter of the EIR in Section 4 (of the RDEIR).

AREAS OF CONTROVERSY

Comments received during the scoping period including at the public scoping meeting held April 25, 2013, as well as comments received on the Draft EIR and RDEIR, indicate that ~~potential~~ areas of controversy include the following:

- Non-CEQA issues: Need for the Project; Enrollment; Permit violations.
- Traffic impacts along Coldwater Canyon Avenue.
- Neighborhood intrusion (a parking structure and practice field in a residential area).
- Existing noise problems (whistles, musical instruments, and crowds) and anticipated noise impacts (primarily from athletic practice activities) to neighboring residential uses.
- Construction and operational noise from the Parking Structure.
- Air quality impacts to surrounding uses.
- Impacts to trees and wildlife.
- Impacts to views from Coldwater Canyon Avenue and residences that surround the Project Site (north and east of the Project Site).
- Geological and hydrological impacts.
- Impacts to property values.
- Project location, desirable open space designation and zoning designation.
- Lighting impacts to adjacent land uses (residential and open space uses).
- Alternative locations, alternatives with fewer impacts, subsurface alternatives.
- Fire department access to properties on Potosi
- Necessity of vacation of paper street Hacienda Drive.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 provides a summary of Project impacts and mitigation measures and identifies level of significance after mitigation. **Table ES-2** provides a summary of issue areas addressed in comments on the NOP. Copies of the NOP and comment letters received can be found in **Appendix A**.

SUMMARY OF PROJECT ALTERNATIVES

As required by Section 15126.6 of the CEQA Guidelines, this ~~R~~DFEIR examines a range of reasonable alternatives to the proposed Project. The analysis of Project alternatives in this ~~R~~DFEIR focuses on a reasonable range of alternatives consistent with CEQA Guidelines Section 15126.6(a). Several alternatives were considered but rejected from further analysis:

Off-Site (Leased) Parking. This ~~R~~DFEIR does not analyze an alternative on property that the Harvard-Westlake School does not own (for example leasing parking along Ventura Boulevard or elsewhere). Such an alternative is speculative and infeasible at this time. In addition, parking facilities on Ventura Boulevard would cause logistical problems for students, faculty and staff in getting to campus in a timely fashion, potentially resulting in more traffic circulating between the campus and any facility on Ventura Boulevard. In addition, it is anticipated that such an alternative would not alleviate parking in the neighborhood as students would prefer to park closer to the Harvard-Westlake School without the need of taking a shuttle.

Increased Transportation Demand Management (TDM). The Harvard-Westlake School has a complicated program of activities that includes a variety of after school programs. Most students and faculty arrive at the same time in the morning, but the end of the day involves numerous activities with staggered end times resulting in limitations on how much carpooling, transit and busing can be done by students and faculty. In addition, the Harvard-Westlake_Campus has numerous events where guests come for relatively brief periods of time and need parking (e.g. parent teacher meetings, committee meetings, etc.). Increasing TDM is a mitigation measure that could help reduce demand for parking but not to the extent that additional parking would not be needed. Existing TDM at the Harvard-Westlake_School and the potential to increase TDM is discussed in Section 3.8 Transportation Circulation and Parking.

Subsurface Parking East of Coldwater Avenue and/or Subsurface Tunnel Under Coldwater Canyon Avenue. The Harvard-Westlake_Campus is located at a low-point, or a sump, of an estimated 140-acre watershed, which makes the construction of a subterranean parking structure on the Harvard-Westlake Campus infeasible. The Los Angeles County (County) Department of Public Works Hydraulic and Hydrology Manual requires that new construction within a sump be designed to withstand the discharge from a 50-year storm event. (Los Angeles County Department of Public Works Hydraulic and Hydrology Manual.) Using the County's methodology, including rainfall data, it is estimated that the potential runoff from a 50-year storm would be approximately 440 cubic feet per second. Currently, there is a 24-inch reinforced concrete pipe storm drain, which has a capacity to drain less than 20 cubic feet per second. To satisfy the County's minimum requirement, significant additional infrastructure would need to be constructed beneath the Campus and Coldwater Canyon Avenue to convey the large flow differential; pipe sizes in the range of 60 to 84 inches in diameter could be required. Installation of a large storm drain pipe in Coldwater Canyon Avenue is not feasible due to the existing utility infrastructure (including the recently installed 60-inch LADWP water line, three-inch gas line, six-inch water line, 51-inch water line, eight-inch sewer and AT&T telephone infrastructure among others) already occupying the space (i.e. there is not sufficient space to install the required infrastructure). Because of the required infrastructure and the existing infrastructure improvements beneath Coldwater Canyon Avenue and the resultant space limitations, it is not feasible to construct the additional required infrastructure to drain discharge from a 50-year storm event.

In addition, the Campus has a high water table, which creates potential safety concerns due to the potential higher incidence of flooding. The potential for rapid flooding with little warning and reliance on mechanical pumping of runoff increase the safety risk, making subterranean parking infeasible (on either side of Coldwater Canyon Avenue).

With respect to building a subterranean tunnel beneath Coldwater Canyon Avenue to connect the Parking Structure and the Campus, there are large-capacity infrastructure improvements beneath Coldwater Canyon Avenue, including the DWP's recently constructed city trunk water line, data/phone lines and storm water facilities, which make the construction of a tunnel under Coldwater Canyon Avenue infeasible. Additionally there are safety concerns associated with potential flooding during storms.

Practice Field Only. Without providing increased parking, most of the Project objectives would not be satisfied and therefore such an alternative is not required under CEQA. An alternative with reduced parking is considered in the analysis (see Alternative 3).

Smaller Parking Structures Throughout Campus. There are three main surface parking areas on-campus. None of them are large enough to allow construction of a full practice field, or in some cases any practice field, which is one of the key objectives of the Proposed Project. Therefore, none of these locations is desirable for the Harvard-Westlake School. Even absent a practice field, the location and smaller size of the existing parking areas would put the structure significantly closer to a greater number of residences and require a greater number of levels of parking.

With respect to each of these parking areas: 1) development of the Southern Lot is addressed in Alternative 5 below; 2) development of a multi-story structure on the Senior Lot (north of the Southern Lot) would impede student circulation on the Campus and would result in similar impacts to development of the Southern Lot potentially with additional impacts (visual quality, lighting and noise) to more residential uses to the east of Campus. Such a structure would contain six levels of parking (as compared to the Project's three) and would reach a height of approximately 67 feet 10 inches to the level of the practice field. The catchment fence and field lights would reach total heights of 97 feet 10 inches and 104 feet 10 inches, respectively. At a ground elevation of 700 feet AMSL, the structure would reach a total elevation of over 804 feet AMSL, making it the highest building on Campus even though most other buildings begin at a higher base elevation.

The structure would no longer be built into the hillside to the west of Coldwater Canyon Avenue, but instead, much like Alternative 5, would be situated in the middle of Coldwater Canyon itself where it would be unshielded from views in all directions. The significantly increased height would make it more visible to motorists on Coldwater Canyon Avenue, at a greater distance, and would feature prominently in, and may directly obstruct, views from residences to the east, south (including St. Michael's), west, and possibly north (since it would rise more than 70 feet higher than the only intervening building, the existing Taper gymnasium). Impacts to views and overall aesthetics would be greater than the proposed Project and might be considered a significant environmental impact.

Given the increased height of the field lights and closer proximity to residences (many of which would be below the field lights), spillover lighting and direct glare would be greater than the proposed Project as would operational noise (relating to use of the parking structure, car horns, and alarms, as well as the practice field).

Due to the reduced footprint, the dimensions of the practice field would be less than half the size of the proposed field, limiting its potential utility for sports and decreasing the number of students who can

simultaneously attend practices on it. The smaller field would therefore only partially achieve one of the Project's primary objectives (increased recreational opportunities for students).

~~and 3)~~ Lastly, development of the small lot at the northeast corner of Campus (Rugby Lot) would be severely constrained – access is by a single lane driveway that is bordered by buildings, topography and an adjacent ditch. In addition, surrounding residential development is located immediately adjacent to the parking area – all of these factors make development of a multi-story structure in this location infeasible.

Two-Stories Above Grade, One Story Below Grade on the Development Site. This alternative would include one subterranean level (11 feet 4 inches below grade) and two stories above grade (plus rooftop practice field). The same area of the Development Site would be disturbed. Construction activities would be similar to the Project. It would require an additional 56,000 cubic yards of excavated soil to be removed (for a total of 196,000 cubic yards). The height of the structure would be reduced by approximately 11 feet 4 inches from 44 feet 6 inches to 33 feet 2 inches, but the height of the retaining walls would not change. Therefore views of the Development Site would be similar to the Project inasmuch as the Parking Structure (in the Proposed Project) or the retaining wall (in this alternative) would be visible on the Development Site. However, since the Parking Structure would be lower than the retaining walls in this alternative, the retaining walls behind the Parking Structure would be more visible than in the Project. Therefore this alternative was not explored further because it would not reduce the level of significance of any environmental impact as compared to the Project. In addition, as for the Harvard-Westlake Campus, the potential for rapid flooding with little warning and reliance on mechanical pumping of runoff increases the safety risk, making subterranean parking infeasible. Also, mechanical ventilation of the subsurface parking would be required which would increase energy use and ventilation exhaust would have to be carefully located to avoid noise and air quality impacts.

The following alternatives address the CEQA-required No Project Alternative and provide a reasonable range of alternatives; these alternatives would reduce the potential environmental impacts of the Project:

- 1. No Project.** For the short-term the Development Site would remain vacant and used for construction equipment storage.
- 2. Existing Zoning** (4 new homes). This alternative would result in continuation of school parking on Coldwater Canyon Avenue and in adjacent neighborhoods. The Development Site would be improved with residential use consistent with the existing zoning.
- 3. Reduced Development (Two-Level Structure, No Practice Field, No Pedestrian Bridge).** This alternative would involve the construction of a two-level parking structure containing approximately 500 spaces. This alternative would not include a practice field (and would therefore not include lighting on the top deck). There would be no activity on the roof of this structure. This alternative would not include a pedestrian bridge. Rather it would include a cross walk (with a signal). This alternative would not result in changes to the Southern Parking Lot. Parking would continue in this lot and bus staging would remain on Coldwater Canyon Avenue. There would be safety concerns associated with the at-grade crossing and on-going bus operations in the immediate vicinity of the crossing. The Project would result in significant impacts related to 1) biological resources: two sensitive species and cumulative impacts related to loss of oak woodland habitat and impact on associated sensitive species who forage in such habitat; ~~and 2) construction noise; and 3) traffic resulting from Project operation.~~ A two-level structure could incrementally reduce noise impacts; impacts to biological resources would be similar, ~~but~~ However, parking on Coldwater Canyon Avenue and the neighborhood to the north would continue to occur under this alternative. This alternative would not fully satisfy Project objectives.

4. Smaller Footprint Parking Structure, No Practice Field, Rooftop Parking. This alternative would have the same number of spaces as the Project. Parking would occur on the roof level, therefore the footprint of the structure would be smaller (the length of the structure would be shortened by 25% beginning from its southern terminus) than for the Proposed Project as there would be four levels of parking (not including rooftop parking) as compared to three under the Proposed Project. This alternative would not satisfy the Project objectives related to increasing opportunities for recreational activities for the Harvard-Westlake School.

