

Appendix K DEIR Comment Letters



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
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EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



December 16, 2013

Ms. Diana Kitching
 City of Los Angeles Department of Regional Planning
 200 North Spring Street, Room 750
 Los Angeles, CA 91064
 Email: Diana.kitching@lacity.org

Subject: Draft Environmental Impact Report for Harvard Westlake Parking Improvement Plan, Los Angeles County, (SCH # 2013041033)

Dear Ms. Kitching:

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

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

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

Project Impacts to Biological Resources

1. Project Alternatives – The DEIR describes 5 project alternatives to the preferred project proposal as described above.

A-4

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.

2. Native Woodlands Creation - 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. Additional, 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 recommend 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

A-5

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 on a Final Mitigation Planting Plan. 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."

A-5 cont.

a. 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.

b. 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

c. 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

d. 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

e. 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

f. 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

A-10

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 cont.

3. Proper Disposal of Infected California Walnuts – All California walnut trees infected with the Thousand Canker fungal disease that are removed from the project site should be disposed 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

4. Fencing Design to Protect Wildlife - 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

5. Salvaging of Wildlife - 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."

A-13

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

6. Native Bird Protection Measures - Page 3.3-26 **MM-BIO-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.

a. 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 10.13). 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).

A-14

b. 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.

- c. 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.

A-14 cont.

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.

- d. 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

7. Protection for Bats – 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).

A-16

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:

- a. To the extent feasible, tree removal or relocation would be scheduled between October 1 and February 28, outside of the maternity roosting season.
 - b. 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.
 - c. 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.
 - d. 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 chainsaw. 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.
 - e. 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.
 - f. 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.
8. Natural Conservation Area Management Project Design Feature (PDF) - 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-16 cont.

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Ms. Diana Kitching
City of Los Angeles Department of Regional Planning
December 16, 2013
Page 7 of 7

Thank you for this opportunity to provide comments. Please contact Mr. Scott Harris, Environmental Scientist at (626) 797-3170 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Betty Courtney
Environmental Program Manager
South Coast Region

cc: Ms. Erinn Wilson, Los Alamitos
Ms. Kelly Schmoker, Laguna Niguel
Mr. Scott Harris, Pasadena
State Clearinghouse, Sacramento



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

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E-Mailed: December 6, 2013
Diana.kitching@lacity.org

December 6, 2013

Ms. Diana Kiching
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Review of the Draft Environmental Impact Report (Draft EIR) for the Proposed Harvard-Westlake Parking Improvement Plan Project

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

Additional Construction Mitigation Measures

- a. 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.
- b. 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)¹ have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:
 - ✓ 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

B-2

¹ For example see the Metro Green Construction Policy at:
http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf

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.

- ✓ 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.
- ✓ 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.
- ✓ 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>

B-2
cont.

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.

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

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

[IM:DG](#)

LAC131008-07
Control Number

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www.studiocitync.org

December 12, 2013

Ms. Diana Kitching, City Planning Department

Delivered by Hand

Re: Harvard-Westlake Parking Improvement Plan
ENV-2013-1950-EAF

Dear Ms. Kitching,

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.

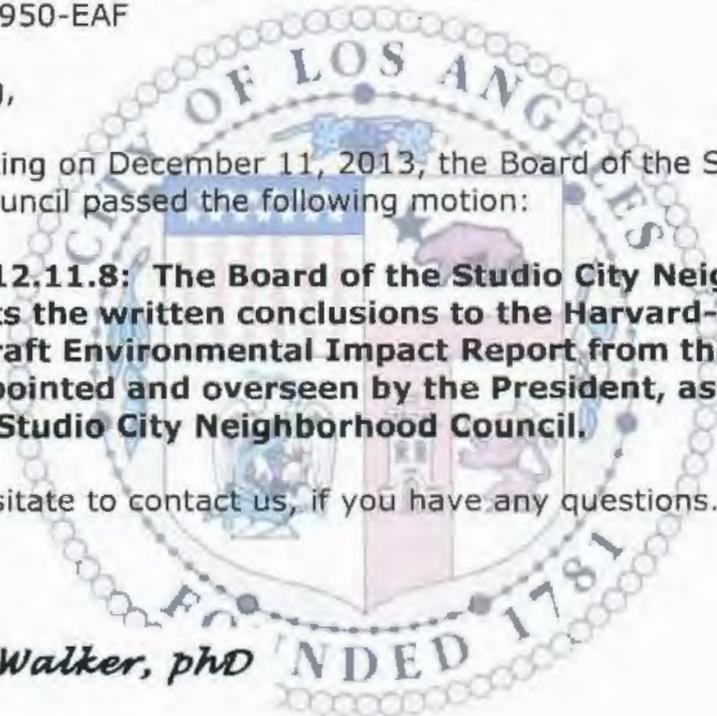
Please do not hesitate to contact us, if you have any questions.

Sincerely yours,

Dr. John T. Walker, PhD

Dr. John T. Walker, PhD.
President, Studio City Neighborhood Council

JTW/lis



C-1



December 11, 2013

Diana Kitching and
Michael J. LoGrande
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: DEIR Case Number:
ENV-2013-0150-EIR
State Clearinghouse No. 2013041033

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 DEIR study and analysis.

C-2

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

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C-5

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C-7

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
cont.

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

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. 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 Section 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-9

C-10

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

**STUDIO CITY NEIGHBORHOOD COUNCIL
GENERAL COMMENTS ON THE DEIR**

DEIR Page No.	General Comment
<p>Volume I Table 1-2 Section 3.1 page S-8 through S-10</p> <p>Volume I Table 1-2 Section 3.1 page S-10</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>Please provide an analysis of additional alternatives taking into account the points listed above.</p>
<p>Volume I Table 1-2 Section 3.1 page S-11</p>	<p>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.</p>
<p>Volume I Table 1-2 Section 3.1 page S-12</p>	<p>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 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.</p>
<p>Volume I Table 1-2 Section 3.1 page S-13</p>	<p>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.</p>

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C-13

C-14

C-15

DEIR Page No.	General Comment
<p>Volume I Table 1-2 Section 3.2 page S-13</p>	<p>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.</p> <p>Please provide the school's 10 year plan.</p>
<p>Volume I Table 1-2 Section 3.2 page S-13</p>	<p>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.</p>
<p>Volume I Table 1-2 Section 3.3 page S-15 and S-16</p>	<p>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.</p>
<p>Volume I Table 1-2 Section 3.3 page S-19 and S-20</p>	<p>The DEIR indicates that the impacts 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.</p>

C-16

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C-18

C-19

DEIR Page No.	General Comment
<p>Volume I Table 1-2 Section 3.5 page S-21 and S-24</p>	<p>The DEIR indicates that the Project would not expose people to substantial increased risk as a result of geologic hazard, liquefaction, 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 geologist 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.</p>
<p>Volume I Table 1-2 Section 3.5 page S-24</p>	<p>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.</p> <p>Please address each of the concerns raised in the geological report included herein as Exhibit V.</p>
<p>Volume I Table 1-2 Section 3.6 page S-27</p>	<p>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.</p> <p>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 Section 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.</p>

C-20

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C-22

DEIR Page No.	General Comment
<p>Volume I Figure 3.6.1 Section 3.6 page 3.6-4</p>	<p>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?</p> <p>There has been an accumulation of additional surrounding properties purchased over the years by Harvard-Westlake. What is the intended use of all of these surrounding properties?</p>
<p>Volume I Table 1-2 Section 3.7 page S-28</p>	<p>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.</p> <p>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 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.</p> <p>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.</p>

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DEIR Page No.	General Comment
<p>Volume I Table 1-2 Section 3.7 page S-28</p> <p>Volume I Project Description Page 216 and 217</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>Volume I Noise Figure 3.7-1 Page 3.7-2</p>	<p>In the Threshold of Human Audibility used as an example, deafening happens at anything above 90 dBA 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”.</p> <p>Please address how the level of dBA can be reduced for the significantly impacted receptors.</p>
<p>Volume I Noise Figure 3.7-7 Page 3.7-14</p>	<p>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.</p>
<p>Volume I Noise Figure 3.7-9 Page 3.7-15</p>	<p>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.</p>
<p>Volume I Noise Figure 3.7-10 Page 3.7-17</p>	<p>Please provide the sports field activity noise levels combined with parking structure noise levels.</p>

C-28

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C-32

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DEIR Page No.	General Comment
Volume I Noise Figure 3.7-12 Page 3.7-22	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 the 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

**STUDIO CITY NEIGHBORHOOD COUNCIL
COMMENTS ON TRAFFIC IMPACTS OF THE PROJECT**

Page No.	General Comment
Volume I Section 3.8 3.8-12	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 impact finding is not supported without further study and mitigation.
Volume I Section 3.8 & Table 1.2	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.
Volume I Section 3.8 & Table 1.2	<p>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.</p> <p>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.</p> <p>The School should institute a parking management program for school days and annually scheduled school functions.</p>

C-37

C-38

C-39

C-40

C-41

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.

C-42

Conclusion:

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 Mountain 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.

C-43

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

Sincerely yours,

Dr. John T. Walker, Ph.D.

Dr. John T. Walker, Ph.D.
President, Studio City Neighborhood Council

Web: www.studiocitync.org
Email: president@studiocitync.org
Council office: (818) 655-5400

ATTACHMENTS

The following attachments are referenced in the comments from the Studio City Neighborhood Council (Comment Letter C) and were attached to their comment letter. 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, 200 North Spring Street, Major Projects and Environmental Unit, Room 750, Los Angeles, CA 90012.

Exhibit I -- Letter from Santa Monica Mountains Conservancy, Dated November 4, 2013

This letter was also submitted as an attachment to Letter D and responses are provided in Response to Comments D-135 to D-147

Exhibit II – Presentation to Studio City Neighborhood Council by Save Coldwater Canyon.

This presentation summarizes comments from Save Coldwater Canyon that are presented in comment letters C, D and E.

Exhibit III – Save Coldwater Canyon, List of Sensitive Biological Species from the EIR

This information is taken from the Draft EIR. Responses D-153 to D-188 address detailed comments on biological resources from Save Coldwater Canyon. Issues raised by this list are addressed in the response to the comment where the exhibit is referenced.

Exhibit IV – Zimas print out of the Development Site showing distance to the Hollywood Fault and that landslides are potentially present on the site.

This issue is addressed in the response to the comment where the exhibit is referenced.

Exhibit V – Letter to Douglas Carstens, dated November 7, 2013, regarding geological issues, from Kenneth Wilson, Principal Geologist.

This letter is addressed in Response to Comments D-189 to D-203.

Exhibit VI – Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan.

Exhibit VII – City Hillside Grading Ordinance

Exhibit VIII – Zimas print out for the Development Site showing parcel area and zoning.

The comment letter references these published City documents and responses as appropriate are provided in the response to comments referencing the exhibits.

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
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WWW.SMMC.CA.GOV



November 4, 2013

Ms. Diana Kitching
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, California 90012

**Harvard-Westlake Parking Improvement Plan
Draft Environmental Impact Report Comments
ENV-2013-1950-EAF (SCH NO. 2013041033)**

Dear Ms. Kitching:

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.

Ms. Diana Kitching
Harvard-Westlake Parking Improvement Plan
Draft Environmental Impact Report Comments
ENV-2013-1950-EAF (SCH NO. 2013041033)
November 4, 2013
Page 2

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.

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.

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 5-15 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.

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.

Ms. Diana Kitching
Harvard-Westlake Parking Improvement Plan
Draft Environmental Impact Report Comments
ENV-2013-1950-EAF (SCH NO. 2013041033)
November 4, 2013
Page 3

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.

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.

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. 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. The DEIR states California black walnuts do not respond well to changed 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.

The DEIR mitigation for the loss of over a hundred native protected trees is deficient. The tree planting mitigation plan calls for a 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.

Ms. Diana Kitching
Harvard-Westlake Parking Improvement Plan
Draft Environmental Impact Report Comments
ENV-2013-1950-EAF (SCH NO. 2013041033)
November 4, 2013
Page 4

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.

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.

Please direct any questions to Paul Edelman of our staff at 310-589-3200 ext. 128 or at the above letterhead address.

Sincerely,

Irma Munoz
Chairperson



SAVE
COLDWATER CANYON!



Presentation to SCNC
Ad-Hoc Committee

December 3, 2013

No Need for More Parking

- City Of Los Angeles Code and Prior Permits require the school to have only **436** parking spaces. (DEIR, Appendix G, p. 13)
- The school and the City have repeatedly stated in writing from 1992-2012, when applying for building and conditional use permits, that they have substantially more parking than required.

Letter from Paul Hastings to Chief Zoning Administrator (Feb 16, 1994)

PAUL HASTINGS, JANOFSKY & WALKER

Mr. Robert Janovici
February 16, 1994
Page 3

(Taper Athletic Pavilion, Rugby Hall and Kinter-Hamilton Field House).

The study further notes that, in the unlikely event that the football bleachers (330 seats) were fully utilized at the same time Taper, Rugby and Kinter-Hamilton were at capacity, a total of 346 parking spaces would be required.

Lastly, using applicable trip generation criteria, the Crain Study concludes that for 815 students, approximately the current enrollment, 328 peak-hour parking spaces would be required.

As noted, there are now 436 parking spaces on the Campus. Accordingly, the current Campus parking far exceeds applicable parking requirements.

Zoning Administrator Jurisdiction

In support of the Zoning Administrator's continued jurisdiction over Campus plan approvals, there are numerous uses and conditions of the Campus that make the School a

THE NUMBERS

- The School currently provides 568 spaces on campus – 30% more than required. (DEIR, Appendix G, p. 13)
- Proposed project would remove 192 spots from campus lots to get buses off the street (where they are parked in a safe and unobtrusive space) (Appendix G, p.13)
- Proposed garage would add 750 spots.
- Total Parking Proposed Parking Spaces: **1,126**
[(568 – 192 + 750); total added 558 additional spaces.]
- **198 % increase and 690 more spaces than required**

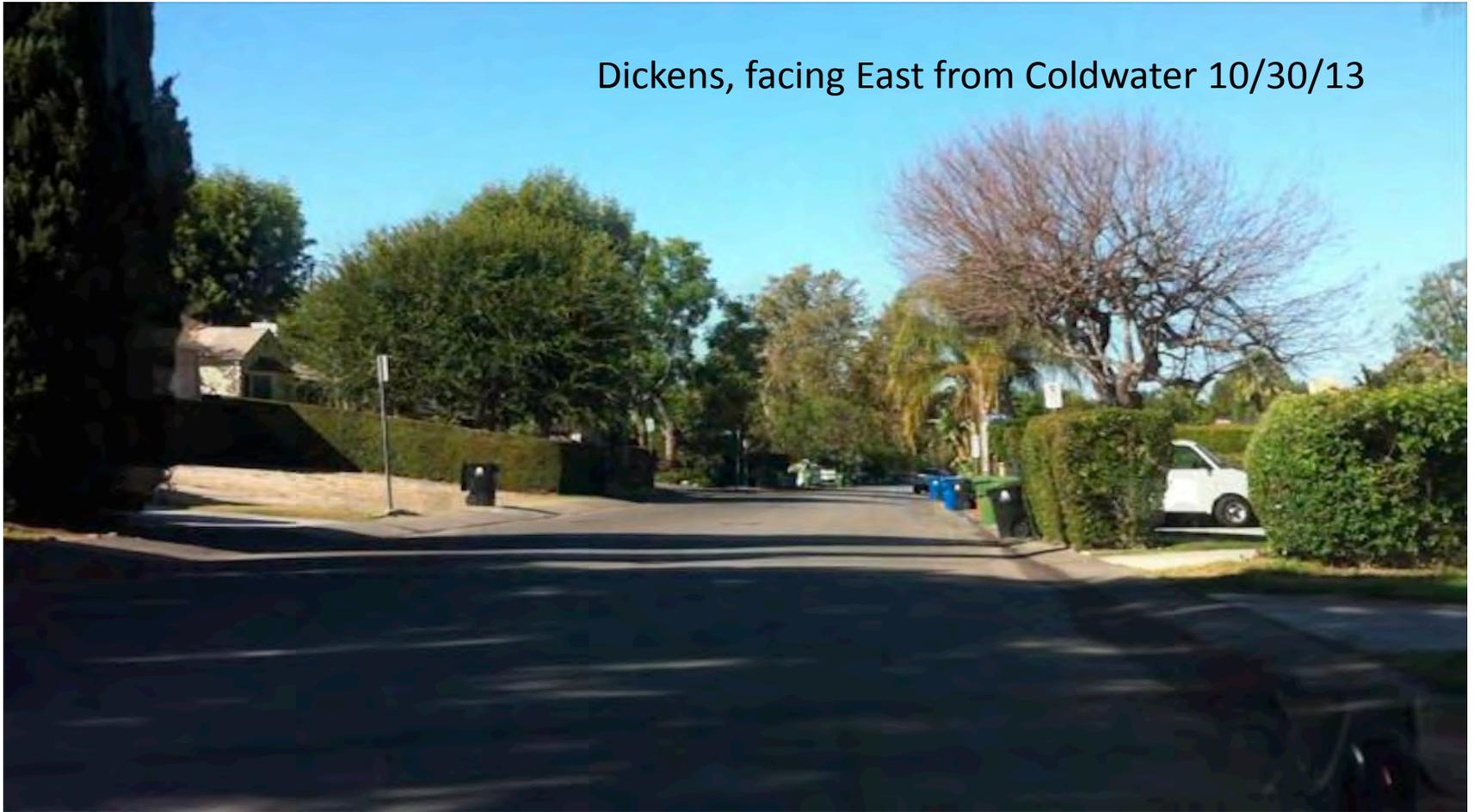
WHY?