5. East Side of Coldwater Canyon Avenue Alternative – Southern Parking Lot, No Practice Field, Rooftop Parking. This alternative considers placing the parking structure on the Harvard-Westlake Campus on the Southern Parking Lot. Due to the smaller size of this site, the parking structure would be 10 stories plus rooftop parking.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
3.1 Aesthetics		
The Project would have a significant impact upon the visual character in the vicinity of the Development Site along Coldwater Canyon Avenue, a City-designated Scenic Highway.	RC-AES-1: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104. RC-AES-2: Building materials shall be of neutral colors designed to blend in with the surrounding hillside. The exterior of all buildings and fences shall be kept free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.	Less than significant.
The Project would have a significant impact upon views along Coldwater Canyon Avenue and from surrounding areas, which include the Coldwater Canyon Open Space and a designated Scenic Corridor approximately 34 feet south of the Development Site (corresponding to the outer corridor ½ mile buffer of the Mulholland Scenic Parkway Specific Plan). The Development Site is topographically separated from the open space area which is generally about 100 feet to 200 feet higher than the Development Site.	PDF-AES-1: All open areas not used for buildings, driveways, or athletic facilities shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decisionmaker. Natural areas shall be maintained as much as feasible in their natural state. The plant palette shall include extensive use of native vegetation. At a minimum, non-protected trees (4" diameter at breast height – dbh) to be removed from the Project Site shall be replaced at a ratio of 2:1 (protected trees are addressed in Section 3.3 Biological Resources, they will be required to be replaced at a ratio of 4:1). Views of the Parking Structure from off-site areas shall be screened to the maximum extent feasible so that views of the Development Site contain with extensive vegetation as identified in Appendix D.5, the Tree Replacement Plan, subject to approval by the Urban Forestry Division and views of parking levels and the lighted practice field are screened to the extent feasible (once plantings have reached maturity, which in general shall be within five years). PDF-AES-2: The orientation of the Parking Structure shall be located approximately 20 feet from (along Coldwater Canyon Avenue close to the roadway) allows for the Development Site in order to maintain a larger amount of open space to the rear, where the property shall remain in its natural vegetated state (trees planted to mitigate the loss of Protected Trees would be planted in this area) adjacent to land owned by the Mountains Recreation and Conservation Authority. PDF-AES-3: The proposed retaining walls shall be constructed with earth tone textures and finishes. The proposed cast-in-place concrete walls shall would be provided with a natural appearing rock finish and colored to match the indigenous rock. Building materials shall be of neutral colors designed to blend in with the surrounding hillside.	Less than significant.
The Project would have no impact on shading in the area given its location within the east-facing hillside.	None necessary.	Less than significant.
Interior lighting of the structure, exterior security lighting, and lighting of the pedestrian bridge would not impact surrounding uses. The lighting of the practice field (up to 8 p.m. weeknights, <u>excluding holidays that</u>	RC-AES-3: Project lighting shall comply with LAMC Section 93.0117. As such, lighting shall not cause more than two footcandles of lighting intensity or direct glare from the light source at any residential property. PDF-AES-4: Musco sports LED lighting fixtures (or equal alternative) with visor or shield system shall be used to illuminate the practice field to provide better light control, reduce glare, and reduce the amount of spill light. Sports lighting fixtures shall be painted a natural green color so that they blend in to the natural surroundings. Sports lighting fixtures shall be on a remotely controllable timer returned off at or before 8:00 p.m. on weeknights.	Less than significant.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
<p><u>occur on a weekday</u>) would have a significant impact upon the adjacent residential and open space uses. (Topographic separation serves to reduce this impact to many adjacent areas.)</p>	<p><u>and shall not be allowed on weekends or holidays occurring on a weekday. Sports lighting fixtures shall be on a remotely controllable timer to ensure these conditions are met. to ensure the fixtures are turned off at or before 8:00pm on weeknights. No lighting will be allowed on weekends.</u></p> <p>PDF-AES-5: Interior and exterior security lighting shall be integrated into the architectural and landscape lighting system:</p> <ul style="list-style-type: none"> • Pedestrian bridge lighting shall be integrated within the handrails and mounted at a height below the adjacent solid metal panels to eliminate any source of glare from the bridge. Light from the handrails shall illuminate the bridge walkway only and not spillover onto Coldwater Canyon Avenue. • Practice field level security lighting shall be incorporated into the electronically-controlled field lights and shall be set to provide the minimum recommended illumination for security/emergency purposes. • Within the structure, LED down lights (average 5 fc) shall include shielding elements that, from the outside of the parking structure, shall eliminate any direct views of the light source. • Stairwells and stair Stair landings shall include a single source above each landing (likely using the same LED fixtures and shields incorporated into the main structure). • Stairwell lighting shall be incorporated within the handrails. The use of lighting incorporated into the stairwell handrails shall also be included. • The access road shall include small, ground level lighting fixtures that shall only be activated for security or emergency purposes in order to illuminate the roadway and roadway boundaries (i.e., lights would not routinely be on). Lighting shall be primarily for emergency vehicles and evacuation from the structure (if necessary). • There shall be no general and/or decorative landscape lighting. <p>MM-AES-1: Any lighting related to construction activities shall be shielded or directed to prevent any direct illumination onto residential property located outside of the Harvard-Westlake School property.</p> <p>MM-AES-2: intentionally omitted. Permanent exterior lighting shall incorporate fixtures and light sources that focus light onto the Project Site to minimize light trespass and prevent direct views of the fixture source from adjacent properties.</p> <p>MM-AES-3: intentionally omitted Spillover light levels shall not exceed 0.0 foot candles on adjacent residential and open space properties (this mitigation measure shall not apply to property owned by Harvard Westlake).</p> <p>MM-AES-4: The Project shall not use highly reflective building materials such as mirrored glass in exterior façades. All building materials shall be diffuse and of low reflectance to prevent potential glare. Examples of appropriate non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and could likely include additional materials as technology advances in the future.</p> <p>MM-AES-5: All outdoor lighting (including practice field lighting, security and landscape lighting) shall be designed and installed so that the lighting at residential and open space properties is minimized and in no event exceeds 0.0 footcandles (this mitigation measure shall not apply to property owned by Harvard-Westlake). Permanent exterior lighting shall be shielded to prevent direct views of the fixture source from adjacent residential neighbors. Fixtures shall also be focused properly to limit the amount of spillover lighting.</p>	

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<p>MM-AES-6: The Parking Structure shall include appropriate measures to ensure that neither interior lighting of the structure nor headlights from cars using the structure cause light to disturb residents in the vicinity of the Development Site to the north, west or east of the site across Coldwater Canyon Avenue. All interior parking garage fixtures shall be shielded to prevent direct views of the source when viewed from outside the structure. The design of the Parking Structure shall incorporate screening elements to prevent lighting and car headlights from disturbing residences around the Project Site. Interior lighting fixtures shall be controlled by photocells and occupancy sensors to reduce the light output of the fixtures when the structure is unoccupied.</p> <p>MM-AES-7: The Project applicant shall retain a lighting design expert to implement the following protocol, and prepare a report to be submitted to the Department of Building and Safety, to ensure and document compliance with all City lighting regulations, assumptions used in the EIR analysis and all <u>lighting-related project design features and</u> mitigation measures no later than 6 months after <u>before</u> a certificate of occupancy is granted:</p> <ul style="list-style-type: none"> a) Six representative testing sites shall be established on or next to those light sensitive receptors that have the greatest exposure to site lighting (residential uses east of the Campus, and open space and residential uses to the west and north of the Development Site). b) A light meter mounted to a tripod at eye level, facing the Development Site, should be calibrated and measurements should be taken to determine ambient light levels with Project lights on. c) A reading should be taken with lights on and then with lights off to determine the change in ambient light levels. d) The difference between the two would be the amount of light the Project casts onto the sensitive receptor. <p>MM-AES-8: Building materials, including those on the pedestrian bridge shall be of low reflectivity to prevent potential glare reflected on to motorists along Coldwater Canyon Avenue. Lighting elements on the bridge shall be concealed to minimize spillover light on to the street below.</p> <p>MM-AES-9: A three-foot-tall (total average height) green chain link fence (with undulating top), with vines and other climbing plants as appropriate, and adjacent appropriate native plantings shall be constructed atop retaining walls to further assist in screening the Parking Structure and light and glare from the practice field on to adjacent residences.</p>	
3.2 Air Quality and Greenhouse Gas		
While the Project would require a Conditional Use Permit, it would not result in uses inconsistent with the General Plan. The Project would provide ancillary parking for an existing use and would help improve traffic flow in the vicinity of the Harvard-Westlake School. The Proposed Project would not generate new vehicle trips to the study area	None required.	Less than significant.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
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<p>and there would not be an associated increase in regional emissions. Operations of the Parking Structure and practice field would not interfere with implementation of AQMP control measures. Therefore, the Proposed Project would result in less than significant impacts related to consistency with the AQMP.</p>		
<p>Project construction (including truck trips) would generate NO_x in excess of the SCAQMD threshold. (Emissions of other criteria pollutants would be below SCAQMD Thresholds before mitigation.)</p> <p>Project construction emissions would not result in exceedances of SCAQMD Localized Significance Thresholds (LSTs).</p>	<p>PDF-AQ-1: The majority of excavation and grading activity shall would occur during weekday daytime hours (<u>7 a.m. to 5 p.m., excluding federal holidays</u>) when most people are away from their home and not heavily utilizing residential yards. <u>Excavation and grading (and other construction activities) shall also be permitted on Saturdays from 10 a.m. to 4 p.m., excluding federal holidays).</u></p> <p>RC-AQ-1: Project construction shall comply with SCAQMD Rule 403 that requires the following:</p> <ul style="list-style-type: none"> - Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes. - Construction contractor shall utilize at least one or more of the following measures at each vehicle egress from the Project Site to a paved public road in order to effectively reduce the migration of dust and dirt offsite: <ul style="list-style-type: none"> • Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; • Pave the surface extending at least 100 feet and at least 20 feet wide; • Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or • Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. - All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions). - Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts). - Ground cover in disturbed areas shall be replaced as quickly as possible. <p>MM-AQ-1: The construction contractor shall use electricity from power poles rather than temporary diesel or gasoline generators.</p> <p>MM-AQ-2: When reinforcing the hillside through soil nailing, the construction contractor shall minimize dust to the greatest extent feasible using available techniques including, but not limited to, the application of water to remove cuttings.</p> <p>MM-AQ-3: The construction contractor shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.</p> <p>MM-AQ-4: intentionally omitted. The construction contractor shall use alternative fueled off road equipment</p>	<p>Less than significant.</p>

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<p>where possible.</p> <p>MM-AQ-5: The construction contractor shall configure construction parking to eliminate interference with traffic operations on Coldwater Canyon Avenue.</p> <p>MM-AQ-6: The construction contractor shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows.</p> <p>MM-AQ-7: The construction contractor shall schedule construction activities that affect traffic flow on arterial systems to off-peak hours as provided by PDF-TR-1.</p> <p>MM-AQ-8: All construction equipment and delivery vehicles shall be turned off when not in use or prohibit idling in excess of five minutes. Haul trucks in particular that stage waiting to be called to remove dirt from the site shall not be allowed to idle while queuing.</p> <p>MM-AQ-9: The construction contractor shall coordinate with the Project Site administrator for Harvard-Westlake School and the administrator for Sunnyside Preschool to schedule construction activity <u>that generates fugitive dust</u> that utilizes heavy equipment and generates fugitive dust to when student exposure would be minimized.</p> <p>MM-AQ-10: The construction contractor shall ensure that diesel-powered construction equipment greater than 50 horsepower meets the USEPA Tier 3 emission standards, where available.</p> <p><u>The Applicant shall utilize off-road diesel-powered construction equipment that meets the off-road emissions standards established for the equipment listed below. To the extent possible, Pole power shall be made available for use with electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification and CARB or SCAQMD operating permit shall be available upon request at the time of mobilization of each applicable unit of equipment. The Applicant shall encourage construction contractors to apply for SCAQMD "SOON" incentive finds, should they be available at the time of construction. The "SOON" program provides funds to accelerate clean-up of off-road diesel vehicles, such as heavy-duty construction equipment. More information regarding the potential availability of funds at the time of construction can be found at the AQMD website.</u></p> <ul style="list-style-type: none"> • <u>Excavator (Komatsu PC400 / PC490) - Tier IV</u> • <u>Dozer (Caterpillar D8) - Tier IV</u> • <u>Loader (Caterpillar 966) - Tier IV</u> • <u>Blade (John Deere 672) - Tier IV</u> • <u>Skip Loader (Caterpillar 210) - Tier IV</u> • <u>Back Hoe (John Deere 410J) - Tier IV</u> • <u>Scraper (Caterpillar 623 / 637) - Tier IV</u> • <u>Drill Rig (Soilmec SM-14 or SM-60) - Tier IV</u> • <u>Compressor - Tier III with filter</u> • <u>Concrete Pump - Tier III with filter</u> • <u>Gradall - Tier IV</u> • <u>Bobcat - Engine Maintained to Manufacturers' Specifications</u> 	

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • <u>Crane - Engine Maintained to Manufacturers' Specifications</u> • <u>Compactor - Engine Maintained to Manufacturers' Specifications</u> • <u>Roller - Engine Maintained to Manufacturers' Specifications</u> • <u>Asphalt Screed - Engine Maintained to Manufacturers' Specifications</u> <p><u>MM-AQ-11: The construction contractor shall require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the 2010 model year or newer diesel trucks cannot be obtained, the construction contractor shall use trucks that meet USEPA 2007 model year NO_x emissions requirements.</u></p>	
Emissions associated with Project operation (including localized emissions at the Parking Structure and adjacent to the bus staging area) would be less than significant.	None required.	Less than significant.
The Project would have a less than significant impact on odors (construction and operation).	None required.	Less than significant.
The Project would have a less than significant impact on greenhouse gas emissions.	None required.	Less than significant.
3.3 Biological Resources		
The Project would impact approximately 4.43 <u>4.7</u> acres of the 6.83-acre Development Site. The Project would impact approximately 1.43 acres of oak/walnut woodland (a significant impact), and approximately <u>3.3</u> acres of disturbed/ruderal area (a less than significant impact).	<p>PDF-BIO-1: The Project as proposed specifies the retention of <u>shall retain</u> approximately 2.29 acres of native vegetation (oak woodland and other native species) on the Development Site (that shall function as a natural conservation area) with an additional 2.08 <u>approximately 2.3</u> acres of new landscaping and permeable area (1.86 2.08 acres of landscaping and 0.22 acres of permeable area in the debris basin). To the extent that this area remains relatively free of human disturbance, it will continue to function as a component of the natural ecology of the area except in the immediate vicinity of the new development. Project landscaping shall be comprised of native vegetation. These areas shall be conserved for open space purposes and development shall be prohibited in these areas.</p> <p>MM-BIO-1 a. In order to ensure that direct impacts to habitats are limited to those proposed, temporary fences or other marking devices shall be placed at the limits of grading prior to the onset of grading to guide equipment operators and keep them within the limits of grading and therefore ensure that impacts do not extend beyond the construction site. Earth-moving equipment shall be confined to areas within the designated daylight grading area at all times during construction.</p> <p>b. In coordination with the City's Urban Forestry Division <u>Forester</u> and the Fire Department, a qualified biologist shall prepare a plan to identify appropriate plantings and plant communities to be used in the 2.29 acres of the Development Site that is to remain in native vegetation. This area may include buffers of native vegetation adjacent to the Santa Monica Mountains Conservancy property. The plan shall include brush, boulder, and</p>	Significant and unavoidable. Conservatively considered to be a cumulatively considerable contribution to loss of oak-walnut woodland habitat.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<p>salvaged tree piles, reptile/underground mammal cover boards, and/or potential bat or other roosting habitats as appropriate.</p> <p>c. A qualified biologist shall use reasonable efforts to salvage seeds from on-site Protected Trees that are removed to be used on-site to mitigate loss of Protected Trees.</p> <p>d. Brush Clearance: a biologist shall supervise all LAFD-required brush clearance activities. For purposes of complying with LAFD requirements the following species shall be considered native trees (no matter what size): laurel sumac, elderberry, oak, toyon, walnut, and sugar bush; no live material shall be removed from any native tree.</p> <p>e. Harvard-Westlake School shall post signs around the native vegetation area indicating: “No Trespassing – Natural Habitat Area.”</p>	
<p>The Project would result in the removal of 13 oaks, and 134 walnuts, encroachment would impact an additional 6 oaks and 14 walnuts. All these trees are protected by City ordinance.</p>	<p>RC BIO-1MM-BIO-8: Oak/walnut woodland habitat <u>The removal of protected trees shall</u> will be mitigated in accordance with LAMC requirements. This mitigation will, by definition, reduce the level of impacts to less than significant. The Native Tree Report for the Project indicates that the trees lost due to Development Site development shall will be replaced at a 4:1 ratio with tree species and size to be as determined to be acceptable by the City. The Native Tree Report shall be updated prior to approval of a removal permit. The applicant shall comply with the recommendations of the Native Tree report as may be amended by the decisionmakers <u>Advisory Agency</u> and/or Urban Forestry Division Forester. The following list of recommendations and mitigation measures is shall apply to the Project, including recommendations and measures summarized from the Protected Tree Report, and Native Tree Report, and <u>Tree Replacement Plan</u> (see Appendices D.2, and D.3, and D.5):</p> <p><i>The following recommendations apply to the Project as a whole, pertinent to all protected trees:</i></p> <p>2.a <i>The applicant shall be responsible for notifying the decisionmakers <u>Advisory Agency</u> and/or the City Forester of any changes in the scope of the work and shall ensure that all work is performed in accordance with applicable ordinances, permits, and procedures. Work performed within the drip line of the trees shall be preceded by not less than 48 hours notice to the City Forester and the Project's Arborist (Certified/Registered Arborist).</i></p> <p>2.b <i>Equipment, materials, and vehicles shall not be stored, parked or operated within the drip line of a protected tree.</i></p> <p>2.c <i>Removal of the natural leaf mulch within the drip line of the protected trees onsite is prohibited except where absolutely necessary AND as approved by the Project's Arborist.</i></p> <p>2.d <i>All trees not approved for encroachment shall be fenced prior to commencement of grading operations, and shall remain fenced until the City Forester approves removal of fencing.</i></p> <p>2.e <i>Any pruning, including dead wooding, shall be performed in compliance with the latest ANSI pruning standards by a certified arborist (or certified tree worker) or under direction of a certified arborist. Smaller limbs should be tied back out of the way to avoid unnecessary pruning for equipment clearance.</i></p> <p>2.f <i>Within 10 working days of completion of the work approved under this permit, the tree consultant shall provide a Project certification letter to the City Forester. The applicant shall be responsible for notifying and coordinating all conditions with the City Forester and the Project's Arborist.</i></p>	<p>Less than significant to protected trees. However, loss of these trees is conservatively considered to result in a cumulatively considerable contribution to a significant impact with respect to loss of oak-walnut woodland habitat.</p>

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES

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	<p><u>Mitigation for Tree Removals</u> Removal of trees shall be mitigated for according to the City of Los Angeles Municipal Code 17.05 §R (4 & 5) as amended by Ordinance Number 177404, effective 4/23/06, and to the satisfaction of the City’s Chief Forester (Bureau of Street Services, <u>Urban Forestry Division</u>), and the Board of Public Works. Current Board of Public Works policy has increased the minimum requirement for protected tree replacement to 4:1. The <u>Urban Forestry Division</u> will determine the final stock size and locations of mitigation plantings. Mitigation recommendations for the protected oak and walnut trees are outlined below. Thirteen (13) oak trees and 134 Southern California black walnut tree are proposed to be removed by the <u>Project Harvard Westlake Parking Improvement Plan</u> of which 2 oak trees and 13 walnut trees are deemed dead.</p> <p>2.g Intentionally omitted, even the significantly diseased condition of most of the walnut trees to be removed and the fact that there is currently no treatment available for the “thousand cankers disease” from which they suffer, we do not recommend the planting of any new Southern California black walnuts. If treatment becomes available, or new research indicates a resilience to the disease, this recommendation may be revised in the updated tree report to be prepared prior to the approval of the final tree removal permit.</p> <p>2.h To comply with the 4:1 replacement ratio, at least 528 mitigation trees shallshould be planted on-site in the remaining open space areas of the Harvard Westlake property <u>Project Site</u>. See Appendix IV of the <u>Protected Tree Report for the Conceptual Mitigation Planting Plan</u>. Color coding on the plan calls out areas potentially suited for the recommended mitigation trees for the site: Coast live oak (Q. agrifolia), California scrub oak (Quercus berberidifolia), western sycamore (platanus racemosa), and Mexican elderberry (Sambucus mexicana). If sufficient space is not available to accommodate all of the required mitigation trees on-site, off-site mitigation may be required. Off-site mitigation, if necessary, will comply with the requirements and guidelines for replacements as outlined in the City of Los Angeles Municipal Code 17.05 §R (4 & 5) as amended by Ordinance Number 177404, effective 4/23/06, and to the satisfaction of the City’s Chief Forester (Bureau of Street Services, Forestry Division), and the Board of Public Works. Off-site mitigation may include, but not be limited to, payment of in-lieu fees, acquisition of appropriate habitat with a specific number of existing trees for preservation, planting mitigation trees at an off-site location, or any combination of these measures. D.5, the Tree Replacement Plan, for the proposed quantity, species, and location of replacement trees, supplemental plantings, and landscaping, subject to Urban Forestry Division approval.</p> <p>2.i Mitigation trees of the species called out herein may also be planted in the newly landscaped areas of the Project as approved by the City Forester.</p> <p>2.j City guidelines for mitigation trees call for “15-gallon specimen[s] measuring one inch or more in diameter at a point one foot above the base and not less than seven feet in height, measured from the base.” However, the City Forester shall determine the final container sizes acceptable for each replacement species, including the potential use of multi-stemmed trees given that the majority of the removal trees are walnuts in poor condition that should not be replaced “in-kind”, it is recommended that a range of smaller container sizes (such as one to five gallon) be allowed for mitigation trees in this</p>	

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Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
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	<p><i>Project. Multi stemmed trees should be allowed for mitigation purposes. The City Forester shall determine the final container sizes acceptable for each replacement species.</i></p> <p>2.k Mitigation trees shall should be planted in groups, or clusters, of three to five trees in a circular or triangular pattern to mimic natural groups of trees. The City Forester shall determine the final placement of each replacement tree and/or group of trees on a Final Mitigation Planting Plan.</p> <p>2.l The replacement trees must be planted by a Tree Expert, as defined by the LAMC, and carefully planted to maximize likelihood of survival.</p> <p>2.m All plantings shall will be generously watered immediately after planting and maintained for a <u>minimum of three years from the date of planting.</u></p> <p>2.n The Project applicant shall post a bond acceptable to the City Engineer to guarantee the survival of these replacement trees and shall provide protected tree maintenance information to the landscape maintenance contractor responsible for the mitigation trees.</p> <p>2.o The applicant shall provide a copy of the final tree removal permit conditions of approval to the Project's Arborist.</p> <p>2.p The Project's Arborist shall review the final landscape plan for compliance with the recommendations of this report and the final tree removal permit conditions of approval.</p> <p>2.q The Project's Arborist shall be notified within one week prior to the commencement of mitigation tree planting.</p> <p>2.r Within 30 days of all mitigation trees being planted, the Project's Arborist shall inspect the plantings with the landscape contractor and an "As-Built" Mitigation Planting Plan shall be prepared by the Project's Arborist and/or landscape architect on the Landscape & Irrigation Plan. This "as-built" plan shall be used to document the baseline placement and irrigation status of the mitigation trees for future monitoring visits by the Project's Arborist and will be used for the first mitigation trees monitoring report.</p> <p>2.s Three years of mitigation tree monitoring shall be documented by the Project's Arborist to the Applicant and the City Forester through a number of regularly scheduled site inspections and reports. The number and sequence of inspections over the three year period shall will be determined at the discretion of the City Forester in the final tree removal permit conditions of approval. <u>Following the initial three-year monitoring period, additional monitoring, if any, shall be determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland.</u></p> <p>2.t Walnut trees that are not impacted by the Project, but die from TCD during the course of the Project construction and post-Project monitoring shall should be documented in the monitoring reports and recommendations for their removal shall may be made in the monitoring reports. Mitigation for the removal of dead walnut trees with confirmed TCD shall should not be required. This scenario shall should be addressed in the Project's tree removal permit conditions to the satisfaction of the City Forester and the Board of Public Works. All California walnut trees infected with TCD that are removed from the Project Site shall be disposed of properly to reduce the chance of spread to other</p>	
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TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<p><i>trees. Proper disposal of material from affected trees includes burning or burying branches and smaller diameter wood as soon as possible. Persons salvaging wood and branches off the project site can spread the insect carrier and fungus to new areas. Tools and equipment coming into contact with infected trees shall be sanitized before reuse; this process shall be monitored by a qualified professional.</i></p> <p><u>Mitigation for Encroachment and Preservation of Trees</u></p> <p><i>191 protected trees will be preserved onsite; which includes 20 that would be subject to minor encroachment within the outer edges of their drip line, consisting of 14 walnuts and 6 oaks. Coast live oaks have a “good” relative tolerance to development impacts, but California black walnut has a “poor” relative tolerance and can “die slowly following even minor root injury or changes to water table...[and]...crown reduction pruning may be fatal” (Methany and Clark, 1989). Therefore, special care must be taken during Project implementation to minimize impacts to the root zones and canopies of these trees. Implementation of the following measures is recommended.</i></p> <p><i>2.u All work in the drip line of the trees approved for encroachment shall must be done using hand implements only; the use of mechanized tools is prohibited except where absolutely necessary AND as approved by the City Forester. Within the Protected Tree Zone, all work conducted in the ground shall be accomplished with hand tools, unless an air spade is utilized. Trenches in the Protected Tree Zone shall will be tunneled, completed with an air spade, or dug by hand.</i></p> <p><i>2.v All work conducted within the drip line of the trees shall be performed in the presence of the Project's Arborist. The drip line shall commence from the outer edge of the tree canopy and extend inwards to the trunk of the tree.</i></p> <p><i>2.w Root-pruning within the drip line shall be reduced to the minimum amount that is absolutely necessary. All roots pruned shall consist of clean, 90°-angle cuts utilizing sharp hand tools and shall not be sealed unless directed by the City Forester. Any major roots (2" or greater in diameter) encountered shall be preserved to the extent possible, wrapped in moist burlap, until the soil is replaced. Soil shall be replaced as soon as possible around preserved roots.</i></p> <p><i>2.x Upon completion of the work associated with this permit, a three to four-inch layer of certified mulch is recommended to be placed on the ground within the drip line of the encroachment trees (keep mulch six inches away from the trunks). Where feasible, theThe native leaf litter shallshould be retained and used as the mulching material.</i></p> <p><i>2.y All protected trees that have encroachment within their drip lines, or that end up being shaded out by new buildings, shall be monitored for possible failure as a result of Project implementation.</i></p> <p><i>2.z The applicant shall be responsible for the monitoring and maintenance of the encroachment trees for a minimum of three (3) years. If any of the protected trees should fail as a result of encroachment by the Project, they shall be replaced at a 4:1 ratio in accordance with the current policy of the City of Los Angeles Board of Public Works, or as approved by the City Forester at the time of replacement. The applicant shall be responsible for the monitoring and maintenance of any replacement mitigation trees for a minimum of three (3) years. If the replacement trees die during the three-year period, the applicant shall plant new replacement trees and the three-year monitoring period shall begin again from the date</i></p>	