Fiction of a Neighborhood Parking Problem

- 2012 Traffic Report prepared by the school could **not** identify a single school-related car – but **ASSUMED** a total of 28 cars. (DEIR, Appendix G, p. 40)
- Even if true, which it cannot prove, 28 cars would not justify adding 558 additional spaces

Let's look at documentation from some typical school days...

There's no problem on Dickens



There's no problem on Alcove

Alcove Ave, facing South 10/25/13 11:50am



There's no problem on Goodland Ave

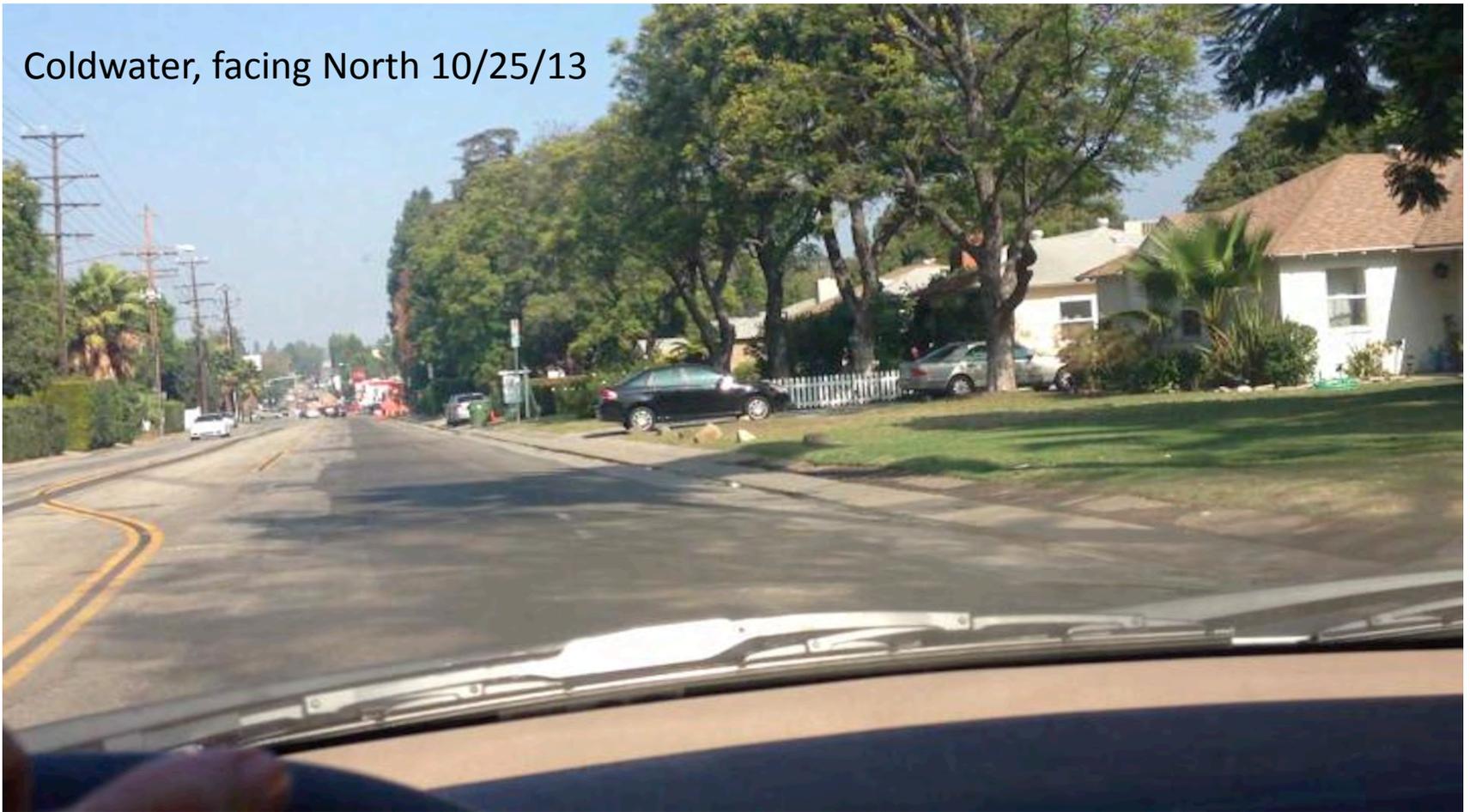


There's no problem on Halkirk



There's no problem on Coldwater

Coldwater, facing North 10/25/13



Maybe There's a Problem on Campus?

SCC documented the following empty spaces on typical school days during class hours:

- at least 29 free parking spaces on 10/22/13.
- at least 49 empty parking spaces on 10/25/13.
- at least 43 empty parking spaces on 10/28/13.
- at least 30 empty parking spaces on 10/31/13.

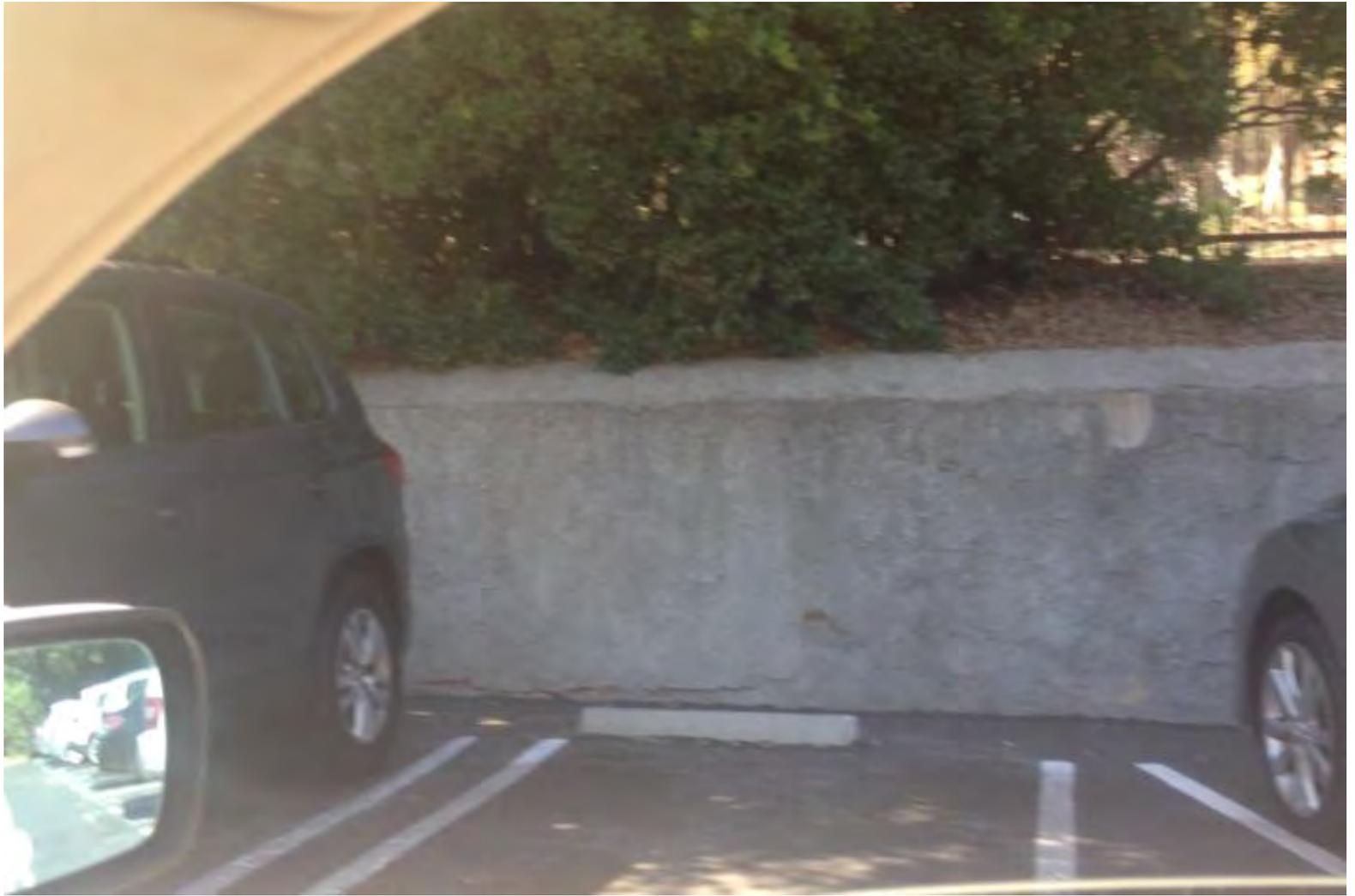
Harvard-Westlake Campus on Typical School Day During Class Hours













No Parking Problem Even on Big Event Nights



10/18/13 Game Night



10/18/13 Game Night:
At least 50 empty parking spaces
during game



10/18/13 Game Night on Coldwater



Don't Just Take our Word For It...

Independent Parking Study Confirms No Parking Problem

Brohard & Associates, Traffic Report, Nov. 22,
2013 –

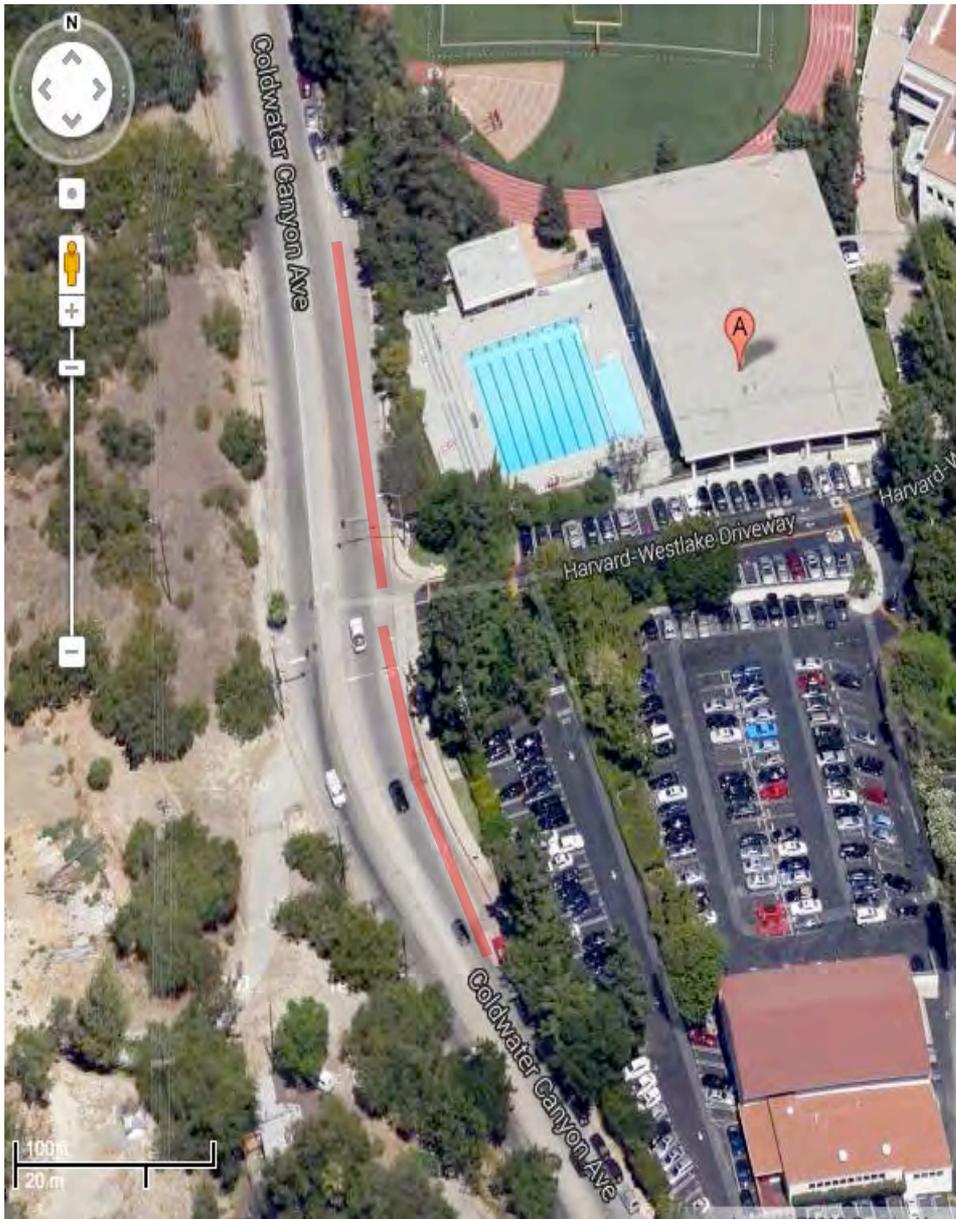
“...proper justification is not provided in the Draft EIR to provide over 2.5 times the number of parking spaces [over that required by the City].”

“ The Draft EIR and Traffic Study do not disclose or quantify a significant parking overflow problem in the nearby residential areas.”

Even if there were Special Event Parking Overflow Issues...

- (1) A DEIR cannot use special event parking needs to justify a project. Shopping centers do not provide enough parking to accommodate Black Friday or the day after Christmas (Brohard & Assocs. Nov. 22, 2013).
- (2) DEIR did not study special event parking or traffic impacts
- (3) Neighborhood is not troubled by occasional overflow

Solve a Bus Problem?!



- Buses currently have a wide turnout, right next to the main campus entrance.
- Students safely walk from buses to campus
- Across from bus drop off is empty “project site”, not residents who are complaining.

Buses on have very wide clearance, away from motorists.



So why take away 192 parking spots from campus for bus parking?