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	<p><i>of that planting.</i></p> <p><i>Other</i></p> <p><i>2.aa The applicant shall comply with all recommendations of the Registered Consulting Arborist contained in the Native Tree Report.</i></p>	
The Project could impact common wildlife species.	MM-BIO-2: A three foot-tall chain link fence (with undulating top), with adjacent appropriate native plantings shall be constructed atop retaining walls to prevent wildlife from falling. In addition, all entrances to the garage shall be equipped with roll down doors that shall be closed at night to prevent wildlife from entering the Parking Structure. All fencing used on the Development Site shall be constructed with materials that are not harmful to wildlife. Prohibited materials include, but are not limited to, spikes, glass, razor, or barbed wire. All hollow fence caps shall be capped; fences with top holes shall be sealed to prevent the entrapment of bird species and other wildlife.	<u>Less than significant.</u>
The Project could introduce undesirable species.	MM-BIO-3: To reduce the invasion of aggressively invasive exotic plant species into the Santa Monica Mountains no landscaping for the Project shall utilize any species found on the "CalEPPC List" -- more formally known as "Exotic Pest Plants of Greatest Ecological Concern in California." Furthermore, if any species found on this list "volunteer" in the Project area, whether in individual lots or common areas, they shall be removed immediately upon discovery. The current list can be found on the website: http://groups.ucanr.org/ceppc/Pest_Plant_List/	Less than significant.
Night-lighting could be detrimental to animals in adjacent open space areas.	MM-BIO-4: Shielded directional lighting, including, as appropriate, internal silvering of the globe or external opaque reflectors <u>shall be used to direct light from the Parking Structure and practice field away from natural areas and to protect nocturnal biological resources, as determined to be appropriate by a qualified biologist, and motion sensing technology within the Parking Structure and for the pedestrian bridge shall be used so that such lights are only that cause lights to only be on when required by the presence of people. All lighting adjacent to natural areas shall be low luminescence, directed downwards or towards the structure and shall include shielding to the extent necessary to prevent direct artificial illumination of natural areas and to protect nocturnal biological resources, as determined to be appropriate by a qualified biologist. All lighting external to the Parking Structure and adjacent to natural areas shall consist of focusable downlights that are installed as handrail undermounts or pedestrian-level bollards, and shall use a color temperature of no more than 2700 Kelvin. Lighting within the Parking Structure shall adhere to Illuminating Engineering Society standards.</u>	Less than significant.
The Project could impact protected species (Plummer's mariposa lily).	MM-BIO-5: <u>Prior to the issuance of grading permits, surveys</u> Surveys for Plummer's mariposa lily shall be conducted on the entire Development Site by a qualified biologist during the May-July flowering period for the species. After Project approval, any <u>Any</u> Plummer's mariposa lilies located in the impact area shall <u>will</u> be relocated to suitable habitat outside the impact area <u>by a qualified biologist.</u>	Less than significant.
Construction would disturb wildlife in the immediate area. Some wildlife would return upon completion of construction, but some species would be permanently displaced.	MM-BIO-6: A wildlife salvage program shall be conducted within 14 days prior to the commencement of grading on the Project Site. The salvage effort will be conducted by a qualified wildlife biologist with experience capturing and handling native wildlife. Wildlife captured will be relocated to one of the local designated open space preserves. Additional salvage efforts shall be undertaken during initial clearing of the Project Site to remove species of low mobility. Salvaged wildlife shall be released into preserved open space areas as near to the Project Site as possible.	Significant and unavoidable. Impacts to oak-walnut woodlands could, conservatively, result in Project-specific impacts to

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		sensitive species (San Bernardino ringneck snake and coastal western whiptail) and a cumulatively significant and unavoidable with respect to loss of oak/walnut woodland and associated sensitive species.
The Project could impact bird nesting on the Development Site. The impacts to oak/walnut woodland habitat would be mitigated through the replacement of trees as required by Mitigation Measure BIO2. Nonetheless, cumulative encroachment and loss of oak/walnut woodland in the area would make a cumulatively considerable contribution to a significant impact with respect to loss of this resource and impacts on sensitive species (primarily birds) that forage in oak-walnut woodland.	MM-BIO-7: All vegetation removal within the approved impact area shall <u>will</u> take place between September 1 and February 15, to the extent feasible, or. If construction takes place between February 15 and September 1; if a preconstruction survey (by a qualified biologist) is <u>will</u> be undertaken to identify any nests and any appropriate protective measures. This measure shall <u>will</u> protect any bird species from direct mortality as a result of Project construction and nest removal. It is assumed that bird species occurring on the site would leave the construction area at the onset of brush clearing. If construction begins before February 15, and proceeds continuously through the summer, weekly monitoring visits, by a qualified biologist, shall <u>will</u> be made to determine if any birds are nesting in the remaining habitat onsite and if so whether they are being disturbed by construction activity. If any birds are found to be nesting, the biologist shall <u>will</u> determine if construction is reducing nesting success. If construction is found to be reducing nesting success, a buffer zone shall <u>will</u> be established within which construction shall <u>will</u> not occur until nesting is complete. The buffer zone shall be 500 feet for raptors and 200 feet for other bird species. If evidence of bats is identified during preconstruction surveys a bat expert shall be consulted and mitigation shall be implemented to ensure no significant adverse impacts to bats as determined by the bat expert. The biological monitor shall <u>will</u> be present on site during all grubbing and clearing of vegetation to ensure that activities remain within the project footprint. The biological monitor shall <u>will</u> retain weekly monitoring reports for inspection upon request of the City during the grubbing and clearing of vegetation, and shall notify the Department of Building and Safety immediately if Project activities have the potential or do damage active avian nests.	As noted above, conservatively Project is considered to have a cumulatively significant and unavoidable impact with respect to sensitive (including bird) species.
The Project could impact foraging habitat for Cooper’s hawk.	Impacts to the foraging habitat for Cooper’s hawk will be addressed through the following measures: RC-BIO-4 MM-BIO-8, PDF-BIO-1 and MM-BIO-1.	As noted above, conservatively, the Project is considered to have a cumulatively significant and unavoidable impact with respect to sensitive (including bird) species.
3.4 Cultural Resources (Archaeological, Paleontological and Human Remains Resources)		
The Development Site is rated low with respect to archeological and paleontological sensitivity.	MM-CUL 1: If any archaeological materials are encountered during the course of Project development, all further development activity shall halt and: o The services of an archaeologist shall then be secured by contacting the South Central Coastal Information	Less than significant.

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<p>Therefore, the potential for encountering resources is considered low.</p>	<p>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.</p> <ul style="list-style-type: none"> o The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. o The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report. o 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. <p>MM-CUL 2: intentionally omitted. 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.</p> <p>MM-CUL3: 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.</p> <p>MM-CUL 4: If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:</p> <ul style="list-style-type: none"> o 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. o The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. o The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report. o Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum. <p>MM-CUL 5: 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.</p> <p>MM-CUL 6: In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</p> <ul style="list-style-type: none"> o 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) o 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 	

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	<p>Commission.</p> <ul style="list-style-type: none"> o The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. o 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. o 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; o If the owner does not accept the descendant’s recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission. <p><i>Discuss and confer</i> means the meaningful and timely discussion careful consideration of the views of each party.</p>	
3.5 Geology, Soils and Hydrology (including Storm Water Drainage)		
<p>The Project would not expose people to substantial increased risk as a result of geologic hazard, liquefaction, subsidence, expansive soils.</p>	<p>RC-GEO-1: The applicant has prepared a detailed Final Geologic and Soils Engineering Report to address site-specific geologic constraints of the site including soil conditions (including expansive soils) and stability. The Final Geologic and Soils Engineering Report includes recommendations related to erosion control, soil nail wall design, shoring and other site-specific conditions including seismicity, bedrock material, corrosivity and compressibility of soils, undocumented fill, etc. for design and construction of the Parking Structure. The applicant/contractor shall comply with all recommendations of the Final Geologic and Soils Engineering Report and the associated approval letter from the City Department of Building and Safety. A registered geologist shall monitor that recommendations of the Final Geologic and Soils Engineering Report are implemented as appropriate.</p> <p>RC-GEO-2: The Project shall be constructed in compliance with the LAMC and California Building Code and all other applicable regulations.</p> <p>RC-GEO-3: The Project shall comply with the following City Department of Building and Safety requirements, prior to issuance of a grading permit for the Project:</p> <ul style="list-style-type: none"> • Prior to the issuance of a grading permit by the City Department of Building and Safety, the consulting geologist and soils engineer shall review and approve Project grading plans. This approval shall be conferred by signature on the plans which clearly indicate the geologist and/or soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report. • Prior to the commencement of grading activities, a qualified geotechnical engineer and engineering geologist shall be employed for the purpose of observing earthwork procedures and testing fills for conformance to the recommendations of the City Engineer, approved grading plans, applicable grading codes, and the geotechnical report approved to the satisfaction of the Department of Building and Safety. • During construction, all grading shall be carefully observed, mapped and tested (as appropriate) by the Project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the LAMC and California Building Code and to the satisfaction of the City Engineer and the Superintendent of Building and Safety. • Any recommendations prepared by the consulting geologist and/or soils engineer for correction of geologic 	<p>Less than significant.</p>

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<p>hazards, if any, encountered during grading shall be submitted to the City Department of Building and Safety for approval prior to issuance of a Certificate of Occupancy for the Project.</p> <ul style="list-style-type: none"> Grading and excavation activities shall be undertaken in compliance with all relevant requirements of the California Division of Industrial safety, the Occupational Safety and Health Act of 1970 and the Construction Safety Act. <p>RC-GEO-4: The Project shall conform to applicable criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.</p> <p>RC-GEO-5: The Project shall comply with the parameters outlined in the most recent California Building Code as designated for site-specific soil conditions.</p> <p>RC-GEO-6MM-GEO-1: The Project shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the LAMC and California Building Code as may be identified by the City Department of Building and Safety prior to Plan Check approval on each building. <u>Prior to issuance of building permits, monitoring, response, and recovery plans for the pedestrian bridge shall be approved by and remain on file with the Department of Building and Safety. Measures shall include, but are not limited to, a seismometer to detect the potential for shifts in the pedestrian bridge and structural inspections of the pedestrian bridge on an annual basis, as well as following any earthquake that results in localized mean peak ground acceleration greater than 0.25g.</u></p> <p>RC-GEO-7: During the rainy season (between October 1 and April 15 per the Los Angeles Building Code, Sec. 91.7007.1), an erosion control plan that identifies Best Management Practice (BMPs) shall be implemented to the satisfaction of the City of Los Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit.</p> <p>RC-GEO-8: Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the Department of Building and Safety. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures.</p> <p>RC-GEO-9: If temporary excavation slopes are to be maintained during the rainy season, all drainage shall be directed away from the top of the slope. No water shall be allowed to flow uncontrolled over the face of any temporary or permanent slope.</p> <p>RC-GEO-10: Provisions shall be made for adequate surface drainage away from areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment.</p> <p>RC-GEO-11: The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.</p> <p>RC-GEO-12: Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.</p> <p>RC-GEO-13 The Traffic Coordinating Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling.</p>	