Geology & Safety Concerns

Summary of Findings of Kenneth Wilson, Professional Geologist No. 3175, Certified Eng. Geologist No. 928

- Bridge Not Considered at all in DEIR or supporting Geotech. Report
- No Project Plans considered at all.
- Serious Deficiencies in Geotech Report submitted to city.
- Use of Soil Nails counter-indicated

Bridge Poses a Danger to Community & Students



“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.” (Wilson, p.2)

Land More Unstable Than Report Suggests

- Cross-sections were not taken from the “most critical (highest) portions of the proposed cut slopes, thereby not analyzing the most potentially unstable areas.” (Wilson, p. 2)
- The “placement of cross-sections calls into question whether the associated slope stability calculations represent realistic depictions that would face construction workers (regarding safety) and that would define long-term slope stability affecting the proposed project and neighboring properties.” (Wilson, p.2)

Soil Nails are Inappropriate

- “The use of soil nailing technology is not compatible with heterogeneous earth materials such as at this site. . . . These nails may be susceptible to excessive creep, thus failing through time.” (Wilson, p.7)
- The project site is inappropriate for soil nails:
 - excessive moisture
 - clay soils
 - frost susceptible & expansive
 - highly fractured rocks
 - severe corrosion potential

Baseline Hillside Ordinance

- The City of Los Angeles prohibits use of soil nails in retaining walls that do not comply with the BHO for this very reason.
 - Soil nails are restricted to uses in one 12-foot high wall or two 10-foot high walls (separated by at least 10 feet)
 - Use of a soil nail wall higher than 20 feet requires a zoning variance

(Wilson, p. 7)

Traffic



Brohard Findings Of Likely Significant Traffic Impact During Construction

- (1) Substantial Undercounting of trucks – uses 2.0 PCE (passenger car equivalent) when 3.0 is industry practice. Recalculations lead to a 33% increase in traffic from that estimated (Brohard at 4)
- (2) The DEIR Traffic Report does not consider any plan for flagging or road closures for construction or trucks leaving the site (Brohard at 4-5)

Worsened Traffic Post-Construction

- Turning Lanes Insufficient:
“As proposed, the lengths of the turning lanes are too short to meet accepted standards and practice . . .”(Brohard, p. 6)
- Doesn't Consider Change to Cross Southern Traffic
(Brohard, p. 7)
- Inappropriately Took Credit for Traffic Signal & without that credit has significant impact. (Brohard, pp. 6-7)
- The Proposed Roadway Improvements Will Have a Negative Impact & Won't Work (Brohard, pp. 5-6)
 - on residents on Coldwater
 - lane would be too small & obstructed by trash containers

New Safety Concerns

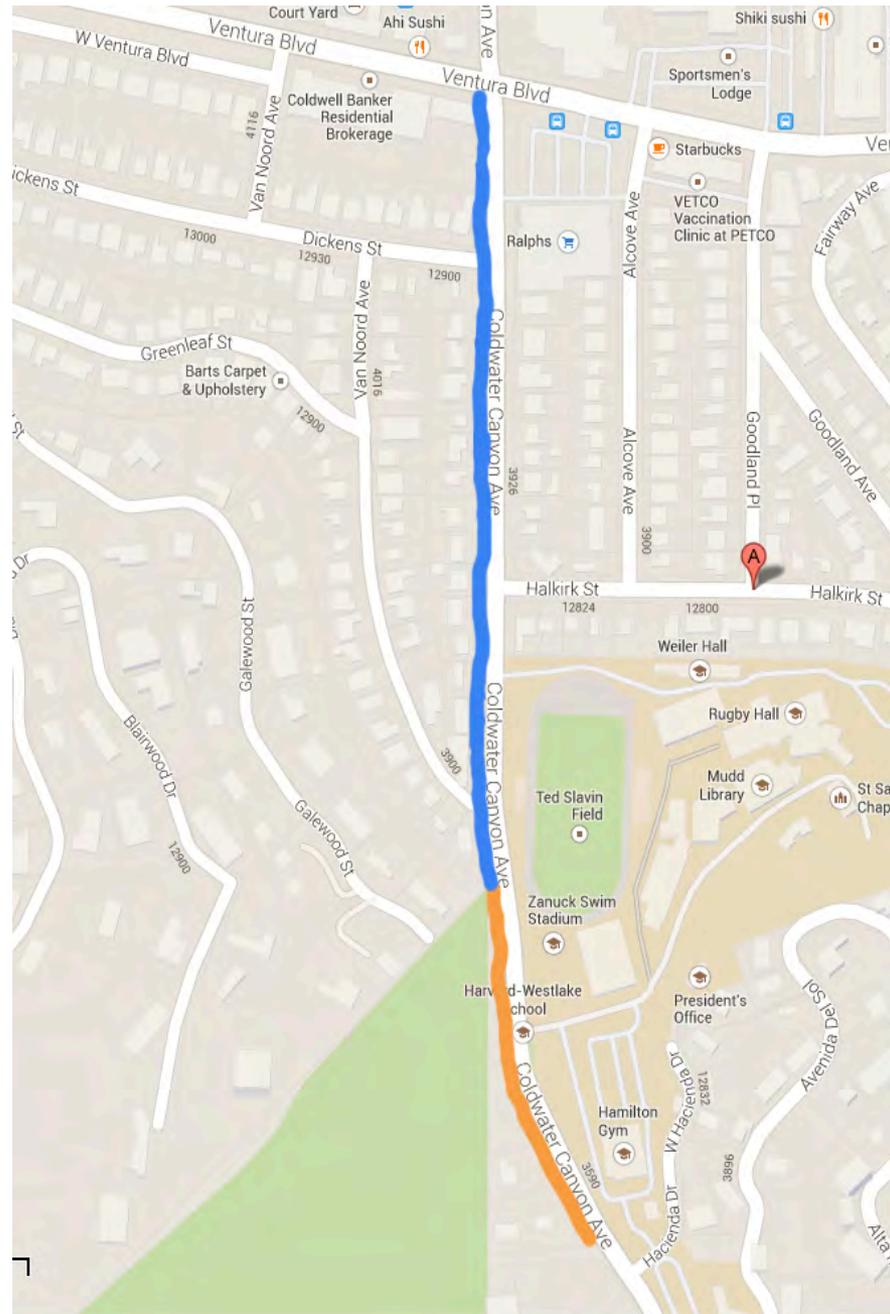
- Brohard & Associates concludes that the proposed garage, bridge, and lane changes would be more dangerous (pp. 5-7)
 - potential rear-end collisions in new re-stripped lanes
 - cars crossing Coldwater in new turn lanes
 - pedestrians running across street (guards have been found not to work)

And all this assumes that they plan to build a multi-million dollar parking garage to sit substantially empty

All traffic assessments are based on no increase in cars. If the cars increase, so will the traffic.

So-called “traffic solution” is possible without school intervention

BLUE – State-owned street, suggested
re-striping could be done by City
ORANGE – small amount offered to be
widened by School



Biological Resources



"threatened and declining"



"at risk of catastrophic event"



"species of serious concern"

Just a few examples of SENSITIVE BIOLOGICAL RESOURCES KNOWN ON PROJECT SITE

Preliminary Findings by Biological Resource Expert

- Underlying report fails to consider locally rare fauna as required and grossly undercounted fauna & flora on site.
- So called “disturbed” land provides an important and robust habitat

Misleading Description of Project Site

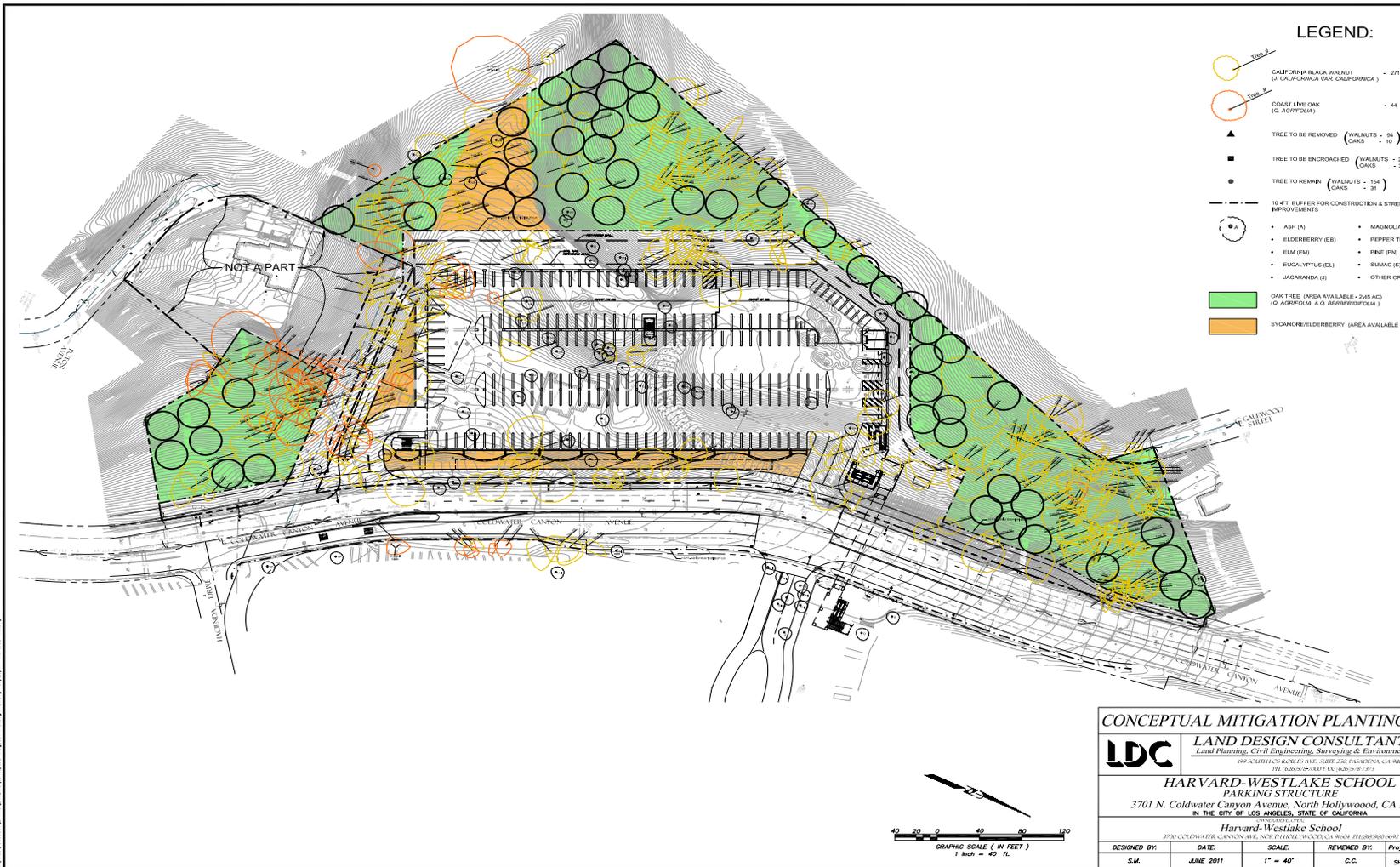
- Supporting geological report & analysis calls site “heavily vegetated” (DEIR, p.3.5-3)
- So-called disturbed site is a recognized **California Walnut Woodland and Southern Coast Live Oak Riparian Forest** (DEIR, Appendix D.1, p. 3; SMMC Nov. 4 Letter) with
 - 44 healthy, protected Coast Live Oak &
 - 271 California walnut trees
- Animals use entire site & part of wildlife corridor & habitat (DEIR, pp. 3.3-8. 3.3-9)

Threat of Disease to Trees Grossly Overstated

- The DEIR claims that “thousand canker disease” is “always fatal”, yet provides no support for this claim & literature in the field suggest that this is not true for the Southern California Walnut tree as opposed to the Northern California Black Walnut
- Walnut trees with “canker disease” still provide habitat, and food source for wildlife and continue to thrive. (SMMC, Nov. 4)
- All Oaks are healthy

Mitigation Measures Inadequate For Trees

- No replacement of walnuts or oaks – thus no replacement of crucial habitat
- The DEIR claims that 516 trees will be planted but there is only room for approximately 55 trees on the site if the proposed project is built.



Draft Figure from Draft Biological Resources Report

- School is INCORRECT saying replacement trees are “not 5 gallon” small trees – in fact, DEIR states: “it is recommended that a range of smaller container sizes (such as one to five gallon) be allowed for mitigation trees” (DEIR, Appendix D.1, p. 25-6)
- Even 15-gal trees would be only 1” diameter and 7’ high. (DEIR, Appendix D.1, p. 25)

Mitigation Measures Inadequate For Fauna

- Illegal to relocate fauna as proposed
- Nesting season off by months in DEIR
- DEIR doesn't consider operational impact

Aesthetics



Project Site View – looking West over Coldwater from Alta Mesa

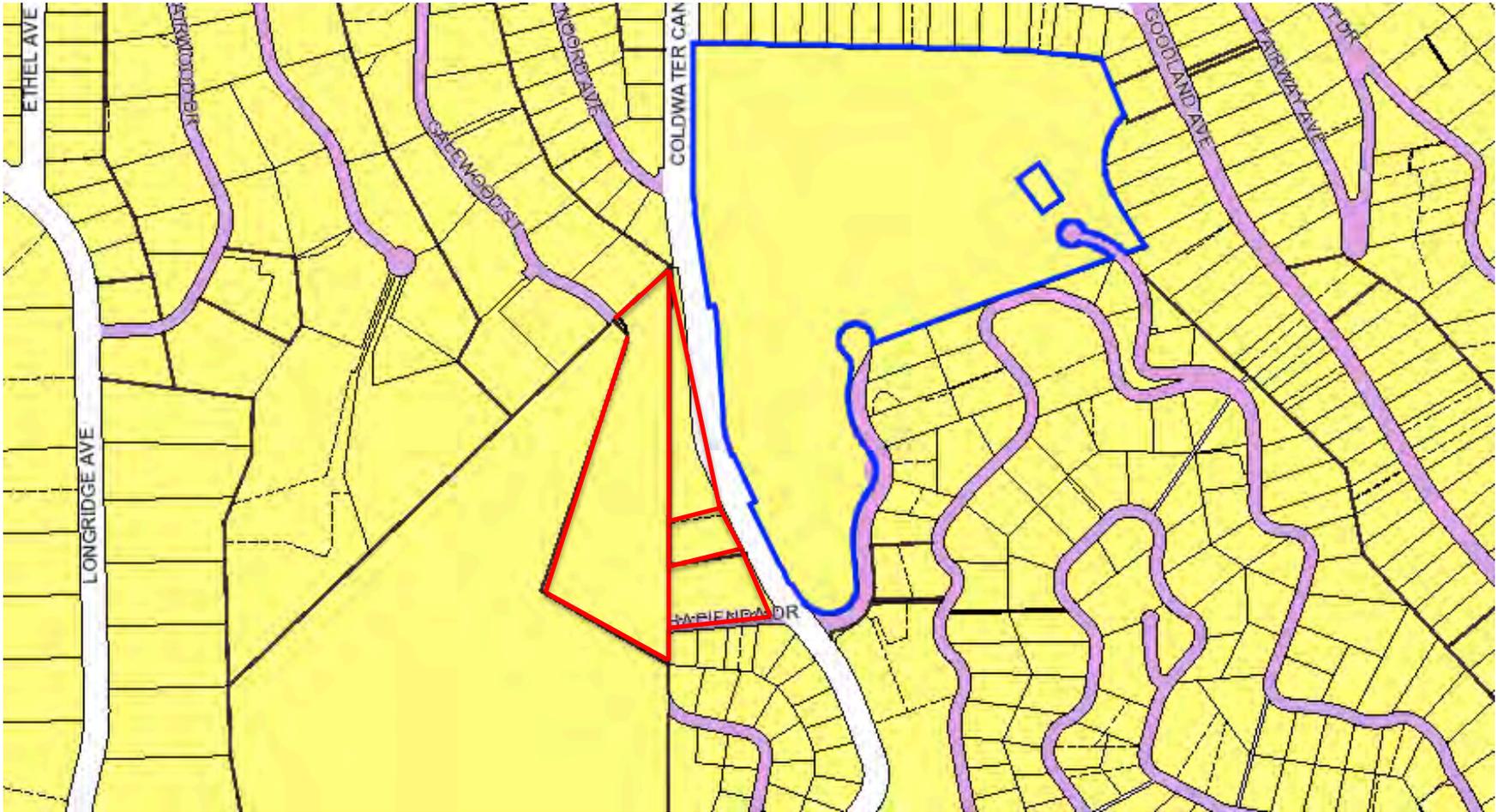
“Heavily Vegetated” (DEIR, p.3.5-3)



Project Site, May 2013



Project site is 5.5 acres – 4 parcels



What does the SMMC say about Visual Impact?

- “unavoidable significant adverse visual impacts to the Coldwater Canyon Avenue viewshed.” (p.1, Nov 4 Comment Letter)
- All DEIR development alternatives also have “unavoidable significant visual impacts” (p.1)
- No way to put field on West side of CW “without unavoidable significant adverse visual and biological impacts.” (p.2)

What does the Hillside Federation say about Visual Impact?

Hillside Federation says:

- the bridge “would destroy the character of the hillside” (Aug 16 Comment letter)
- “set a terrible precedent for all canyon roads”
- calls the project the “urbanization of one of the Santa Monica Mountains’ great and historically significant canyon roads.”

Current CUP Violations & Light & Noise Pollution



Videos

[Separate Quicktime files]

(1) & (2) 8/30/13 – Dusk & Night from Galewood House 1

(3), (4) & (5) 10/18/13 – Night from Backyard & Inside House from Galewood House 2

(6) 9/29/13 – Daytime Saturday Practice from Galewood House 1

Alcove resident V. Mehagian says
“Since 2007, when the stadium lights [were] installed, our neighborhood hasn’t been the same.”

Glaring lights ruin nighttime views and shine way beyond field, despite supposedly “no spill” technology.

**VIEW FROM ALCOVE,
NORTH OF CAMPUS**



And who says they won't add a PA &
Bleachers....eventually

-- as they did on Ted Slavin

Illegal Segmentation?

- Harvard-Westlake claims “transparency”, yet is unwilling to reveal Strategic Plan and Full Development Plans to City or anyone else.
- Likely Plan to build major theater complex and other future expansions – including possibly more building on the West –

Take a LOOK at property they own and have recently bought...

SUCH SEGMENTATION is a violation of the law.

There is No Community Benefit

And the vast majority
of nearby residents and

Studio City
stakeholders
is not Divided

it is

UNITED AGAINST THIS PROJECT

Studio City Stakeholders Oppose this Project!

STUDIO CITY stakeholders:

SCRA households (approx. 1200) +

SCC (approx. 400 out of 500) +

St. Michael's (approx. 350 worshippers)

HW admits to having only approx. 64 Studio City students (and some of them likely oppose this too).

Other Opposition Includes

Santa Monica Mountains Conservancy

The Hillside Federation (41 hillside groups)

Residents of Beverly Glen

North Hollywood N.E. Neighborhood Council

Lake Balboa Neighborhood Council

Citizens for L.A. Wildlife

Thank You!

Questions?

SAVE COLDWATER CANYON!

The following list is from the Harvard-Westlake Draft EIR. Highlighted in GREEN are those species already identified as "sensitive biological resources", but all of the following species were observed on site (O) and/or reasonably expected to occur there. (**photos of threatened birds at end of list)

BIRDS on Development Site:

CATHARTIDAE - NEW WORLD VULTURES

Cathartes aura turkey vulture

ACCIPITRIDAE – HAWKS

Accipiter striatus sharp-shinned hawk

Accipiter cooperii Cooper's hawk **

Buteo lineatus red-shouldered hawk

O *Buteo jamaicensis* red-tailed hawk

FALCONIDAE - FALCONS

Falco sparverius American kestrel

PHASIANIDAE - PHEASANTS & QUAILS

O *Callipepla californica* California quail

CHARADRIIDAE - PLOVERS

Charadrius vociferus killdeer

COLUMBIDAE - PIGEONS & DOVES

O* *Columba livia* rock dove

Patagioenas fasciata band-tailed pigeon

O *Zenaida macroura* mourning dove

CUCULIDAE - CUCKOOS & ROADRUNNERS

Geococcyx californianus greater roadrunner

TYTONIDAE - BARN OWLS

Tyto alba common barn-owl



SAVE COLDWATER CANYON!



STRIGIDAE - TRUE OWLS

Megascops kennicottii western screech-owl
Bubo virginianus great horned owl

APODIDAE - SWIFTS

Aeronautes saxatalis white-throated swift

TROCHILIDAE - HUMMINGBIRDS

Archilochus alexandri black-chinned hummingbird
O *Calypte anna* Anna's hummingbird
Calypte costae Costa's hummingbird
Stellula calliope calliope hummingbird
O *Selasphorus rufus* rufous hummingbird**
O *Selasphorus sasin* Allen's hummingbird

PICIDAE - WOODPECKERS

Melanerpes formicivorus acorn woodpecker
O *Picooides nuttallii* Nuttall's woodpecker**
O *Colaptes auratus* northern flicker

TYRANNIDAE - TYRANT FLYCATCHERS

Empidonax difficilis Pacific slope flycatcher
O *Sayornis nigricans* black phoebe
Sayornis saya Say's phoebe
Myiarchus cinerascens ash-throated flycatcher
Tyrannus verticalis western kingbird

HIRUNDINIDAE - SWALLOWS

Tachycineta thalassina violet-green swallow
Petrochelidon pyrrhonota cliff swallow
Hirundo rustica barn swallow

CORVIDAE - JAYS & CROWS

O *Aphelocoma californica* western scrub jay
O *Corvus brachyrhynchos* American crow
Corvus corax common raven

PARIDAE - TITMICE

O *Baeolophus inornatus* oak titmouse**



SAVE COLDWATER CANYON!



AEGITHALIDAE - BUSHTITS

O *Psaltriparus minimus* bushtit

TROGLODYTIDAE - WRENS

O *Thryomanes bewickii* Bewick's wren

O *Troglodytes aedon* house wren

MUSCICAPIDAE - KINGLETS GNATCATCHERS, THRUSHES & BABLERS

Regulus satrapa golden-crowned kinglet

Regulus calendula ruby-crowned kinglet

Polioptila caerulea blue-gray gnatcatcher

Turdus migratorius American robin

Chamaea fasciata wrenit

MIMIDAE - THRASHERS

O *Mimus polyglottos* northern mockingbird

Toxostoma redivivum California thrasher

PTILOGONATIDAE - SILKY-FLYCATCHERS

Phainopepla nitens phainopepla

STURNIDAE - STARLINGS

* *Sturnus vulgaris* European starling

EMBERIZIDAE - WOOD WARBLERS, TANAGERS, BUNTINGS & BLACKBIRDS

Oreothlypis celata orange-crowned warbler

O *Dendroiea coronata* yellow-rumped warbler

Dendroiea nigrescens black-throated gray warbler

Dendroiea occidentalis hermit warbler

Pheucticus melanocephalus black-headed grosbeak

O *Pipilo maculatus* spotted towhee

O *Melospiza crissalis* California towhee

Spizella passerina chipping sparrow

Ammodramus savannarum grasshopper sparrow

O *Melospiza melodia* song sparrow

Zonotrichia atricapilla golden-crowned sparrow

O *Zonotrichia leucophrys* white-crowned sparrow

Junco hyemalis dark-eyed junco



ICTERIDAE – BLACKBIRDS

Sturnella neglecta western meadowlark
Icterus cucullatus hooded oriole
Icterus bullockii Bullock's oriole

FRINGILLIDAE - FINCHES

O. Carpodacus mexicanus house finch
O. Spinus psaltria lesser goldfinch
Spinus lawrencei Lawrence's goldfinch
Spinus tristis American goldfinch

PASSERIDAE - OLD WORLD SPARROWS

Passer domesticus house sparrow

MAMMALS on Development Site:

DIDELPHIDAE - NEW WORLD OPOSSUMS

* *Didelphis virginiana* Virginia opossum

PHYLLOSTOMIDAE - LEAF-NOSED BATS

Macrotus californicus California leaf-nosed bat

VESPERTILIONIDAE - EVENING BATS

Myotis lucifugus little brown myotis
Myotis yumanensis Yuma myotis
Myotis evotis long-eared myotis
Myotis thysanodes fringed myotis
Myotis volans long-legged myotis
Myotis californicus California myotis
Myotis ciliolabrus small-footed myotis
Pipistrellus hesperus western pipistrelle
Eptesicus fuscus big brown bat
Lasiurus blossevilli western red bat
Lasiurus cinereus hoary bat
Corynorhinus townsendii Townsend's big-eared bat
Antrozous pallidus pallid bat



SAVE COLDWATER CANYON!



MOLOSSIDAE - FREE-TAILED BATS

Tadarida brasiliensis Brazilian free-tailed bat
Tadarida femorosacca pocketed free-tailed bat
Eumops perotis western mastiff bat

LEPORIDAE - HARES & RABBITS

Sylvilagus bachmani brush rabbit

SCIURIDAE - SQUIRRELS

*O *Sciurus niger* fox squirrel

GEOMYIDAE - POCKET GOPHERS

O *Thomomys bottae* Botta's pocket gopher

HETEROMYIDAE - POCKET MICE & KANGAROO RATS

Chaetodipus californicus California pocket mouse

MURIDAE - RATS & MICE

Peromyscus californicus California mouse
O *Peromyscus maniculatus* deer mouse
O *Neotoma fuscipes* dusky-footed woodrat
Microtus californicus California vole
* *Rattus rattus* black rat
* *Rattus norvegicus* Norway rat
* *Mus musculus* house mouse

CANIDAE - WOLVES & FOXES

O *Canis latrans* coyote
*O *Canis familiaris* domestic dog
O *Urocyon cinereoargenteus* gray fox

PROCYONIDAE - RACCOONS

Procyon lotor raccoon

MUSTELIDAE - WEASELS, SKUNKS & OTTERS

Mustela frenata long-tailed weasel
Taxidea taxus badger
Spilogale putorius western spotted skunk
Mephitis mephitis striped skunk

SAVE COLDWATER CANYON!

FELIDAE - CATS

Felis catus domestic cat

Lynx rufus bobcat

CERVIDAE - DEER

O *Odocoileus hemionus* mule deer

BUTTERFLIES on Development Site:

NYMPHALIDAE - BRUSH-FOOTED BUTTERFLIES

Nymphalis antiopa Mourning Cloak

O* *Vanessa atalanta* Red Admiral

Venessa cardui Painted Lady

PAPILIONIDAE - SWALLOWTAILS & PARNASSIANS

Papilio rutulus Western Tiger Swallowtail

Papilio eurymedon Pale Swallowtail

Papilio zelicaon zelicaon Anise Swallowtail

PIERIDAE - WHITES, SULFURS, MARBLES, AND ORANGE TIPS

Artogeia rapae Cabbage Butterfly

LYCAENIDAE - HAIRSTREAKS, COPPERS AND BLUES

Strymon melinus pudica Common Hairstreak

Apodemia mormo virgulti Behr's Metalmark

HESPERIIDAE - SKIPPERS

Hylephilia phyleus Fiery Skipper

Erynnis tristis tristis Mournful Duskywing



RUFOUS HUMMINGBIRD -

“threatened and declining”

SAVE
COLDWATER CANYON!



COOPER'S HAWK -

"species of serious concern"



NUTTALL WOODPECKER -

Range restricted (at risk of "catastrophic event")



OAK TITMOUSE -



SAVE
COLDWATER CANYON!



"species of Local Concern" "threatened and declining"

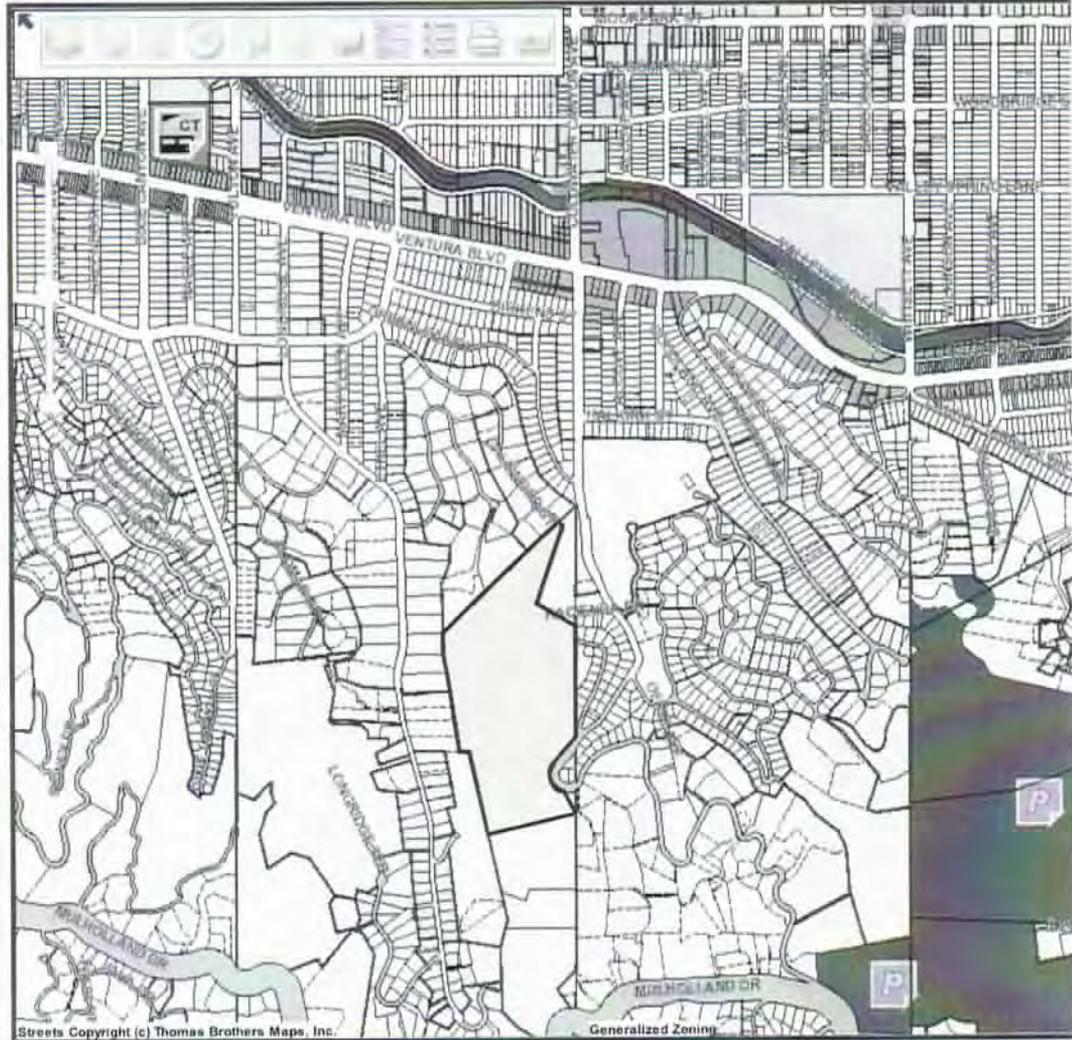
ZIMAS

3581 N COLDWATER CANYON AVE

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Active Fault Near-Source Zone

Nearest Fault (Distance in 1,56966201472493 mi)	
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (mi)	14
Rupture Top	0
Rupture Bottom	13
Dip Angle (degrees)	70
Maximum Magnitude	6.4
Alquist-Prato Fault Zone	No
Landslide	Yes
Liquefaction	No
Tsunami Inundation Zone	No