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<p>RC-GEO-14: Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).</p> <p>RC-GEO-15: Trucks are to be watered at the export site to prevent blowing dirt and are to be cleaned of loose earth at the export site to prevent spilling.</p> <p>RC-GEO-16: Streets shall be cleaned of spilled materials at the termination of each workday.</p> <p>RC-GEO-17: The applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.</p> <p>RC-GEO-18: The applicant shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.</p> <p>RC-GEO-19: A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.</p> <p>RC-GEO-20: The applicant shall notify the Street Services Investigation & Enforcement Division at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.</p> <p>RC-GEO-21: No person shall perform any grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.</p> <p>RC-GEO-22: A log noting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.</p> <p>RC-GEO-23: "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.</p> <p>RC-GEO-24: Flag persons shall be required at the job site to assist the trucks in and out of the Project area. Flag persons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook." The pedestrians shall be allowed to clear first prior to permitting the trucks to ingress or egress.</p>	
The Project could cause erosion and sedimentation during construction.	<p>RC-HYDRO-1: The Project shall comply with the Low Impact Development (LID) Ordinance. Construction contractors of individual Projects shall be required to control erosion and runoff as necessary through the use of site appropriate grading practices. Specifically, the construction contractor shall plan for and implement Best Management Practice (BMP) during construction to the satisfaction of the Department of Public Works, Bureau of Engineering, Stormwater Management Division City of Los Angeles, and/or other designated responsible agencies/departments.</p> <p>RC-HYDRO-2: Sufficient area shall be available so that runoff can be collected in flow-through planters as appropriate and directed to existing curb and gutter or storm drains. Flow-through planter design shall be coordinated with on-site hazardous materials issues as necessary.</p> <p>RC-HYDRO-3: The Project shall comply with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan</p>	Less than significant.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	(SUSMP) in accordance with the Los Angeles Municipal Storm Storm Water permit. The SUSMP shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction Best Management Practices (BMPs) and other items as required by the permit.	
The Project would remove 137,000 cubic yards (conservatively 140,000 cubic yards) of earth altering the topography in the vicinity of the Project Site.	None required.	Less than significant.
The Project could impact water quality during construction and operation.	<p>RC-HYDRO-4: Runoff shall be treated, as required by SUSMP regulations, prior to discharging into existing storm drain systems.</p> <p>RC-HYDRO-5: All wastes from construction shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.</p> <p>RC-HYDRO-6: Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.</p> <p>RC-HYDRO-7: Material spills shall not be hosed down at the pavement if alternative clean-up methods are available, such as dry cleanup methods.</p> <p>RC-HYDRO-8: Dumpsters shall be covered and maintained. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting.</p> <p>RC-HYDRO-9: Gravel approaches and dirt-tracking devices shall be used to reduce soil compaction and limit the tracking of sediment into streets.</p> <p>RC-HYDRO-10: All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be required to be conducted at an appropriate location. Drip pans or drop cloths shall be required to catch drips and spills.</p> <p>RC-HYDRO-11: Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401).</p> <p>RC-HYDRO-12: Article 4.4 of Chapter IV of the LAMC specifies Stormwater and Urban Runoff Pollution Control requirements, including the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban-Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board, including the following, where applicable:</p> <ul style="list-style-type: none"> The Project applicant shall implement storm water BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. 	Less than significant.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Post development peak storm water runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak storm water discharge rate will result in increased potential for downstream erosion. • Clearing and grading of native vegetation at the Project Site shall be limited to the minimum needed to construct the Project, allow access, and provide fire protection. • Trees and other vegetation shall be maximized by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Natural vegetation shall be promoted in landscaped areas. • Any identified riparian areas shall be preserved. • Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code will be incorporated. • Outlets of culverts, conduits or channels from erosion by discharge velocities shall be protected by installing a rock outlet protection. Rock outlet protection is physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain. • Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation. • Impervious surface area will be reduced by using permeable pavement materials where appropriate. These include pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles. • Roof runoff systems will be installed where site is suitable for installation. • Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted. • All storm drain inlets and catch basins within the Project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the Project area. • Legibility of stencils and signs must be maintained. • Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. • The storage area will be paved and sufficiently impervious to contain leaks and spills. • The storage area shall have a roof or awning to minimize collection of storm water within the secondary containment area. • An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers. • Cleaning of oily vents and equipment will be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the 	

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
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	<p>quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.</p> <ul style="list-style-type: none"> • Trash dumpsters will be stored both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers will be washed in an area with properly connected sanitary sewer. • Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled. • Liquid storage tanks (drums and dumpsters) will be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. A secondary containment system such as berms, curbs, or dikes shall be installed. Drip pans or absorbent materials whenever grease containers are emptied will be used. • The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Storm Water Mitigation Plan and or per manufacturer's instructions. <p>The Draft SUSMP prepared for the Project includes the following Project-specific BMPs:</p> <p><u>A. Structural BMPs</u></p> <p><i>1. Kristar FloGard Plus Catch Basin Filter Inserts.</i> Kristar Catch Basin Filter Inserts, LA City research reference RR#5591 and LA City approval reference RR#5584, by KriStar Enterprises, Inc., which will be installed in both catch basins, are being proposed as structural BMPs for the removal of silt and debris in storm water runoff. The filter inserts have been selected to accommodate, up to and including, the 85th percentile storm event multiplied by a factor of 1.5.</p> <p><i>2. Flow-through Planter Box.</i> In addition to the catch basin filter insert, a flow-through planter box is being proposed as a structural BMPs for the removal of silt and debris in storm water runoff. The flow-through planter box has been designed to accommodate, up to and including, the 85th percentile storm event multiplied by a factor of 1.5. See Exhibit 1 of Appendix E.2. for details.</p> <p><i>3. Permeable Pavement.</i> Pervious concrete pavement along with permeable brick pavers will be considered in the final design to assist with decreasing the post-construction impervious areas. It is important to note that these pavement sections will require a geotextile liner along with an under-drain system to mitigate large storm events.</p> <p><u>B. Non-structural BMPs</u></p> <p><i>1. Open Paved Areas and Planter Areas.</i></p> <ol style="list-style-type: none"> a. Regular sweeping of all open and planter areas, at a minimum, on a weekly basis in order to prevent dispersal of pollutants that may collect on those surfaces. b. Regular pruning of the trees and shrubs in the planter areas to avoid formation of dried leaves and twigs, which are normally blown by the wind during windy days. These dried leaves are likely to clog the surface inlets of the drainage system when rain comes, which would result to flooding of the surrounding area due to reduced flow capacities of the inlets. c. Trash and recycling containers shall be used such that, if they are to be located outside or apart from the principal structure, they are fully enclosed and watertight in order to prevent contact of storm water with waste matter, which can be a potential source of bacteria and other pollutants in runoff. These containers shall be 	

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	<p>emptied and the wastes disposed of properly on a regular basis.</p> <p>2. <i>Education and Training.</i> The Harvard-Westlake School Facilities Department shall be aware of the structural BMPs installed in the Project. Information materials, such as brochures, shall be available in the Facilities Department offices for their complete information. The Harvard-Westlake School Facilities Department staff shall also be briefed about chemical management and proper methods of handling and disposal of wastes and should understand the on-site BMPs and their maintenance requirements.</p> <p>3. <i>Landscaping.</i> Minimize the use of pesticides and fertilizers to the maximum extent practical.</p> <p>4. <i>Monitoring and Maintenance</i></p> <p>a. All BMPs shall be operated, monitored, and maintained for the life of the Project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired, at the following minimum frequencies: 1) prior to October 15th each year; 2) during each month between October 15th and April 15th of each year and, 3) at least twice during the dry season (between April 16 and October 14 of every year).</p> <p>b. Maintenance procedures and recommendations outlined by KriStar Enterprises, Inc. shall be followed by the owner to ensure proper performance of the filter insert.</p> <p>c. Debris and other water pollutants removed from structural BMPs during cleanout shall be contained and disposed of in a proper manner.</p> <p>d. The drainage system and the associated structures and BMPs shall be maintained according to manufacturer's specification to ensure maximum pollutant removal efficiencies.</p>	
3.6 Land Use		
The Project would not divide a community.	None required.	No impact.
The Project would be consistent with applicable plans and policies.	None required.	Less than significant.
3.7 Noise		
Project construction would significantly impact approximately 50 private residences surrounding the Development Site plus the St. Michael's Church (which includes Sunnyside Preschool). (Vibration impacts would be less than significant.)	<p>RC-N-1: All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.</p> <p>RC-N-2: The Proposed Project shall comply with the City of Los Angeles Noise Ordinance (LAMC Chapter XI), and any subsequent ordinances, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.</p> <p>RC-N-3: The Proposed Project shall comply with the LAMC Section 91.106.4.8, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.</p> <p>MM-N-1: The construction contractor shall ensure that noise-generating equipment operated at the Development</p>	Significant and unavoidable.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
	<p>Site is equipped with the most effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures).</p> <p>MM-N-2: The construction contractor shall ensure that all equipment is properly maintained to prevent additional noise due to worn or improperly maintained parts.</p> <p>MM-N-3: The construction contractor shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).</p> <p>MM-N-4: The construction contractor shall minimize the use of equipment or methods with the greatest peak noise generation potential.</p> <p>MM-N-5: The construction contractor shall schedule construction activities to avoid operating several pieces of equipment simultaneously where feasible.</p> <p>MM-N-6: When possible, the construction contractor shall use on-site electrical sources to power equipment rather than diesel generators.</p> <p>MM-N-7: The construction contractor shall locate construction staging areas away from sensitive uses.</p> <p>MM-N-8: Two weeks prior to the commencement of construction at the Development Site, notification shall be provided to the immediate surrounding off-site residential uses and St. Michael's Church/Sunnyside Preschool that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.</p> <p>MM-N-9: A "noise disturbance coordinator" shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the <u>entrance to the Development Site</u> construction site shall list the telephone number for the noise disturbance coordinator.</p> <p>MM-N-10: The site administrator <u>for Sunnyside Preschool and</u> for Harvard-Westlake School shall coordinate with the construction contractor to schedule construction activity such that student exposure to noise is minimized.</p> <p>MM-N-11: Construction and demolition shall be restricted to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturday, and prohibited on all Sundays and federal holidays.</p>	
Project operation of the Parking Structure and <u>practice</u> field would not significantly impact noise levels at adjacent uses.	<p>None required.</p> <p>PDF-N-1: <u>There shall be no bleacher seating or general spectator viewing on the practice field.</u></p> <p>PDF-N-2: <u>The use of the practice field shall be prohibited before 8:00 a.m. and after 8:00 p.m. Monday through Friday and before 8:00 a.m. and after 5:00 p.m. on weekends and on holidays that occur on a weekday.</u></p> <p>PDF-N-3 MM-N-12: <u>No public address system shall be used on the practice field. Music shall not be played on the practice field (including band practice or other use of musical instruments or playing of a radio or other music or sound broadcast equipment).</u></p>	Less than significant.
3.8 Transportation, Circulation and Parking		
Project construction would impact	RC-TR-1: Review and approval of a haul route <u>shall</u> will be required to be obtained from the City of Los Angeles	Less than significant.

TABLE 1-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES		
Description of Impact	Regulatory Compliance Measures (RC-), Project Design Features (PDF-), and Mitigation Measures (MM-)	Level of Significance After Mitigation
adjacent roadways and intersections but not to a significant level. Construction on the DWP trunk line in Coldwater Canyon Avenue has progressed so that impacts would not overlap significantly.	Board of Building and Safety Commissioners. Additional conditions may be imposed as part of that process. PDF-TR-1: Truck trips, Monday through Friday, would occur <u>shall be limited</u> as follows: 8:00 a.m. to 9:00 a.m. limited incidental deliveries (i.e., one or two for cement, supplies); 9:00 a.m. to 10:00 a.m. up to 6 trucks (12 truck trips); 10:00 a.m. to 2:00 p.m. up to 14 trucks per hour (28 truck trips per hour); 2:00 p.m. to 3:00 p.m. up to 12 trucks (24 truck trips); 3:00 p.m. to 4:00 p.m. up to 6 trucks (12 truck trips).	
On completion of the Project, roadways adjacent to the Project Site would be improved.	None required. PDF-TR-3: <u>The Parking Structure shall not have a restricted entry gate (e.g., key card) to ensure that vehicles do not back-up onto Coldwater Canyon Avenue.</u>	No impact.
The Project would not impact CMP intersections.	None required.	Less than significant.
The Project would substantially reduce student parking in the neighborhood surrounding the school.	PDF-TR-2: The Parking Structure shall will include electric vehicle charging stations <u>for at least five percent of the parking spaces, and infrastructure to support future charging stations for an additional five percent of the parking spaces,</u> to encourage use of electric vehicles and encourage those with electric cars to park in the structure. PDF-TR-4: <u>Harvard-Westlake shall post a security guard at the northern Campus driveway who shall deny entry to students who attempt to walk onto Campus, unless the student rides public transportation, uses a bicycle or similar mode of transportation, and/or walks to Campus from his or her residence (such students shall be provided identification to verify permission to walk on Campus).</u> MM-TR-1: <u>intentionally omitted.</u>	No impact.