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Generalized Zoning

Show total area for selected parcels

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ZIMAS

3700 N COLDWATER CANYON AVE

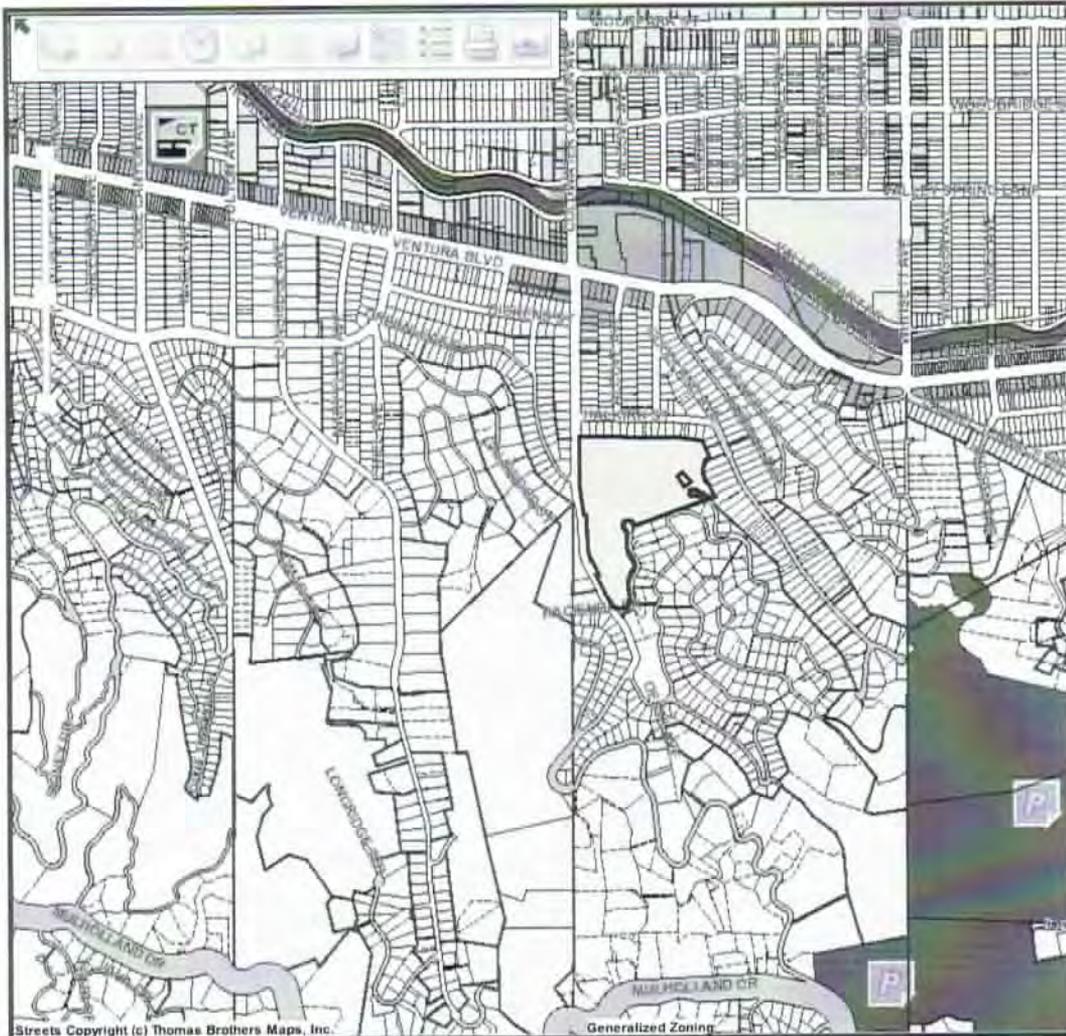
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Active Fault Near-Source

Zone	
Nearest Fault (Distance in km)	1.933059058683
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
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Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	14
Rupture Top	0
Rupture Bottom	13
Dip Angle (degrees)	70
Maximum Magnitude	6.4
Aquifer/Ponds Fault Zone	No
Landslide	Yes
Liquefaction	Yes
Tsunami Inundation Zone	No



November 7, 2013

Douglas P. Carstens
Chatten-Brown & Carstens
2200 Pacific Coast Highway, Suite 318
Hermosa Beach, CA 90254

SUBJECT: Review and Analysis of the Geology and Soils Portions of the Harvard-Westlake School Parking Improvement Plan DEIR (dated September 2013) and the Supporting Geotechnical Report (Appendix E1, dated July 27, 2010 and February 5, 2013) by Geotechnical Professional Inc. (GPI)

Dear Mr. Carstens:

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.

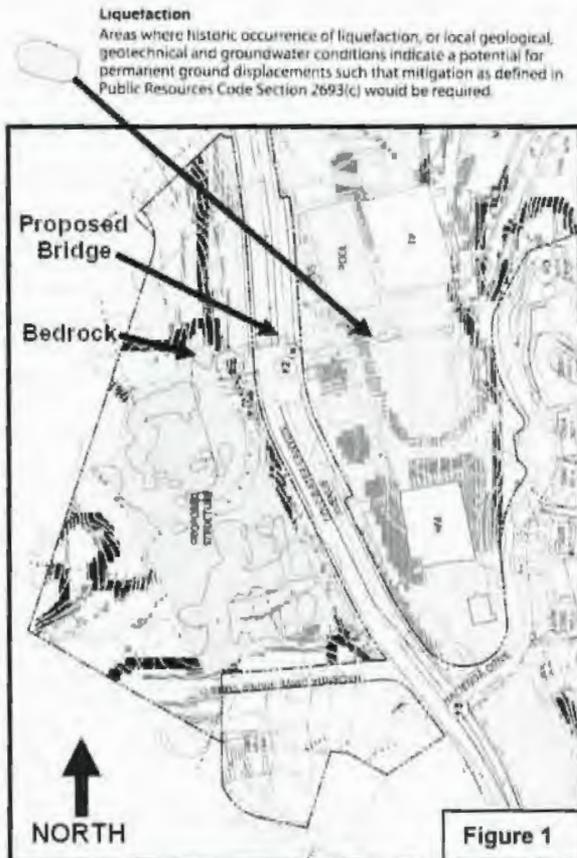
REVIEW COMMENTS ON KEY ISSUES

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.

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.

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.

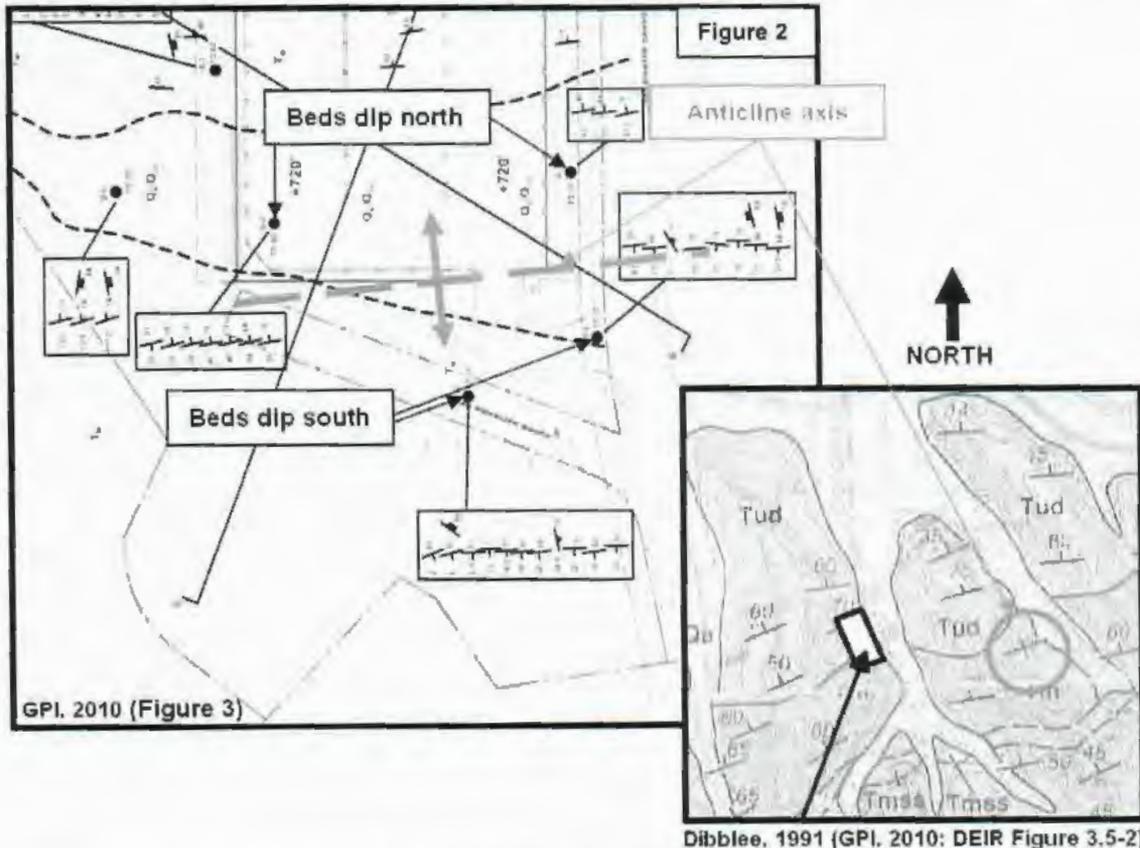
Interpretation of the GPI Geologic Data on Geologic Cross-sections, Slope Stability Analysis, and Implications for Both Construction and Long-term Slope Stability

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.

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, 2007, Special Publication 117A).

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.

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 cross-section 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.

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 also 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."

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.

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:"

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.]

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 if 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."

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.

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.

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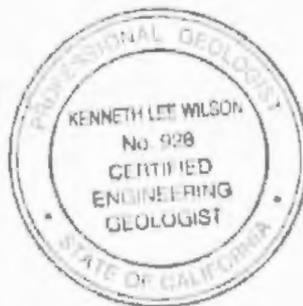
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Thank you for the opportunity to offer the above comments.

Respectfully Submitted,
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**SHERMAN OAKS-STUDIO CITY-
TOLUCA LAKE-CAHUENGA PASS**

Community Plan

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SHERMAN OAKS-STUDIO CITY- TOLUCA LAKE-CAHUENGA PASS

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area is located approximately 8 miles west of downtown Los Angeles, is bounded by the communities of North Hollywood, Van Nuys-North Sherman Oaks on the north, Hollywood, Universal City and a portion of the City of Burbank on the east, Encino-Tarzana on the west and Beverly Crest-Bel Air to the south. The area is comprised of five community subareas, each with its own identity, described as follows:

- **Cahuenga Pass** is the historical transition from the highly urbanized core of the city to the rural settings identified with the San Fernando Valley. Cahuenga Boulevard which runs parallel to the 101 freeway serves as an alternate entrance to the Valley extending through the pass to Lankershim Boulevard where it transitions into Ventura Boulevard, which is the predominant east-west street in the south valley. Upon entering the Plan Area, off of Woodrow Wilson Drive scattered along streets such as Treasure Trail, Goodview and other adjacent streets is an enclave of California style bungalows. These early examples of Los Angeles architecture define this somewhat historic entrance to the Valley.
- **Compo de Cahuenga Transit Station** is located on the west side of Lankershim Boulevard north of Ventura Boulevard. When completed, this will be the gateway to the Valley and will be a focal point of intense activity centering around Campo de Cahuenga an historical monument. Campo de Cahuenga with its early California Spanish architecture will serve as the design criteria for this important gateway to the Valley. A further feature of this transit station is its proximity to Universal Studios and the varied forms of entertainment currently found on that site. Additionally, a proposed Specific Plan for Universal City is currently being prepared to regulate the expansion of commercial and entertainment uses. Strong pedestrian uses should be encouraged to locate within a reasonable distance of the transit station. To encourage this, a Mixed Use Boulevard designation is proposed, just north of the transit station along both sides of Lankershim Boulevard.

- **Studio City** with its collection of production and post production businesses contains the majority of industrially zoned properties found within the plan area, is generally bounded by Lankershim on the east and Fulton on the west. With its expansion to the northerly 11.5 acre portion of their site approved under ZA Case No. 94-0292 (CUZ), CBS Studio Center, a major employer in the area, is the tenant of the largest industrial site. Properties located along Ventura Boulevard are developed with a mix of pedestrian oriented storefronts and office structures. Laurel Canyon Boulevard serves as the focal point of Studio City with its intense commercial development at the respective four corners. A portion of the L.A. River runs through Studio City. In keeping with the vision stated by residents during citywide workshops, and community plan update focus group meetings, the west side of Laurel Canyon, north of Ventura Boulevard could be developed with a Village concept accented toward the river.
- **Sherman Oaks** bounded by Fulton Avenue on the east and the San Diego Freeway on the west, is comprised of a mix of low level and high rise commercial and office developments along Ventura Boulevard. Two major north/south arterials, Van Nuys and Sepulveda Boulevards serve as focal points for the community. The majority of single family residential units are located south of Ventura Boulevard within the adjacent hillside areas of the plan area. The majority of multiple residential units are located north of Ventura Boulevard with high concentrations found along and between major and secondary arterials.
- **Toluca Lake** is generally bounded by Cahuenga Boulevard on the west, the City of Burbank on the east, and Los Angeles County Flood Control Channel on the south. Riverside Drive from Sancola Avenue east to the city boundary is the commercial focal point of the community. The area is developed with low rise commercial buildings that cater to pedestrian serving uses. The Lakeside Country Club area is highly developed with single-family homes, while multiple residential units are located along Cahuenga and portions of Riverside Drive east to Sancola Avenue.
- **Specific Plans** in the Ventura/Cahuenga Boulevard Corridor and Mulholland Scenic Parkway Specific Plans address the unique development problems associated with commercial and residential development within the Sherman Oaks-Studio City plan area. A third Specific Plan is currently being proposed for the Universal City site. The goals of the Ventura/Cahuenga Boulevard Corridor Specific Plan are to assure an equilibrium between the transportation infrastructure and land use development. They also provide for an effective local circulation system; promote attractive and harmonious site design for multifamily and commercial development; provide compatible and harmonious relationships between commercial and residential areas when adjacent to each other; promote and encourage the development of pedestrian activity, while reducing traffic congestion; and maintain the distinct character of each of the five Specific Plan communities located within its boundaries. The goals of the Mulholland Scenic Parkway Specific plan are to assure maximum preservation and enhancement of the parkways's outstanding and unique scenic features and resources; to assure that design and placement of buildings and other improvements preserve, complement and/or enhance views; minimize grading and assure that

graded slopes have a natural appearance. Additionally, the plan seeks to preserve the natural appearance compatible with the characteristics of the Santa Monica Mountains; to protect prominent ridges, trees and environmentally sensitive areas; and protect all identified archaeological and paleontological resources. The goal of the proposed Universal City Specific Plan is set forth principle and standards for the development of an additional 5.9 million square feet to the existing site.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation or amendments of community plans. General Plan Government Code Section 65351 reads, "During the preparation or amendment of the general plan the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, civic, education, and other community groups through public hearings and any other means the city or county deems appropriate."

Drafting of the first community plan involved members of the community who helped to identify and define the needs, desires, resources, and the unique nature of the community. Subsequent changes in the plan have served to broaden the community participation that took place with the formation of the original plan. Community participation helps to update the plan as to what changes have taken place since its adoption.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Sherman Oaks-Studio City-Toluca Lake Community Plan Area:

RESIDENTIAL

Issues

- Need to preserve single family neighborhoods.
- Lack of open space in apartment projects.
- Cumulative effects if permitted development exceeds infrastructure capacity.
- Need to preserve and enhance historic residences.
- Need for more affordable senior housing.
- Rising cost of housing.
- Compatibility between residential and industrial uses.

Opportunities

- Active homeowners groups promoting identification and preservation and rehabilitation of historic residences.

- Access and proximity to employment.
- Potential for residential and mixed use development along commercial corridors.
- Undeveloped or underdeveloped land may allow opportunities for clustered development.
- Potential for appropriately scaled new housing in proximity to new transit facilities.

COMMERCIAL

Issues

- Lack of continuity of complementary uses and cohesiveness along commercial frontages.
- Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial lot depths.
- Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.

Opportunities

- Support for efforts to preserve and rehabilitate commercial and residential historic structures when located on commercial sites.
- Complement any unique existing development/uses to reinforce desirable design characteristics and uses.
- Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create pedestrian/friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- Where appropriate direct commercial storefront development toward the Los Angeles River by developing design standards that compliment the uniqueness of the river.

INDUSTRIAL

Issues

- To ensure that industrially zoned properties are located north of Ventura Boulevard.
- To provide adequate protection for residentially zoned properties adjacent to industrial uses.

- Ensure that the CBS Studio Center site, if vacated reverts to a less intense zone compatible with surrounding properties.

Opportunities

- Expand manufacturing uses that generate employment for the local work force.
- Attract desirable (“clean”) industrial uses, thus generating less harmful pollutants and lower noise levels.
- Providing appropriate administrative review for major expansions of existing industrial sites when located near residential uses.
- Excellent access to regional freeways and rail services.
- Availability of sties planned for job producing uses that improve the economic and physical condition of the area.

TRANSPORTATION

Issues

- Metro rail transit lines from Union Station to North Hollywood are proposed to serve the Plan Area, representing some of the largest capital improvement impacts on the area
- The proposed Compo de Cahuenga Transit Station site contains an historical structure (Campo de Cahuenga). Development of the transit station site must retain the Early California Spanish Architecture in order to form a historical link with Campo de Cahuenga, a significant structure from California’s past.

Opportunities

- Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.
- Potential to determine the intensity, density and design of development in proximity to station stops.
- Preservation of historic structures.
- Potential to incorporate needed facilities conveniently near station stops such as child care, senior housing, and art craft districts.
- Potential to reflect and enhance community identity with themes for each station stop.

RECREATION AND PARKS AND OPEN SPACE

Issues

- Addition, expansion and/or improvement of needed local parks throughout the Community should be accelerated, where feasible.

- Continued development of Equestrian, Hiking and Bicycle Trails.

Opportunities

- Continued efforts to establish State and local park sites within the hillside areas.

**MAJOR
DEVELOPMENT
OPPORTUNITY SITES**

Several areas have been identified as major opportunity sites: Properties located along the south side of the Los Angeles River between Coldwater Canyon and Laurel Canyon; Transit Station site along Lankershim Boulevard, north of Ventura boulevard, adjacent to Universal City; the Studio City Golf Course; and, CBS Studios. Additionally, the properties located on the westerly side of Sepulveda Boulevard (including the Sherman Oaks Galleria) from the 101 Freeway to Valley Vista Boulevard. The designation has been applied to areas which will potentially generate significant community wide impacts.

Properties Along the South Side of the Los Angeles River

The properties located along the Los Angeles River from Coldwater to Laurel Canyon represent a series of development sites, with the potential for unique recreational opportunities and to create a significant physical and visual impact on adjacent properties. The following is a summary of major issues which should be considered for any future development of these sites.

Issues

- Activity generated from river use and from the businesses fronting along the river.
- The introduction of recreational activities adjacent to well maintained single-family neighborhoods.
- Potential for additional policing problems.

Opportunities

- The opportunity to develop design features that promote the use of the river access for pedestrian trails and low intensity recreational uses.
- The need for open space opportunities.
- The opportunity for the community to utilize the frontage along the Los Angeles River to meet its needs.

Transit Station

The transit station site is located on the west side of Lankershim Boulevard, adjacent to Universal City. The site currently contains a historical structure, Campo de Cahuenga with its early California Spanish style architecture, should serve as the predominant architectural style for this important gateway to the Valley. The following is a summary of major issues which should be considered for any future development of the site.

Issues

- The increase in traffic volume in the vicinity.
- The establishment of high traffic generating uses on the site.
- The establishment of retail uses not compatible with the single-family uses located to the north of the site.

Opportunities

- Integrating the development of the transit station with properties located north along Lankershim.
- Establish design features that continue the early California Spanish style of architecture found at the Campo de Cahuenga transit site.

Studio City Golf Course

The Studio City Golf Course is on approximately a 17 acre site located north of the Los Angeles River on the west side of Whitsett Avenue. The site is developed with a 9 hole pitch and put golf course, driving range and 20 tennis courts. In the past there has been intense pressure from the property for a different use. The following is a summary of major issues which should be considered for any future reuse of the site.

Issues

- Possible future alternative development of the site compatible with the surrounding area.
- Lack of public funding to convert the site to a public park.

Opportunities

- Establish the proper zoning for the property that is consistent with surrounding development.
- Consider the site as a key access site for the future development of the Los Angeles River.
- Consider design features that encourage waterfront access to the Los Angeles River.

CBS Studio Center

The CBS Studio Center is located north of Ventura Boulevard between Radford Avenue and Colfax Avenue. The site is the largest industrial piece of property in the plan area. It contains various sound stages that are used for taping of television and motion picture programs. The northerly 11.5 acre portion of the site provides for seven additional movie sound stages, production support buildings, and a bridge spanning the Los Angeles River.

Issues

- The traffic and noise generated by the live taping of shows.
- The impact of the expansion on the quality of life for the adjacent community.

Opportunities

- Attract desirable (“clean”) entertainment production and post production type industrial uses, thus generating less harmful pollutants and lower noise levels.
- The potential for the creation of new jobs.
- The economic benefits provided to the community by the employees of the studio.

Ventura Boulevard Regional Commercial Center

The easterly portion of the regional center along Ventura Boulevard at the intersection with Sepulveda Boulevard is a mixture of diverse office uses, retail and service activities.

Issues

- The need for design guidelines regarding appearance and function.
- Need to provide better transportation linkage between residential neighborhoods and the Sherman Oaks Galleria.

Opportunities

- Provide greater commercial service in regionally centered area.
- Provide additional passenger services and facilities at the intersections of Ventura and Sepulveda Boulevards.

NEIGHBORHOOD CHARACTER

Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

Issues

- Scale, density and character of multiple dwelling housing adjacent to single-family homes.
- Impact on street parking from new high density apartments.
- Affects of residential development on commercial corridors.
- The need to preserve and rehabilitate historic areas with a sensitivity to the character of the established neighborhood.

- New development that complements significant historic structures.

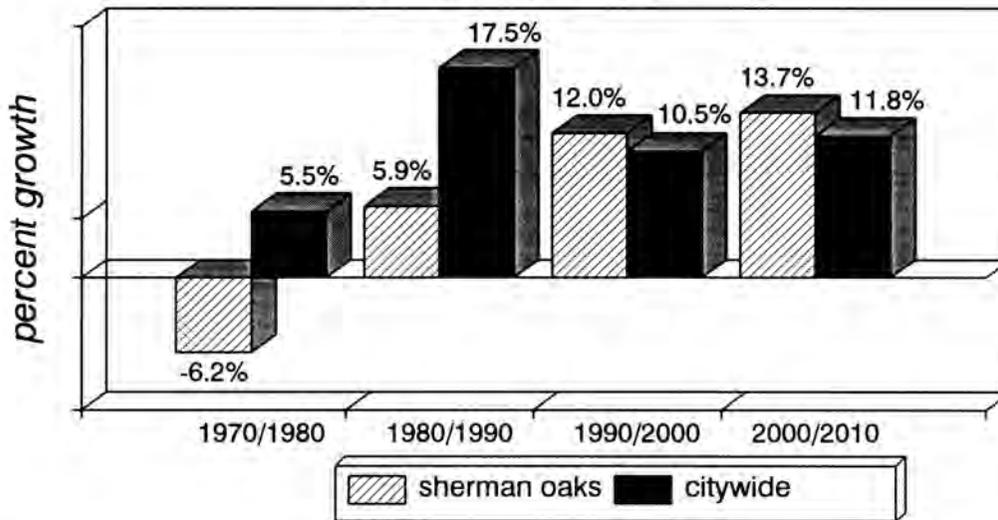
Opportunities

- Development of areas adjacent to transit stations stops provide opportunities to enhance community identity.
- Potential for appropriately scaled new housing in proximity to transit facilities.
- Inclusion of mixed use development in commercial areas adjacent to transit station stops.
- Development of specific design guidelines for areas located adjacent to commuter rail service and transit station stops.

SHERMAN OAKS/STUDIO CITY/TOLUCA LAKE COMMUNITY PROFILE

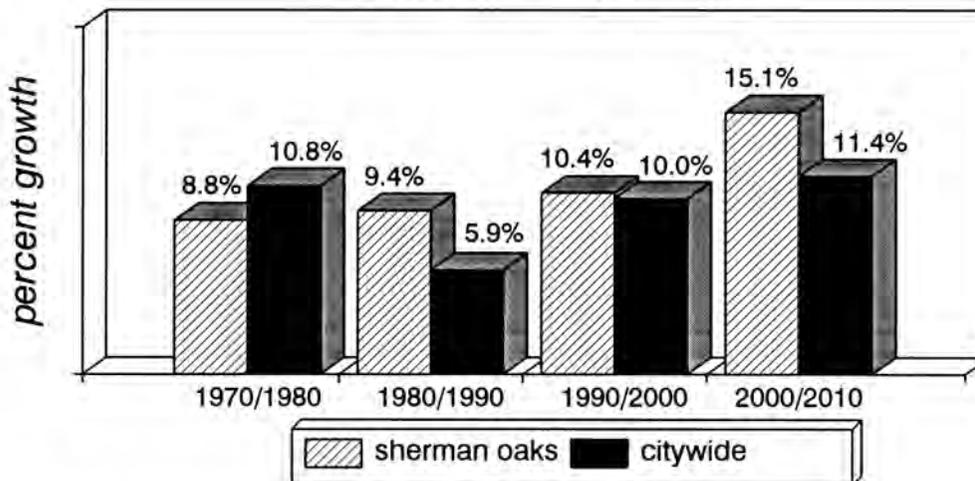
	estimated data (from U.S. Census)			projections (from SCAG) *	
	1970	1980	1990	2000	2010
total population					
sherman oaks	68660	64392	68221	76407	86863
citywide	2811801	2966850	3485398	3852993	4306564
growth rate					
sherman oaks		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		-6.2%	5.9%	12.0%	13.7%
		5.5%	17.5%	10.5%	11.8%

population growth rate comparison
(includes group quarters population) **



	1970	1980	1990	2000	2010
	total households				
sherman oaks	29824	32450	35490	39174	45090
citywide	1024873	1135491	1203052	1323882	1474514
growth rate					
sherman oaks		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		8.8%	9.4%	10.4%	15.1%
		10.8%	5.9%	10.0%	11.4%

household growth rate comparison
(occupied dwelling units only)



* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

SHERMAN OAKS – COMMUNITY PROFILE

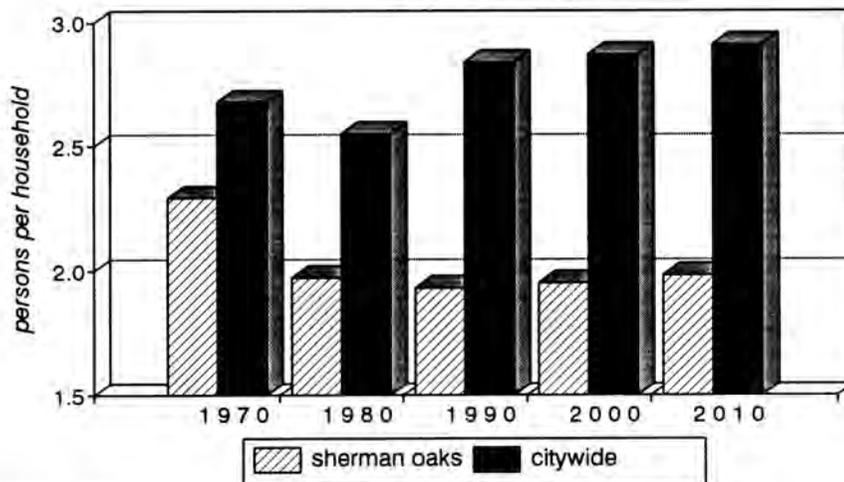
estimated data (from U.S. Census)

projections (from SCAG)

household size
(persons per dwelling unit) *

	1970	1980	1990	2000	2010
sherman oaks	2.29	1.97	1.93	1.95	1.98
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison



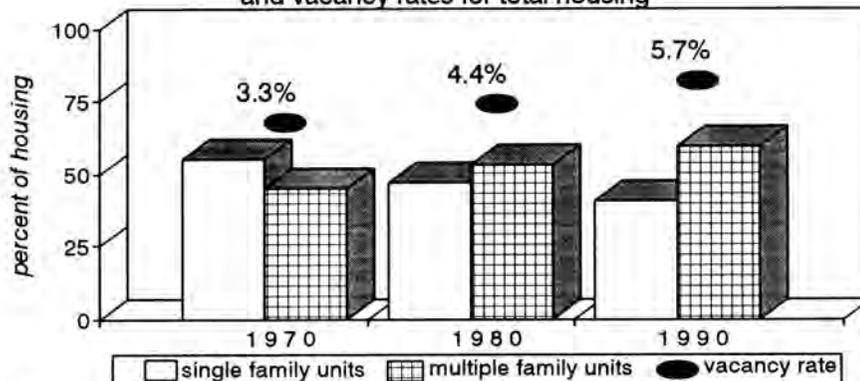
housing splits / vacancy factors **

(sherman oaks only)

single family dwellings
multiple family dwellings
vacancy rate (total housing)

	1970	1980	1990
single family dwellings	55%	47%	40%
multiple family dwellings	45%	53%	60%
vacancy rate (total housing)	3.3%	4.4%	5.7%

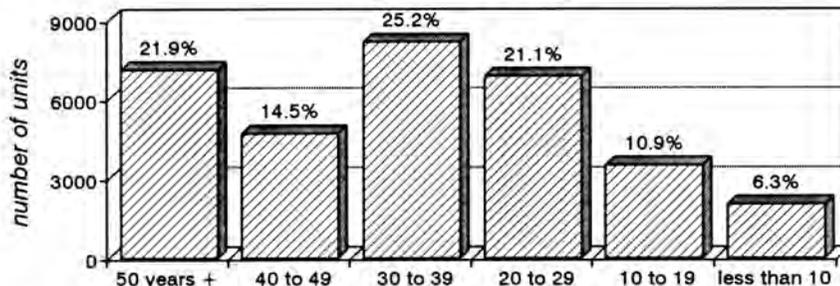
single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in
sherman oaks
(includes vacant and occupied units).

age of housing



* Count of all persons in occupied dwellings. Does not include group quarters population.

** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessors LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

SHERMAN OAKS – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

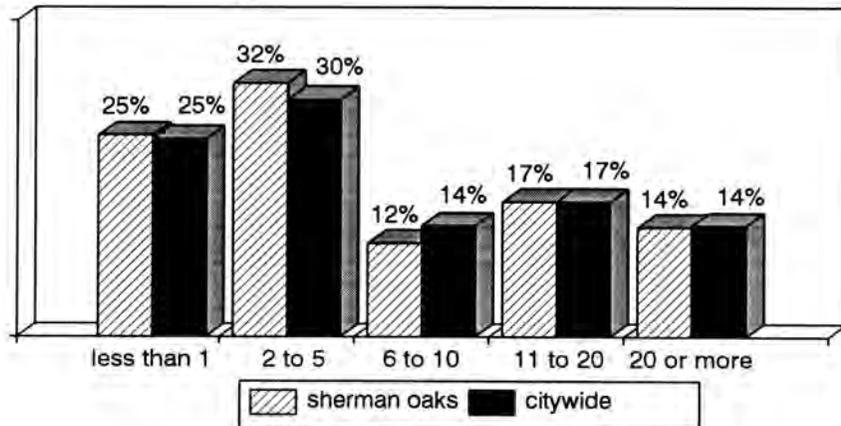
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	50.0%	19.6%	30.4%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
sherman oaks	0.9%	4.3%	12.9%	38.7%	43.1%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
sherman oaks	1.6%	12.0%	45.0%	24.5%	16.8%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

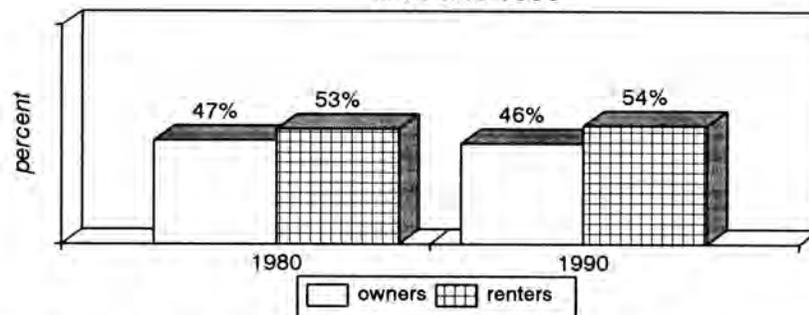
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
sherman oaks	25.4%	32.0%	11.8%	17.0%	13.8%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure
(ownership status)

owners/renters
1980 and 1990



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.
 * Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.
 ** Describes length of time living at the same location. Owners and renters combined.