5.0 MITIGATION MONITORING PROGRAM

INTRODUCTION

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An EIR has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts takes into consideration project design features and identifies mitigation measures to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the project design features and mitigation measures identified for the Project.

ORGANIZATION

As shown on the following pages, each required project design feature and mitigation measure for the Project is listed and categorized by impact area, with an accompanying identification of the following:

- Enforcement Agency: The agency with the power to enforce the project design feature or mitigation measure;
- Monitoring Agency: The agency to which reports involving feasibility, compliance, implementation and development are made;
- Monitoring Phase: The phase of the Proposed Project during which the project design feature or mitigation measure shall be monitored;
- Monitoring Frequency: The frequency at which the project design feature or mitigation measure shall be monitored; and
- Action Indicating Compliance: The action of which the Enforcement or Monitoring Agency indicates that compliance with the required project design feature or mitigation measure has been implemented.

ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide verification, as identified below, to the appropriate monitoring and enforcement agencies that each project design feature and mitigation measure has been implemented. The Applicant shall maintain records

demonstrating compliance with each project design feature and mitigation measure listed below. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the City of Los Angeles Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with mitigation measures and project design features within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary due to the nature of the MMP, the need to protect the environment in the most efficient manner, and the need to reflect changes in regulatory conditions, such as but not limited to changes to building code requirements. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

PROJECT DESIGN FEATURES, MITIGATION MEASURES, AND IMPLEMENTATION

Aesthetics

Project Design Features

PDF-AES-1: All open areas not used for buildings, driveways, or athletic facilities shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decisionmaker. Natural areas shall be maintained in their natural state. The plant palette shall include extensive use of native vegetation. At a minimum, non-protected trees (4" diameter at breast height – dbh) to be removed from the Project Site shall be replaced at a ratio of 2:1 (protected trees are addressed in Section 3.3 Biological Resources, they will be required to be replaced at a ratio of 4:1). Views of the Parking Structure from off-site areas shall be screened with extensive vegetation as identified in Appendix D.5, the Tree Replacement Plan, subject to approval by the Urban Forestry Division.

Enforcement Agency: Los Angeles Department of Building & Safety (LADBS) and Los Angeles Department of City Planning (LADCP).

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Preconstruction, operation.

Monitoring Frequency: Once at landscape plan check by LADCP, once at field inspection verification, annually thereafter.

Action Indicating Compliance: Issuance of certificate of occupancy.

PDF-AES-2: The Parking Structure shall be located approximately 20 feet from Coldwater Canyon Avenue in order to maintain a larger amount of open space to the rear, where the property shall remain in its natural vegetated state (trees planted to mitigate the loss of Protected Trees would be planted in this area) adjacent to land owned by the Mountains Recreation and Conservation Authority.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: On submission of building plans and at completion of construction.

Action Indicating Compliance: Issuance of Parking Structure building permits.

PDF-AES-3: The proposed retaining walls shall be constructed with earth tone textures and finishes. The proposed cast-in-place concrete walls shall be provided with a natural appearing rock finish and colored to match the indigenous rock. Building materials shall be of neutral colors designed to blend in with the surrounding hillside.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Construction.

Monitoring Frequency: Once at plan check, and once at field inspection verification.

Action Indicating Compliance: Issuance of certificate of occupancy.

PDF-AES-4: Musco sports LED lighting fixtures (or equal alternative) with visor or shield system shall be used to illuminate the practice field to provide better light control, reduce glare, and reduce the amount of spill light. Sports lighting fixtures shall be painted a natural green color so that they blend in to the natural surroundings. Sports lighting fixtures shall be turned off at or before 8:00 p.m. on weeknights, and shall not be allowed on weekends or holidays occurring on a weekday. Sports lighting fixtures shall be on a remotely controllable timer to ensure these conditions are met.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Construction, operation.

Monitoring Frequency: Once at plan check and annually following occupancy, or more frequently if violations are observed.

Action Indicating Compliance: Issuance of certificate of occupancy.

PDF-AES-5: Interior and exterior security lighting shall be integrated into the architectural and landscape lighting system:

- Pedestrian bridge lighting shall be integrated within the handrails and mounted at a height below the adjacent solid metal panels to eliminate any source of glare from the bridge. Light from the handrails shall illuminate the bridge walkway only and not spillover onto Coldwater Canyon Avenue.
- Practice field level security lighting shall be incorporated into the electronically-controlled field lights and shall be set to provide the minimum recommended illumination for security/emergency purposes.
- Within the structure, LED down lights (average 5 fc) shall include shielding elements that, from the outside of the parking structure, shall eliminate any direct views of the light source.
- Stair landings shall include a single source above each landing (using the same LED fixtures and shields incorporated into the main structure).
- Stairwell lighting shall be incorporated within the handrails.
- The access road shall include small, ground level lighting fixtures that shall only be activated for security or emergency purposes in order to illuminate the roadway and roadway boundaries (i.e., lights would not routinely be on). Lighting shall be primarily for emergency vehicles and evacuation from the structure (if necessary).
- There shall be no general and/or decorative landscape lighting.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Construction, operation.

Monitoring Frequency: Once at plan check and annually following occupancy, or more frequently if violations are observed.

Action Indicating Compliance: Issuance of certificate of occupancy.

Mitigation Measures

MM-AES-1: Any lighting related to construction activities shall be shielded or directed to prevent any direct illumination onto residential property located outside of the Harvard-Westlake School property.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Approximately quarterly, or more frequently if violations are observed.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADCP.

MM-AES-2: intentionally omitted.

MM-AES-3: intentionally omitted.

MM-AES-4: The Project shall not use highly reflective building materials such as mirrored glass in exterior façades. All building materials shall be diffuse and of low reflectance to prevent potential glare. Examples of appropriate non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and could include additional materials as technology advances in the future.

Enforcement Agency: LADCP.

Monitoring Agency: LADCP and LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Once at plan check, and once at field inspection verification.

Action Indicating Compliance: Issuance of certificate of occupancy.

MM-AES-5: All outdoor lighting (including practice field lighting, security and landscape lighting) shall be designed and installed so that the lighting at residential and open space properties is minimized and in no event exceeds 0.0 footcandles (this mitigation measure shall not apply to property owned by Harvard-Westlake). Permanent exterior lighting shall be shielded to prevent direct views of the fixture source from adjacent residential neighbors. Fixtures shall also be focused properly to limit the amount of spillover lighting.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction, operation.

Monitoring Frequency: Once at plan check, and once at field inspection verification.

Action Indicating Compliance: Submission of report from lighting design expert to LADBS showing compliance.

MM-AES-6: The Parking Structure shall include appropriate measures to ensure that neither interior lighting of the structure nor headlights from cars using the structure cause light to disturb residents in the vicinity of the Development Site to the north, west or east of the site across Coldwater Canyon Avenue.

All interior parking garage fixtures shall be shielded to prevent direct views of the source when viewed from outside the structure. The design of the Parking Structure shall incorporate screening elements to prevent lighting and car headlights from disturbing residences around the Project Site. Interior lighting fixtures shall be controlled by photocells and occupancy sensors to reduce the light output of the fixtures when the structure is unoccupied.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction, operation.

Monitoring Frequency: Once at plan check, and once at field inspection verification.

Action Indicating Compliance: Issuance of certificate of occupancy.

MM-AES-7: The Project applicant shall retain a lighting design expert to implement the following protocol, and prepare a report to be submitted to the Department of Building and Safety, to ensure and document compliance with all City lighting regulations, assumptions used in the EIR analysis and all lighting-related project design features and mitigation measures before a certificate of occupancy is granted:

- Six representative testing sites shall be established on or next to those light sensitive receptors that have the greatest exposure to site lighting (residential uses east of the Campus, and open space and residential uses to the west and north of the Development Site).
- A light meter mounted to a tripod at eye level, facing the Development Site, should be calibrated and measurements should be taken to determine ambient light levels with Project lights on.
- A reading should be taken with lights on and then with lights off to determine the change in ambient light levels.
- The difference between the two would be the amount of light the Project casts onto the sensitive receptor.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Operation.

Monitoring Frequency: Once after occupancy or until compliance with EIR anticipated light levels is documented.

Action Indicating Compliance: Submission of report from lighting design expert to LADBS showing compliance.

MM-AES-8: Building materials, including those on the pedestrian bridge shall be of low reflectivity to prevent potential glare reflected on to motorists along Coldwater Canyon Avenue. Lighting elements on the bridge shall be concealed to minimize spillover light on to the street below.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Construction, operation.

Monitoring Frequency: Once at plan check, and once at field inspection verification..

Action Indicating Compliance: Submission of report from lighting design expert to LADBS showing compliance.

MM-AES-9: A three-foot-tall (total average height) green chain link fence (with undulating top), with vines and other climbing plants as appropriate, and adjacent appropriate native plantings shall be constructed atop retaining walls to further assist in screening the Parking Structure and light and glare from the practice field on to adjacent residences.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction, operation.

Monitoring Frequency: Once at plan check, and once at field inspection verification.

Action Indicating Compliance: Issuance of certificate of occupancy.

Air Quality and Greenhouse Gas

Project Design Features

PDF-AQ-1: The majority of excavation and grading activity shall occur during weekday daytime hours (7 a.m. to 5 p.m., excluding federal holidays) when most people are away from their home and not heavily utilizing residential yards. Excavation and grading (and other construction activities) shall also be permitted on Saturdays from 10 a.m. to 4 p.m., excluding federal holidays).

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

Mitigation Measures

MM-AQ-1: The construction contractor shall use electricity from power poles rather than temporary diesel or gasoline generators.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

MM-AQ-2: When reinforcing the hillside through soil nailing, the construction contractor shall minimize dust using available techniques including, but not limited to, the application of water to remove cuttings.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

MM-AQ-3: The construction contractor shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

MM-AQ-4: intentionally omitted.

MM-AQ-5: The construction contractor shall configure construction parking to eliminate interference with traffic operations on Coldwater Canyon Avenue.

Enforcement Agency: LADBS and Los Angeles Department of Transportation (LADOT).

Monitoring Agency: LADBS and LADOT.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS, LADOT, and LADCP.

MM-AQ-6: The construction contractor shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows.

Enforcement Agency: LADBS and LADOT.

Monitoring Agency: LADBS and LADOT.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS, LADOT, and LADCP.

MM-AQ-7: The construction contractor shall schedule construction activities that affect traffic flow on arterial systems to off-peak hours as provided by PDF-TR-1.

Enforcement Agency: LADBS and LADOT.

Monitoring Agency: LADBS and LADOT.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS, LADOT, and LADCP.

MM-AQ-8: All construction equipment and delivery vehicles shall be turned off when not in use or prohibit idling in excess of five minutes. Haul trucks in particular that stage waiting to be called to remove dirt from the site shall not be allowed to idle while queuing.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

MM-AQ-9: The construction contractor shall coordinate with the Project Site administrator for Harvard-Westlake School and the administrator for Sunnyside Preschool to schedule construction activity that generates fugitive dust when student exposure would be minimized.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

MM-AQ-10: The Applicant shall utilize off-road diesel-powered construction equipment that meets the off-road emissions standards established for the equipment listed below. Pole power shall be made available for use with electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification and CARB or SCAQMD operating permit shall be available upon request at the time of mobilization of each applicable unit of equipment. The Applicant shall encourage construction contractors to apply for SCAQMD "SOON" incentive finds, should they be available at the time of construction. The "SOON" program provides funds to accelerate clean-up of off-road diesel vehicles, such as heavy-duty construction equipment. More information regarding the potential availability of funds at the time of construction can be found at the AQMD website.