SHERMAN OAKS – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

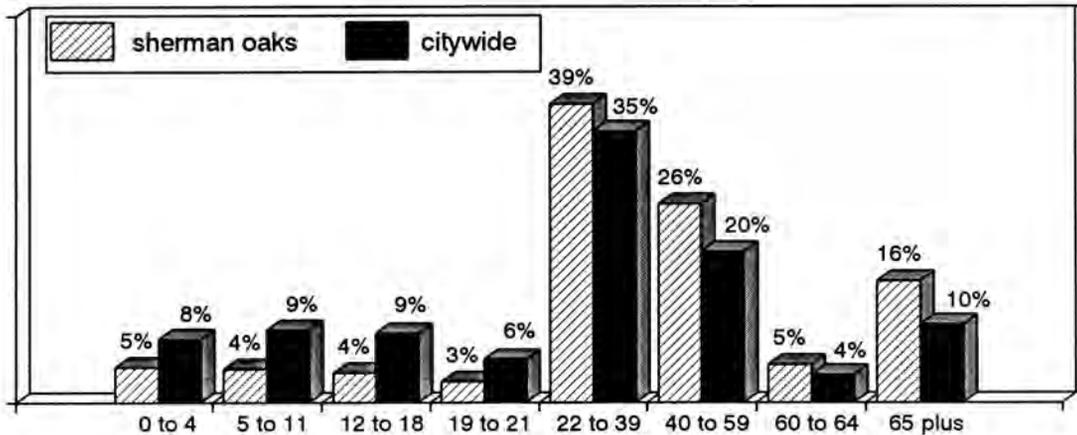
1990 census data;

<u>employment (percent) *</u>	
females employed	46.3%
males employed	53.7%
employment participation rate	73.9%
(citywide rate)	67.3%

<u>household income (1989) **</u>	
average (citywide)	\$70,418
poverty (percent) (citywide)	\$45,701
	6.0%
	18.9%

<u>education (percent) ***</u>	high school	beyond high school	college graduate
sherman oaks	91.3%	75.5%	42.0%
citywide	67.0%	47.8%	23.0%

age of the general population

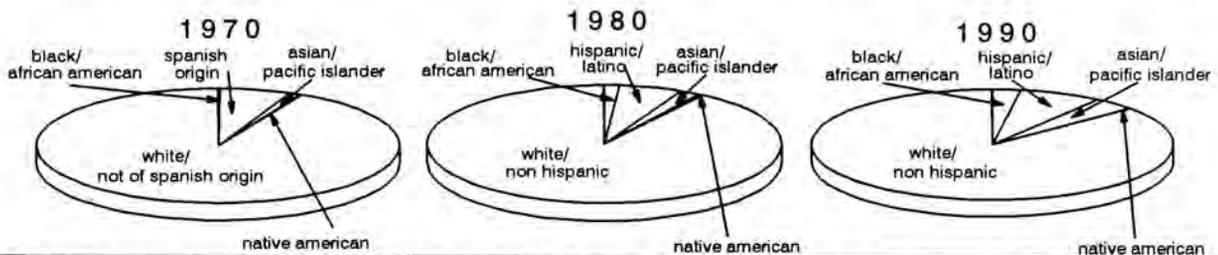


<u>language and citizenship (percent) ****</u>	foreign language spoken at home			foreign born
	spanish	asian	other language	
sherman oaks	5.7%	1.9%	11.5%	20.2%
citywide	24.3%	6.0%	5.6%	44.9%

<u>means of transportation to work (percent) *****</u>	drive alone	vanpool/ carpool	public transit	other means
	sherman oaks	80.1%	7.4%	2.7%
citywide	65.2%	15.4%	10.5%	10.5%

<u>head of household *****</u>	live alone	married with children	married no children	single parent	single non family
	sherman oaks	44.4%	11.8%	26.2%	4.1%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

<u>race/ethnicity (percent) *****</u>	1970	1980	1990
asian/pacific islander	1.0%	1.9%	3.7%
black/african american	0.1%	1.4%	2.5%
hispanic/latino	6.4%	5.7%	7.4%
native american	0.2%	0.4%	0.3%
white-non hispanic	92.4%	90.6%	86.2%



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.

* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

**** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

***** Total workers 16 years of age or older. Includes military personnel.

***** Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.

***** Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II

FUNCTION OF THE COMMUNITY PLAN

Chapter 2 of the Plan Text contains the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 2 shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency.

STATUTORY REQUIREMENTS

California State Law (Government Code 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its physical development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. In the City of Los Angeles thirty five community plans comprise the city's Land Use Element.

State of California law requires that the Land Use Element be prepared as part of the City's General Plan, and that the Land Use Element be correlated with the Circulation Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

Government Code Section 65302 (a) states that a land use element designates the proposed general distribution and general location and the extent of the uses of land for housing, business and industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The Sherman Oaks-Studio City-Toluca Lake Community Plan is a part of the General Plan of the City of Los Angeles. It consists of the text and the accompanying map. The Community Plan text states the goals, objectives, policies and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The Community plan is intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The general plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the City government and private sector to meets its objectives.

The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, education, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan area.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan was completed in 1988 through the General Plan Consistency Program required by AB283. In the past 20 years the community has shown a smaller growth rate than the overall rate for the city. During the 1970's the community population decreased by 4,268 residents, a decline of 6.2%. Since 1980 the community's population has grown by 3,829 residents representing an average growth of 6.1%. During this time, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

This Community Plan was developed in the context of promoting a vision of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design and economic vitality of the commercial corridors.

- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of the future rail transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and programs that pertain to Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map will identify specific types of land use, intensity of use and development standards applicable to specific areas and parcels of land within the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since State Law requires that the General Plan have internal consistency, the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan must be consistent with other Elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st century. It is based on a directed growth strategy which targets residential and commercial growth along boulevards and corridors and clustered development around community focal points and high activity centers. The directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long-range development strategy.

The proposed General Plan Framework forecast the following population, housing and employment levels for the Sherman Oaks-Studio City-Toluca Lake Community Plan for the year 2010:

<i>Population (2010) Projection</i>	90,582
<i>Employment (2010) Projection</i>	55,810
<i>Housing (2010) Projection</i>	45,401

The above population, employment and housing numbers are provided as reference during the Community Plan update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and then the community level. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted community plan land use capacity or buildout estimated from planned land use. Plan capacity or build out is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more or less, than actually occurs. It should be also noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General plan includes a Service System Element, a Cultural Element, major Public Facilities areas Element, and an Air Quality Element. All the provisions and requirements of the General Plan elements apply to the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan.

Neighborhood plans involve the preparation of special plans which blend both policy and implementation functions for unique neighborhoods within a community. In addition to these neighborhood plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

PLAN CONSISTENCY

Each plan land use category indicates the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities, commercial intensities and industrial intensities depicted on the Plan Map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design limitations.

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of the decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision-makers acting on certain projects in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area shall refer to each of the applicable additional findings that the Plan

identifies as programs, policies or objectives in Chapter III of the Plan which are underlined for ease of reference. To further substantiate the consistency findings decision makers may site other programs, policies or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision maker to make a finding of conformance with applicable design standards for discretionary projects.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure which will be submitted to the City Planning Commission, Mayor, and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, and housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratorium of interim control ordinances, shall be submitted to the Planning Commission, Mayor, and City Council as specified in the LAMC.

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter 3 of the Plan Text Contains Goals, Objectives, Policies, and Programs for all appropriate land use issues, such as residential, commercial, and industrial, as well as public and institutional service system categories. The Planning Department has responsibility for the goals, objectives, policies, initiation and direct implementation of the programs contained in Chapter 3.

RESIDENTIAL

Existing residential land use patterns vary greatly according to local conditions in the neighborhoods and communities which comprise the Sherman Oaks- Studio City-Toluca Lake-Cahuenga Pass Community Plan. Topography, population characteristics, housing markets, age and degree of existing development have great influence on the type, location and density of development throughout the community. Much of the existing residential development in the area was established by the physical controls such as topography, large amounts of then available land and infrastructure.

In recent years, there has been increasing pressure for development in the hillside areas, much of which is out of scale with adjacent homes. Such new single-family development impacted the existing street system and infrastructure. Additionally development pressure from Universal City and projects along the Ventura/Cahuenga Boulevard corridor have increased an overall concern for the future functional development of these areas.

Historically, the majority of the area has been planned for residential purposes. The 1974 Plan designated approximately 84 per cent of the total land area for residential use. Of this portion, 73 percent was designated for single-family use only. Therefore, current plan policy provides for continued preservation of the existing residential neighborhoods throughout the area, retaining existing single family districts and multi-family clusters. Areas around transit stations and along transit corridors would realize any changes in densities as existing properties zoned for multi-family development continue to build out to their maximum potential.

The Plan designates residential land use densities as indicated in following table. The table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point of the range for the dwelling units per net acre category. The midpoint represents a reasonable factor to use, as new development within each land use category is not likely to occur at one or the other extremes of the range but rather throughout the entire range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Very Low I	0.5 (0 -1)	734	1,466	2.37	1,740
Very Low II	2.5 (1+ to 4)	4,408	1,763	2.37	10,447
Low	6.5 (4+ to 9)	14,859	2,286	2.37	35,216
Low Medium I	18.5	2,202	119	1.70	3,743
Low Medium II	42.0 (20+ to 55)	20,328	484	1.70	34,558
Medium	82.0 (55+ to 109)	2,870	35	1.70	4,879
TOTALS		45,401	6,153		90,582

GOAL 1

A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

1-1.2 Protect existing single family residential neighborhoods from new, out-of-scale development.

Program: Recent changes in the Zoning Code set height limits for new single family residential development.

1-1.3 Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Program: The Plan Map identifies lands 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.

- 1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development. In addition, the Plan recommends the establishment of a Community Design Overlay District in which the Design Standards and Guidelines would be implemented.

- 1-1.5 Maintain at least 68% residential land designated for single family uses.

Program: The Plan designates residential lands to reflect this ratio.

- 1-1.6 The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multi-family residences.

Program: With the implementation of the Community Plan, single family residential land use categories, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall provide for Plan consistency.

Program: The Homeowner's Encouragement Loan Program (HELP), administered by the City's Housing Preservation and Production Department, provides rehabilitation loans to owners of small residential buildings (one to four units) to correct code violation.

Program: The Residential Rehabilitation Loan Program, administered by the Community Redevelopment Agency (CRA), makes funds available for the rehabilitation of lower-income multi-family rental housing. The program is partially funded by the U.S. Department of Housing and Urban Development (HUD) and requires matching funds from a private lender with CRA as a last resort.

Objective 1-2

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policies

- 1-2.1 Locate higher residential densities near commercial centers, rail transit stations and major bus routes where public services facilities, utilities and topography will accommodate this development.

Program: The Plan concentrates most of the higher residential densities within transit oriented districts (TOD).

1-2.2 Encourage multiple residential development in commercial zones.

Program: The Plan provides the potential for a floor area ratio bonus by providing for mixed use corridors in specific commercial areas.

Objective 1-3

To preserve and enhance the varied and distinct residential character and integrity in existing single and multi- family neighborhoods.

Policies

1-3.1 Seek a high degree of compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines which establish design standards for residential development to implement this policy.

1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: The decision-maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

1-3.3 Preserve existing views in hillside areas.

Program: Maintain and continue implementation of the adopted Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan which contribute to preservation of views.

Objective 1-4

To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.

Policies

1-4.1 Promote greater individual choice in type, quality, price and location of housing.

Program: The plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

1-4.2 Promote housing in mixed use projects in pedestrian oriented areas and transit oriented districts.

Program: The plan provides a bonus in floor area for mixed use projects in the areas identified in this policy.

1-4.3 Ensure that new housing opportunities minimize displacement of the residents.

Program: The decision-maker shall adopt a finding which addresses any potential displacement of residents as part of any decision relating to new housing construction.

- 1-4.4 Provide for development of townhouses and other similar condominium type of housing units to increase home ownership options.

Program: The Plan cannot require that condominium units be built instead of rental units; however, the Plan encourages such type of development by designating specific areas for Low Medium residential land use categories.

Objective 1-5

To limit the intensity and density in hillside areas.

Policies

- 1-5.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

Program: Continue the implementation of the Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan.

Ensure that footnote #8 of the Plan Map Legend is considered by the decision-maker for subdivisions and parcel map applications in the hillside areas.

- 1-5.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.

Program: The decision-maker shall adopt a finding which addresses the availability of these services and utilities as part of any decision relating to hillside residential development.

- 1-5.3 Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.

Program: The Plan retains hillside areas in restrictive plan designations and zones due to topography. Continue the implementation of the Subdivision Map Act on individual project applications. The decision maker shall follow the standards set forth in footnote #8 of the Plan Map Legend when considering hillside development.

- 1-5.4 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the implementation of the Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan.

COMMERCIAL

Commercial land use in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area is a vital component of the community. It is as diverse as the various areas that make up the Community Plan Area. From the small but thriving commercial strip that serves Toluca Lake, to the varied mixed forms of commercial uses that are found along Ventura Boulevard, commercial development within the Plan Area is well maintained and serving community needs.

The predominant land use pattern is mainly strip commercial developed on shallow lots with limited on-site parking. Along Ventura Boulevard which runs the length of the Plan Area, a specific plan has been in effect that has helped to address the parking problems. Of note is development north of the Ventura Freeway adjacent to the proposed expansion of Universal City. Intense pressure to provide high traffic generating uses to serve the proposed expansion has caused general unrest in the community at large. A concern of the community is the development of the Transit Station site along Lankershim Boulevard, which contains a historical structure (Compo de Cahuenga) and to what architectural style that station will adopt. The Metropolitan Transit Authority should be encouraged to continue the Early California Spanish Architecture of Campo de Cahuenga for the site, as well as future development along Lankershim Boulevard, north to Moorpark Avenue.

Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would normally incorporate retail, office, and/or parking on the lower floors and residential units on the upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, to reduce congestion and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate mixed-use projects, it encourages them in certain commercially designated areas, such as in pedestrian oriented districts and in transit oriented districts.

GOAL 2

A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE DISTRICT.

Objective 2-1

To conserve and strengthen viable commercial development

Policies

2-1.1 New commercial uses shall be located in existing established commercial areas or existing shopping centers.

Program: The plan provides well defined boundaries for commercial areas, any extended growth outside those boundaries would require a plan amendment.

2-1.2 Protect commercially planned/zoned areas outside transit and pedestrian orientated districts from encroachment by residential only development.

Program: Provisions of the Zoning Code currently restrict floor area of the buildings, including residential buildings, in commercial zones within Height District 1, to a 1.5 floor area ratio, rather than the 3 to 1 floor area ratio in a residential zone. This provision effectively discourages residential only developments in commercial zones outside of transit and pedestrian orientated districts.

2-1.3 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development

Program: Chapter V- Urban Design, proposes policies for commercial development which address this policy.

Objective 2-2

Allow for the development of automobile-related uses in specifically designated commercial designations along most major arterials.

Policies

2-2.1 Prohibit the development of new automobile-related uses in pedestrian oriented districts (POD's).

Program: Maintain and continue implementation of the adopted Ventura/Cahuenga Boulevard Corridor Specific Plan, which prohibits certain uses in the POD's.

2-2.2 Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

Program: The Plan and Specific Plan include Design guidelines which address this policy.

Objective 2-3

To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts (POD's).

Policies

2-3.1 Existing pedestrian oriented areas are to be preserved.

Program: The Plan map identifies specific corridors as pedestrian oriented districts. Development within these areas is subject to the applicable design standards of the Design Guidelines. The Plan identifies appropriate land use designations and establishes height limits and appropriate zones which preserve and enhance the existing pedestrian oriented character.

Maintain and continue implementation of the Ventura/Cahuenga Boulevard Corridor Specific Plan which designates specific areas as POD districts.