- Excavator (Komatsu PC400 / PC490) - Tier IV
- Dozer (Caterpillar D8) - Tier IV
- Loader (Caterpillar 966) - Tier IV
- Blade (John Deere 672) - Tier IV
- Skip Loader (Caterpillar 210) - Tier IV
- Back Hoe (John Deere 410J) - Tier IV
- Scraper (Caterpillar 623 / 637) - Tier IV
- Drill Rig (Soilmec SM-14 or SM-60) - Tier IV
- Compressor - Tier III with filter
- Concrete Pump - Tier III with filter
- Gradall - Tier IV
- Bobcat - Engine Maintained to Manufacturers' Specifications
- Crane - Engine Maintained to Manufacturers' Specifications
- Compactor - Engine Maintained to Manufacturers' Specifications
- Roller - Engine Maintained to Manufacturers' Specifications
- Asphalt Screed - Engine Maintained to Manufacturers' Specifications

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

MM-AQ-11: The construction contractor shall require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the 2010 model year or newer diesel trucks cannot be obtained, the construction contractor shall use trucks that meet USEPA 2007 model year NO_x emissions requirements.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Every 90 days during construction.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS and LADCP.

Biological Resources

Project Design Features

PDF-BIO-1: The Project shall retain approximately 2.29 acres of native vegetation (oak woodland and other native species) on the Development Site as a natural conservation area with an additional approximately 2.3 acres of new landscaping and permeable area (2.08 acres of landscaping and 0.22 acres of permeable area in the debris basin). These areas shall be conserved for open space purposes and development shall be prohibited in these areas.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Pre-construction, construction, and operation.

Monitoring Frequency: Once at plan check, and once after occupancy.

Action Indicating Compliance: Submission of building plans indicating open space areas and the recordation of a covenant agreement binding the area to remain undeveloped open space.

Mitigation Measures

- MM-BIO-1:** a. In order to ensure that direct impacts to habitats are limited to those proposed, temporary fences or other marking devices shall be placed at the limits of grading prior to the onset of grading to guide equipment operators and keep them within the limits of grading and therefore ensure that impacts do not extend beyond the construction site. Earth-moving equipment shall be confined to areas within the designated grading area at all times during construction.
- b. In coordination with the City’s Urban Forestry Division and the Fire Department, a qualified biologist shall prepare a plan to identify appropriate plantings and plant communities to be used in the 2.29 acres of the Development Site that is to remain in native vegetation. This area may include buffers of native vegetation adjacent to the Santa Monica Mountains Conservancy property. The plan shall include brush, boulder, and salvaged tree piles, reptile/underground mammal cover boards, and/or potential bat or other roosting habitats as appropriate.
- c. A qualified biologist shall use reasonable efforts to salvage seeds from on-site Protected Trees that are removed to be used on-site to mitigate loss of Protected Trees.
- d. Brush Clearance: a biologist shall supervise all LAFD-required brush clearance activities. For purposes of complying with LAFD requirements the following species shall be considered native trees (no matter what size): laurel sumac, elderberry, oak, toyon, walnut, and sugar bush; no live material shall be removed from any native tree.
- e. Harvard-Westlake School shall post signs around the native vegetation area indicating: “No Trespassing – Natural Habitat Area.”

Enforcement Agency: LADBS, Urban Forestry Division (UFD), Los Angeles Fire Department (LAFD).

Monitoring Agency: LADBS, UFD, and LAFD.

Monitoring Phase: Pre-grading, construction.

Monitoring Frequency: Prior to the start of any grading activities, then annually for brush clearance.

Action Indicating Compliance: Submission of compliance report by Construction Monitor to LADBS.

MM-BIO-2: A three foot-tall chain link fence (with undulating top), with adjacent appropriate native plantings shall be constructed atop retaining walls to prevent wildlife from falling. In addition, all entrances to the garage shall be equipped with roll down doors that shall be closed at night to prevent wildlife from entering the Parking Structure. All fencing used on the Development Site shall be constructed with materials that are not harmful to wildlife. Prohibited materials include, but are not limited to, spikes, glass, razor, or barbed wire. All hollow fence caps shall be capped; fences with top holes shall be sealed to prevent the entrapment of bird species and other wildlife.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Once at plan check, and once at field inspection verification..

Action Indicating Compliance: Issuance of certificate of occupancy.

MM-BIO-3: To reduce the invasion of aggressively invasive exotic plant species into the Santa Monica Mountains no landscaping for the Project shall utilize any species found on the "CalEPPC List" -- more formally known as "Exotic Pest Plants of Greatest Ecological Concern in California." Furthermore, if any species found on this list "volunteer" in the Project area, whether in individual lots or common areas, they shall be removed immediately upon discovery. The current list can be found on the website: http://groups.ucanr.org/ceppc/Pest_Plant_List/.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Construction.

Monitoring Frequency: Once at plan check, and once at field inspection verification..

Action Indicating Compliance: Approval of landscape plans by LADCP and issuance of certificate of occupancy.

MM-BIO-4: Shielded directional lighting, including, as appropriate, internal silvering of the globe or external opaque reflectors shall be used to direct light from the Parking Structure and practice field away from natural areas and to protect nocturnal biological resources, as determined to be appropriate by a qualified biologist. Motion sensing technology within the Parking Structure and for the pedestrian bridge shall be used so that such lights are only on when required by the presence of people. All lighting external to the Parking Structure and adjacent to natural areas shall consist of focusable downlights that are installed as handrail undermounts or pedestrian-level bollards, and shall use a color temperature of no more than 2700 Kelvin. Lighting within the Parking Structure shall adhere to Illuminating Engineering Society standards.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Operation.

Monitoring Frequency: Once after occupancy or until compliance with EIR anticipated light levels is documented.

Action Indicating Compliance: Submission of compliance certification report from a qualified biologist and lighting expert to LADBS.

MM-BIO-5: Prior to the issuance of grading permits, surveys for Plummer's mariposa lily shall be conducted on the entire Development Site by a qualified biologist during the May-July flowering period for the species. Any Plummer's mariposa lilies located in the impact area shall be relocated to suitable habitat outside the impact area by a qualified biologist.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Pre-grading.

Monitoring Frequency: Once, prior to grading activities.

Action Indicating Compliance: Submission of compliance report from a qualified biologist.

MM-BIO-6: A wildlife salvage program shall be conducted within 14 days prior to the commencement of grading on the Project Site. The salvage effort will be conducted by a qualified wildlife biologist with experience capturing and handling native wildlife. Wildlife captured will be relocated to one of the local designated open space preserves. Additional salvage efforts shall be undertaken during initial clearing of the Project Site to remove species of low mobility. Salvaged wildlife shall be released into preserved open space areas as near to the Project Site as possible.

Enforcement Agency: LADBS, LADCP, and California Department of Fish & Wildlife (CDFW).

Monitoring Agency: LADBS, LADCP, and CDFW.

Monitoring Phase: Pre-grading.

Monitoring Frequency: Once, prior to grading activities.

Action Indicating Compliance: Submission of compliance report from a qualified biologist.

MM-BIO-7: All vegetation removal within the approved impact area shall take place between September 1 and February 15, or between February 15 and September 1 if a preconstruction survey (by a qualified biologist) is undertaken to identify any nests and any appropriate protective measures. This measure shall protect any bird species from direct mortality as a result of Project construction and nest removal. It is assumed that bird species occurring on the site would leave the construction area at the onset of brush clearing. If construction begins before February 15, and proceeds continuously through the summer, weekly monitoring visits, by a qualified biologist, shall be made to determine if any birds are nesting in the remaining habitat onsite and if so whether they are being disturbed by construction activity. If any birds are found to be nesting, the biologist shall determine if construction is reducing nesting success. If construction is found to be reducing nesting success, a buffer zone shall be established within which construction shall not occur until nesting is complete. The buffer zone shall be 500 feet for raptors and 200 feet for other bird species. If evidence of bats is identified during preconstruction surveys a bat expert shall be consulted and mitigation shall be implemented to ensure no significant adverse impacts to bats as determined by the bat expert. The biological monitor shall be present on site during all grubbing and

clearing of vegetation to ensure that activities remain within the project footprint. The biological monitor shall retain weekly monitoring reports for inspection upon request of the City during the grubbing and clearing of vegetation, and shall notify the Department of Building and Safety immediately if Project activities have the potential or do damage active avian nests.

Enforcement Agency: LADBS, LADCP, and CDFW.

Monitoring Agency: LADBS, LADCP, and CDFW.

Monitoring Phase: Pre-grading.

Monitoring Frequency: Once, prior to grading activities, then weekly until vegetation removal is complete.

Action Indicating Compliance: Submission of compliance report from a qualified biologist.

MM-BIO-8: The removal of protected trees shall be mitigated in accordance with LAMC requirements. The Native Tree Report for the Project indicates that the trees lost due to Development Site development shall be replaced at a 4:1 ratio with tree species and size to be as determined to be acceptable by the City. The Native Tree Report shall be updated prior to approval of a removal permit. The applicant shall comply with the recommendations of the Native Tree report as may be amended by the decisionmakers and/or Urban Forestry Division. The following list of recommendations and mitigation measures shall apply to the Project, including recommendations and measures summarized from the Protected Tree Report, Native Tree Report, and Tree Replacement Plan (see Appendices D.2, D.3, and D.5):

The following recommendations apply to the Project as a whole, pertinent to all protected trees:

- 2.a The applicant shall be responsible for notifying the decisionmakers and/or the City Forester of any changes in the scope of the work and shall ensure that all work is performed in accordance with applicable ordinances, permits, and procedures. Work performed within the drip line of the trees shall be preceded by not less than 48 hours notice to the City Forester and the Project's Arborist (Certified/Registered Arborist).
- 2.b Equipment, materials, and vehicles shall not be stored, parked or operated within the drip line of a protected tree.
- 2.c Removal of the natural leaf mulch within the drip line of the protected trees onsite is prohibited except where absolutely necessary AND as approved by the Project's Arborist.
- 2.d All trees not approved for encroachment shall be fenced prior to commencement of grading operations, and shall remain fenced until the City Forester approves removal of fencing.
- 2.e Any pruning, including dead wooding, shall be performed in compliance with the latest ANSI pruning standards by a certified arborist (or certified tree worker) or under direction of a certified arborist. Smaller limbs should be tied back out of the way to avoid unnecessary pruning for equipment clearance.
- 2.f Within 10 working days of completion of the work approved under this permit, the tree consultant shall provide a Project certification letter to the City Forester. The applicant shall be responsible for notifying and coordinating all conditions with the City Forester and the Project's Arborist.

Mitigation for Tree Removals

Removal of trees shall be mitigated for according to the City of Los Angeles Municipal Code 17.05 §R (4 & 5) as amended by Ordinance Number 177404, effective 4/23/06, and to the satisfaction of the City's Chief Forester (Bureau of Street Services, Urban Forestry Division), and the Board of Public Works. Current Board of Public Works policy has increased the minimum requirement for protected tree replacement to 4:1. The Urban Forestry Division will determine the final stock size and locations of mitigation plantings.

Mitigation recommendations for the protected oak and walnut trees are outlined below. Thirteen (13) oak trees and 134 Southern California black walnut tree are proposed to be removed by the Project of which 2 oak trees and 13 walnut trees are deemed dead.

- 2.g Intentionally omitted.
- 2.h To comply with the 4:1 replacement ratio, at least 528 mitigation trees shall be planted on-site in the remaining open space areas of the Project Site. See Appendix D.5, the Tree Replacement Plan, for the proposed quantity, species, and location of replacement trees, supplemental plantings, and landscaping, subject to Urban Forestry Division approval.
- 2.i Mitigation trees may also be planted in the newly landscaped areas of the Project as approved by the City Forester.
- 2.j City guidelines for mitigation trees call for "15-gallon specimen[s] measuring one inch or more in diameter at a point one foot above the base and not less than seven feet in height, measured from the base." However, the City Forester shall determine the final container sizes acceptable for each replacement species, including the potential use of multi-stemmed trees.
- 2.k Mitigation trees shall be planted in groups, or clusters, of three to five trees in a circular or triangular pattern to mimic natural groups of trees. The City Forester shall determine the final placement of each replacement tree and/or group of trees.
- 2.l The replacement trees must be planted by a Tree Expert, as defined by the LAMC, and carefully planted to maximize likelihood of survival.
- 2.m All plantings shall be generously watered immediately after planting and maintained for a minimum of three years from the date of planting.
- 2.n The Project applicant shall post a bond acceptable to the City Engineer to guarantee the survival of these replacement trees and shall provide protected tree maintenance information to the landscape maintenance contractor responsible for the mitigation trees.
- 2.o The applicant shall provide a copy of the final tree removal permit conditions of approval to the Project's Arborist.
- 2.p The Project's Arborist shall review the final landscape plan for compliance with the recommendations of this report and the final tree removal permit conditions of approval.
- 2.q The Project's Arborist shall be notified within one week prior to the commencement of mitigation tree planting.
- 2.r Within 30 days of all mitigation trees being planted, the Project's Arborist shall inspect the plantings with the landscape contractor and an "As-Built" Mitigation Planting Plan shall be prepared by the Project's Arborist and/or landscape architect on the Landscape & Irrigation Plan. This "as-built" plan shall be used to document the baseline placement and irrigation status of the mitigation trees for

- future monitoring visits by the Project's Arborist and will be used for the first mitigation trees monitoring report.
- 2.s Three years of mitigation tree monitoring shall be documented by the Project's Arborist to the Applicant and the City Forester through a number of regularly scheduled site inspections and reports. The number and sequence of inspections over the three year period shall be determined at the discretion of the City Forester in the final tree removal permit conditions of approval. Following the initial three-year monitoring period, additional monitoring, if any, shall be determined by the City Forester with the goal of ensuring the long-term sustainability of the mitigated woodland.
 - 2.t Walnut trees that are not impacted by the Project, but die from TCD during the course of the Project construction and post-Project monitoring shall be documented in the monitoring reports and recommendations for their removal shall be made in the monitoring reports. Mitigation for the removal of dead walnut trees with confirmed TCD shall not be required. This scenario shall be addressed in the Project's tree removal permit conditions to the satisfaction of the City Forester and the Board of Public Works. All California walnut trees infected with TCD that are removed from the Project Site shall be disposed of properly to reduce the chance of spread to other trees. Proper disposal of material from affected trees includes burning or burying branches and smaller diameter wood as soon as possible. Persons salvaging wood and branches off the project site can spread the insect carrier and fungus to new areas. Tools and equipment coming into contact with infected trees shall be sanitized before reuse; this process shall be monitored by a qualified professional.

Mitigation for Encroachment and Preservation of Trees

191 protected trees will be preserved onsite; which includes 20 that would be subject to minor encroachment within the outer edges of their drip line, consisting of 14 walnuts and 6 oaks. Coast live oaks have a "good" relative tolerance to development impacts, but California black walnut has a "poor" relative tolerance and can "die slowly following even minor root injury or changes to water table...[and]...crown reduction pruning may be fatal" (Methany and Clark, 1989). Therefore, special care must be taken during Project implementation to minimize impacts to the root zones and canopies of these trees. Implementation of the following measures is recommended.

- 2.u All work in the drip line of the trees approved for encroachment shall be done using hand implements only; the use of mechanized tools is prohibited except where absolutely necessary AND as approved by the City Forester. Within the Protected Tree Zone, all work conducted in the ground shall be accomplished with hand tools, unless an air spade is utilized. Trenches in the Protected Tree Zone shall be tunneled, completed with an air spade, or dug by hand.
- 2.v All work conducted within the drip line of the trees shall be performed in the presence of the Project's Arborist. The drip line shall commence from the outer edge of the tree canopy and extend inwards to the trunk of the tree.
- 2.w Root-pruning within the drip line shall be reduced to the minimum amount that is absolutely necessary. All roots pruned shall consist of clean, 90°-angle cuts utilizing sharp hand tools and shall not be sealed unless directed by the City Forester. Any major roots (2" or greater in diameter) encountered shall be preserved to the extent possible, wrapped in moist burlap, until the soil is replaced. Soil shall be replaced as soon as possible around preserved roots.

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- 2.x Upon completion of the work associated with this permit, a three to four-inch layer of certified mulch is recommended to be placed on the ground within the drip line of the encroachment trees (keep mulch six inches away from the trunks). The native leaf litter shall be retained and used as the mulching material.
 - 2.y All protected trees that have encroachment within their drip lines, or that end up being shaded out by new buildings, shall be monitored for possible failure as a result of Project implementation.
 - 2.z The applicant shall be responsible for the monitoring and maintenance of the encroachment trees for a minimum of three (3) years. If any of the protected trees should fail as a result of encroachment by the Project, they shall be replaced at a 4:1 ratio in accordance with the current policy of the City of Los Angeles Board of Public Works, or as approved by the City Forester at the time of replacement. The applicant shall be responsible for the monitoring and maintenance of any replacement mitigation trees for a minimum of three (3) years. If the replacement trees die during the three-year period, the applicant shall plant new replacement trees and the three-year monitoring period shall begin again from the date of that planting.
 - 2.aa The applicant shall comply with all recommendations of the Registered Consulting Arborist contained in the Native Tree Report.

Enforcement Agency: LADBS and UFD.

Monitoring Agency: LADBS and UFD.

Monitoring Phase: Construction, operation.

Monitoring Frequency: Plan check and annually after occupancy for three years.

Action Indicating Compliance: Submission of construction report.

Cultural Resources (Archaeological, Paleontological and Human Remains Resources)

Project Design Features

There are no project design features for Cultural Resources.

Mitigation Measures

MM-CUL-1: 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.

Enforcement Agency: LADBS and Office of Historic Resources (OHR).

Monitoring Agency: LADBS, LADCP, and OHR.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic, to be determined by a qualified archaeologist if resources are discovered.

Action Indicating Compliance: If resources are found, submission to LADBS and LADCP of report documenting appropriate treatment of resources by a qualified archaeologist.

MM-CUL-2: intentionally omitted.

MM-CUL-3: 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.

Enforcement Agency: LADBS and OHR.

Monitoring Agency: LADBS, LADCP, and OHR.

Monitoring Phase: Pre-grading.

Monitoring Frequency: Once, prior to issuance of building/grading permits.

Action Indicating Compliance: Submission of letter documenting whether resources were found.

MM-CUL-4: 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.

Enforcement Agency: LADBS and OHR.

Monitoring Agency: LADBS, LADCP, and OHR.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic, to be determined by a qualified archaeologist if resources are discovered.

Action Indicating Compliance: If resources are found, submission to LADBS and LADCP of report documenting appropriate treatment of resources by a qualified archaeologist.

MM-CUL-5: 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.

Enforcement Agency: LADBS and OHR.

Monitoring Agency: LADBS, LADCP, and OHR.

Monitoring Phase: Pre-grading.

Monitoring Frequency: Once, prior to issuance of building/grading permits.

Action Indicating Compliance: Submission of letter documenting whether resources were found.

MM-CUL-6: 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.

Enforcement Agency: LADBS and OHR.

Monitoring Agency: LADBS, LADCP, and OHR.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic, to be determined by a qualified archaeologist if resources are discovered.

Action Indicating Compliance: If resources are found, submission to LADBS and LADCP of report documenting appropriate treatment of resources by a qualified archaeologist.

Geology, Soils and Hydrology (including Storm Water Drainage)

Project Design Features

There are no project design features for Geology, Soils and Hydrology.

Mitigation Measures

MM-GEO-1: The Project shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the LAMC and California Building Code as may be identified by the City Department of Building and Safety prior to Plan Check approval on each building. Prior to issuance of building permits, monitoring, response, and recovery plans for the pedestrian bridge shall be approved by and remain on file with the Department of Building and Safety. Measures shall include, but are not limited to, a seismometer to detect the potential for shifts in the pedestrian bridge and structural inspections of the pedestrian bridge on an annual basis, as well as following any earthquake that results in localized mean peak ground acceleration greater than 0.25g.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Once at plan check.

Action Indicating Compliance: Issuance of building/grading permits.

Land Use and Planning

Project Design Features

There are no project design features for Land Use and Planning.

Mitigation Measures

No mitigation measures are required for Land Use and Planning.

Noise

Project Design Features

PDF-N-1: There shall be no bleacher seating or general spectator viewing on the practice field.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Operation.

Monitoring Frequency: Upon occupancy and annually thereafter.

Action Indicating Compliance: Submission of annual certification report to LADCP by monitor as appropriate.

PDF-N-2: The use of the practice field shall be prohibited before 8:00 a.m. and after 8:00 p.m. Monday through Friday and before 8:00 a.m. and after 5:00 p.m. on weekends and on holidays that occur on a weekday.

Enforcement Agency: LADBS and LADCP.

Monitoring Agency: LADBS and LADCP.

Monitoring Phase: Operation.

Monitoring Frequency: Upon occupancy and annually for a period of five years, or more frequently if violations are observed.

Action Indicating Compliance: Submission of annual certification report to LADCP by monitor as appropriate.

PDF-N-3: No public address system shall be used on the practice field. Music shall not be played on the practice field (including band practice or other use of musical instruments or playing of a radio or other music or sound broadcast equipment).

Enforcement Agency: DCP.

Monitoring Agency: Monitoring Consultant.

Monitoring Phase: Project occupancy.

Monitoring Frequency: Upon occupancy and annually for a period of five years, or more frequently if violations are observed.

Action Indicating Compliance: Submission of compliance certification report to DCP by monitor as appropriate.

Mitigation Measures

MM-N-1: The construction contractor shall ensure that noise-generating equipment operated at the Development Site is equipped with the most effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures).

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-2: The construction contractor shall ensure that all equipment is properly maintained to prevent additional noise due to worn or improperly maintained parts.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-3: The construction contractor shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-4: The construction contractor shall minimize the use of equipment or methods with the greatest peak noise generation potential.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-5: The construction contractor shall schedule construction activities to avoid operating several pieces of equipment simultaneously where feasible.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-6: When possible, the construction contractor shall use on-site electrical sources to power equipment rather than diesel generators.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-7: The construction contractor shall locate construction staging areas away from sensitive uses.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-8: Two weeks prior to the commencement of construction at the Development Site, notification shall be provided to the immediate surrounding off-site residential uses and St. Michael's Church/Sunnyside Preschool that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Prior to construction.

Monitoring Frequency: Once.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-9: A "noise disturbance coordinator" shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the entrance to the Development Site construction site shall list the telephone number for the noise disturbance coordinator.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-10: The site administrator for Sunnyside Preschool and for Harvard-Westlake School shall coordinate with the construction contractor to schedule construction activity such that student exposure to noise is minimized.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

MM-N-11: Construction and demolition shall be restricted to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday, and 8:00 a.m. to 4:00 p.m. on Saturday, and prohibited on all Sundays and federal holidays.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

Transportation, Circulation and Parking

Project Design Features

PDF-TR-1: Truck trips, Monday through Friday, shall be limited as follows: 8:00 a.m. to 9:00 a.m. limited incidental deliveries (i.e., one or two for cement, supplies); 9:00 a.m. to 10:00 a.m. up to 6 trucks (12 truck trips); 10:00 a.m. to 2:00 p.m. up to 14 trucks per hour (28 truck trips per hour); 2:00 p.m. to 3:00 p.m. up to 12 trucks (24 truck trips); 3:00 p.m. to 4:00 p.m. up to 6 trucks (12 truck trips).

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Construction.

Monitoring Frequency: Periodic.

Action Indicating Compliance: Submission of construction report to LADBS by monitor as appropriate.

PDF-TR-2: The Parking Structure shall include electric vehicle charging stations for at least five percent of the parking spaces, and infrastructure to support future charging stations for an additional five percent

of the parking spaces, to encourage use of electric vehicles and encourage those with electric cars to park in the structure.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Pre-construction, operation.

Monitoring Frequency: Once at plan check, and once at field inspection verification.

Action Indicating Compliance: Issuance of certificate of occupancy.

PDF-TR-3: The Parking Structure shall not have a restricted entry gate (e.g., key card) to ensure that vehicles do not back-up onto Coldwater Canyon Avenue.

Enforcement Agency: LADBS.

Monitoring Agency: LADBS.

Monitoring Phase: Pre-construction, operation.

Monitoring Frequency: Once at plan check, and once at field inspection verification.

Action Indicating Compliance: Issuance of certificate of occupancy.

PDF-TR-4: Harvard-Westlake shall post a security guard at the northern Campus driveway who shall deny entry to students who attempt to walk onto Campus, unless the student rides public transportation, uses a bicycle or similar mode of transportation, and/or walks to Campus from his or her residence (such students shall be provided identification to verify permission to walk on Campus).

Enforcement Agency: LADCP and LADBS.

Monitoring Agency: LADCP and LADBS.

Monitoring Phase: Operation.

Monitoring Frequency: Annually upon occupancy for a period of five years, or longer if violations are observed.

Action Indicating Compliance: Submission of certification report to LADCP by monitor as appropriate.

Mitigation Measures

MM-TR-1: intentionally omitted.