- 2-3.2 New development needs to add to and enhance the existing pedestrian street activity.

Program: Development within these areas are subject to the uses specified within the Specific Plan regulations.

Further development within these areas is subject to the design standards established in the Design Guidelines for pedestrian oriented areas.

- 2-3.3 Ensure that commercial infill projects achieve harmony with the best of existing development.

Program: Implementation of Design Guidelines and the Ventura/Cahuenga Boulevard Corridor Specific Plan.

- 2-3.4 Identify pedestrian oriented areas as preferred locations for mix-use projects.

Program: Through this policy and Plan Map designations as well as a footnote, the Plan proposes pedestrian oriented districts as preferred locations for mixed use projects.

- 2-3.5 Require that mixed use projects and development in pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: The Plan includes a Design Guidelines provision which will implement this policy for commercial projects located within pedestrian oriented districts.

- 2-3.6 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Program: Maintain and implement the Ventura/Cahuenga Boulevard Corridor Specific Plan Design Guidelines which address this policy for areas within the Specific Plan boundaries. Additionally, where appropriate establish Pedestrian Oriented Districts outside of the Specific Plan boundaries.

- 2-3.7 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

Program: Through this policy and a Plan Map footnote, the plan establishes transit oriented districts and pedestrian oriented areas, as preferred locations for mixed-use projects. The Plan also allows a floor area bonus for mixed use projects located within

commercially planned areas identified as a Transit Oriented and Pedestrian Oriented Districts.

Objective 2-4

To enhance the appearance of commercial districts

Policies

2-4.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the implementation of the Ventura/Cahuenga Boulevard Corridor Specific Plan, and implement the applicable design standards identified in the Design Guidelines of the Community Plan.

2-4.2 Preserve community character, scale and architectural diversity.

Program: The Plan establishes height limits, amends Plan designations and recommends corresponding zone changes to implement this policy. Design standards for commercial areas included in the Design Guidelines of the Community Plan implement this policy.

2-4.3 Improve safety and aesthetics of parking areas in commercial areas.

Program: Implement design standard for parking areas established in the Ventura/Cahuenga Boulevard Corridor Specific Plan and within the Chapter V Design Standards of this plan.

2-4.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

Program: The Design Guidelines in this Plan and the Ventura/Cahuenga Boulevard Corridor Specific Plan include sections which establishes guidelines for community design and landscaping. These guidelines are intended to serve as reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and right-of-way, including street scape and landscaping.

Objective 2-5

To promote development of commercial properties adjacent to the Los Angeles River.

Policies

2-5.1 Require that future development of properties located along the Los Angeles River be designed with river access features.

Program: The Design Guidelines in the Plan establishes guidelines for community design and landscaping. These guidelines are intended to serve as reference to other City Departments and public agencies and any private entities who participate in projects which

involve improvements to public spaces and right-of-ways, including landscaping.

Objective 2-6

To encourage commercial development of the Transit Station site while establishing a design element for the entire site.

Policies

2-6.1 Require that any proposed development contain a design element that continues the early California Spanish style of architecture found at Campo de Cahuenga.

Program: The Los Angeles Municipal Code is being modified to establish a procedure for the creation of a design overlay district.

INDUSTRIAL

Industrial development within the plan area has been limited to the Studio City portion of the plan. Further, except for CBS and Hannah Barbera, all other plan designated Industrial sites are developed with commercial uses on commercially zoned properties. Two key factors have evolved to limit the traditional type of industrial development in the area, parcel size and strong community opposition to industrial uses not compatible with adjacent residential properties.

Industrial use provide needed employment opportunities and economic benefits to the community and should be encouraged when impacts to surrounding land uses can be mitigated.

GOAL 3

PROVIDE SUFFICIENT LAND FOR EXPANSION OF LOW INTENSITY NON-TOXIC PRODUCING INDUSTRIAL USES WHICH CREATE EMPLOYMENT OPPORTUNITIES AND HAVE MINIMAL ADVERSE IMPACTS ON ADJACENT RESIDENTIAL USES.

Objective 3-1

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Policies

3-1.1 Designate lands for the continuation of existing entertainment industry uses and development of new production, post production, research and development uses which provide employment opportunities.

Program: The Plan Map identifies lands, which have industrial designations to accommodate the variety of uses noted above. The addition of plan amendments and recommended corresponding zone changes will implement this policy.

3-1.2 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Design Guidelines include provisions for industrial projects which are adjacent to or in the vicinity of residential uses.

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, schools, parks and police stations shown on the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan are to be developed in substantial conformance with the standards of need, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provisions of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services and costs.

This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. The intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

RECREATION AND PARK FACILITIES

In the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area public parks and the majority of recreational areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks-regional, community and neighborhood parks.

There are five Neighborhood and two Community Parks which serve the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area. Additionally, two golf courses are also located within the plan area, one public the other private. The plan area with its diverse topography limits the placement of park sites south of Ventura Boulevard. Thus those neighborhood parks located south of Ventura Boulevard offer limited recreational facilities for hillside homeowners. The community parks serve a much wider interest range due to the lack of sites in the hillside areas of the plan area. While the existing parks satisfy the needs of the current residents, the community is still deficient in the number of neighborhood parks.

GOAL 4

ADEQUATE RECREATION AND PARK FACILITIES TO MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.

Objective 4-1

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.

Policies

4-1.1 Preserve the existing recreational facilities and park space.

Program: The plan assists in preserving such facilities and park space by changing the existing zone as applicable to the Open Space Zone, which provides such protection.

4-1.2 Increase accessibility to The Los Angeles River.

Program: The plan identifies certain properties as key site for future development of properties serving as access to the river for recreational purposes.

Program: The plan provides for a design chapter that will assure that properties adjacent to the river, develop an integrated design element to promote the use of the river as a recreational asset.

OPEN SPACE

In the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area, important open space areas do exist separate from land under control of the City of Los Angeles Department of Recreation and Parks. Open space is important due to its role in both physical and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open space.

Open Space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and which functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural and historic values.
3. Public health and safety.
4. Preservation and creation of community peak travel identity.
5. Rights-of-Way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

GOAL 5

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL AND HEALTH NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.

Objective 5-1

To preserve existing open space resources and where possible develop new open space.

Policies

5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

Program: The Plan Map designates areas for open space , thus protecting them from encroachment of more intense uses.

5-1.2 Accommodate active parklands, and other open space uses.

Program: The Plan Map designates lands for open space uses including the slopes adjacent to the 101 and 134 freeways.

5-1.3 Require development in major opportunity sites to provide public open space.

Program: The Plan includes this as a guiding principle in the section which address the future development of major opportunity sites.

SCHOOLS

In the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Plan Area, public schools are administered by the Los Angeles Unified School District (LAUSD).

Three elementary schools serve the plan area; Carpenter Avenue located south of Ventura Boulevard at the intersection of Carpenter Avenue and Laurelwood Drive. Dixie Canyon located north of Ventura Boulevard at Dixie Canyon Avenue; Sherman Oaks located on Greenleaf Street between Kester Avenue and Cedros Avenue; Walter Reed Middle School located north of Moorpark Street between Colfax Avenue and Irvine Avenue, is the one middle school that serves the Plan area.

GOAL 6

APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEED OF EXISTING AND FUTURE POPULATION.

Objective 6-1

To site schools in locations complementary to existing land uses, recreational opportunities and community character.

Policies

6-1.1 Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character and as appropriate use schools to create a logical transition and buffer between different e.g., multiple family residential vs. single family residential.

Program:Require a decision maker involved in a discretionary review for a proposed school should adopt a finding which supports the application of this policy.

6-1.2 Encourage cooperation between the Los Angeles Unified School District, and the Los Angeles County Parks and Recreation Department to provide recreation facilities for the community.

Program: The Los Angeles Unified School District, the County's Department of Parks and Recreation, and the City's Department of Recreation and Parks should develop programs to fully utilize each of their respective sites..

6-1.3 Site schools in a manner which complements the existing single family and multiple family residential neighborhoods.

Program: Require a decision maker involved in a discretionary review for a proposed school to adopt a finding which supports the application of this policy.

6-1.4 Proximity to noise sources should be avoided whenever possible.

Program: Implement appropriate provisions of the City's Noise Element.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in order to comply with CEQA.

6-1.5 Expansion of existing schools should be preferred over acquisition of new sites.

Program: The Los Angeles Unified School District is the agency responsible for the siting, design, and construction of new public schools.

LIBRARIES

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Plan area is serviced by two public library branches, both neighborhood in scale. Each of the branches are located on small sites and are in need of expansion and updating.

GOAL 7

ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS.

Objective 7-1

To encourage the City's Library Department to provide adequate library service which responds to the needs of the community.

Policies

7-1.1 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian oriented areas, transit stations, office buildings, and similarly accessible facilities.

Program: Through the inclusion of this policy in the Plan text, the Plan supports these identified locations as desirable sites for new libraries

and recommends that this policy be considered when the Library Department and decision makers review and approve sites for new libraries.

POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department (LAPD). The two police stations serving the Plan Area are North Hollywood and Van Nuys, both located outside of the Plan Area.

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT THE COMMUNITY'S RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES..

Objective 8-1

To provide adequate police facilities and personnel to correspond with population and service demands.

Policies

8-1.1 Coordinate with the Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: A decision maker should include a finding which considers the impact on police service demands of the project or land use plan change.

This consultation with the Police Department is currently in effect for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Police Department.

FIRE PROTECTION

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other government agencies, developers and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

Fire protection in the Plan area is provided by five Single Engine Company Stations. A sixth engine company station is being considered as a replacement for one that was damaged by the 1994 earthquake. The adequacy of fire protection is based on the required fire-flow, (measured in gallons per minute), response distance from existing fire stations and the Fire Department's judgement for needs in the area. The Los Angeles Fire Department currently considers some portions of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area inadequate in terms of existing staffing and response distances from existing facilities. Limited

street access and steep terrains which characterize the hillside areas as well as traffic congestion will additionally slow response time.

GOAL 9

PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policies

9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision maker to include a finding as to the impact on fire service demands for all plan amendments within 5 years of adoption.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

The Transportation Improvement and Mitigation Program (TIMP) was prepared for the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. For each of the following programs in the plan text where implementation measures are taken from the TIMP, these measures will be identified in brackets [] as well as follows: [TIMP]. The TIMP document, provides an implementation program for the circulation needs of the Plan area, roadway improvements, roadway redesignation, bus service improvements, metrolink service improvements and the creation of a community transit center. Additional transportation improvements, paratransit or shuttle bus service, and transportation system management improvements such as the Automated Traffic Surveillance and Control (ATSAC) system. Other proposals include peak hour parking restrictions, the creation of neighborhood traffic controls plans, and a transportation demand management program which includes creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs.

- Freeway, Highways and Streets

The Sherman Oaks-Studio City-Toluca Lake -Cahuenga Pass Community Plan Area is served by the Hollywood, Ventura and 101 Freeways. Arterial roads that are designated as Major Highways are Ventura Boulevard, Woodman Avenue, Barham Boulevard, Cahuenga Boulevard, Laurel Canyon, Van Nuys and Sepulveda Boulevards. Additionally Lankershim Boulevard and

Riverside Drive are also designated as Major Highways. The Secondary Highways are Kester Avenue, Valley Vista, Moorpark Street, Fulton Avenue, Whitsett Avenue, Radford Avenue, Colfax Avenue, Cahuenga, and Tujunga Avenue. Additionally Hazeltine Avenue, Beverly Glen Boulevard, and a portion of Van Nuys Boulevard are designated as Secondary Highways.

Street and highways shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

**PUBLIC
TRANSPORTATION**

Opportunities exist within Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to increase the use of public transportation.

While it is anticipated that within the time frame of the Community Plan the private automobile will remain one of the principal modes of transportation, bus service will provide the basic public transportation system for the Plan Area (to the year 2010), and Metrorail, bus service and the community "DASH" or paratransit will be the primary public transportation modes through the year 2010.

The City Council in November, 1993, adopted a Land Use-Transportation Policy which provides the framework to guide future development around transit station areas. The Policy includes land use, housing, urban design, ridership strategy, parking and traffic circulation, equity, economic development and community components.

GOAL 10

DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1

To encourage improved local and express bus service through the community, and encourage bus routes to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policies

10-1.1 Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass plan area.

Program: Recommend bus transit improvements including increase bus service along high demand routes as warranted; implement transit priority treatments along Ventura Boulevard and Van Nuys Boulevard; provide local shuttles.

10-1.2 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Program: Replace existing bus services along particular routes with new local buses, support the development of a Transit Center and the implementation of new DASH and paratransit lines.

- 10-1.3 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

Program: The Plan includes an Urban Design chapter that outlines design guidelines for transit stops.

Objective 10-2

To increase the work trips and non-work trips made on public transit.

Policies

- 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Program: Development of “transit centers” strategically located at Campo de Cahuenga Metro Rail Station and in the vicinity of Ventura Boulevard and Van Nuys Boulevard to allow easy transfers to other routes and services, employment corridors, shopping centers, and other major community activity centers for residents of the Sherman Oaks-Studio City-Toluca Lake -Cahuenga Pass Community Plan Area.

Program: Implement DASH service to serve the commercial districts and other activity centers in the area.

Program: Implement community based “circulators” along collector and local streets to provide convenient access to major rail or bus transit services and activity centers.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

It is the City’s objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although studies indicate that most of Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass major street intersections are in compliance within this City policy, the level of trips generated by future development in the plan area and the surrounding communities require the implementation of a Transportation Demand Management (TDM) Program to sustain the current level of service on the street system. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

A TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

1. Transportation Management Association Formation/Coordination.

The City should encourage the formation of Transportation Management Associations (TMA’s) in order to assist employers in creating and managing trip reduction programs.

2. Participation in Regional Transportation Management Programs.

The city will continue to participate and coordinate with local and regional TDM programs that are in the process of being implemented by the other agencies and adjacent jurisdictions.

3. TDM Ordinance.

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets.

4. Monitoring.

The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

5. The City should implement a bikeways development program as specified in the Plan as part of an overall transportation demand management.

GOAL 11

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANCY VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.

OBJECTIVE 11-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

11-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., car pools, vanpools, buses, flex time, bicycles, and walking, etc.).

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass area. This Ordinance calls for several measures to be taken by non-residential developments to achieve necessary trip reduction targets. [TIMP]

11-1.2 Encourage the use of multiple occupancy vehicle programs for shopping and other activities to reduce midday traffic.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by the City of Los Angeles.

11-1.3 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: The decision-maker shall include this in approval of projects.

**TRANSPORTATION
SYSTEM
MANAGEMENT (TSM)**

Transportation System Management (TSM) is the manipulation of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park and ride facilities, anti-gridlock measures, and parking management programs.

GOAL 12

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY, HIGHWAY AND STREET NETWORK.

Objective 12-1

That the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass signalized intersections are integrated with the City's ATSAC system by the year 2010

Policies

12-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.

Program: Accelerated installation of ATSAC equipment when funding becomes available.

Program: Transportation Systems Management (TSM) Strategies.
[TIMP]

Program: Automated Traffic Surveillance and Control (ATSAC).
[TIMP]

ATSAC, a computerized system that directs traffic control operations based on the data collected at each signalized intersection, is recommended to be installed by the year 2010 at the major and secondary intersections.

12-1.2 Accelerate controller replacement to upgrade and improve signal efficiency.

Program: Implement funding when it becomes available.

Streets and highways shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirement.

GOAL 13

A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.

Objective 13-1

To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

Policies

13-1.1 Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E".

Program: Improve, to their designated standard specifications, substandard segments of those major and secondary highways which are expected to experience heavy traffic congestion by the year 2010. The following streets should be included in the City's Capital Improvement Program:

1. Colfax Avenue-Ventura Boulevard to the US 101, improve to secondary highways standards; widen bridge to provide 4 peak travel lanes with midblock parking and turn lanes at intersections. [TIMP]
2. Laurel Canyon Boulevard-Ventura Boulevard to US 101, improve to major highway standard; provide 6 peak travel lanes. [TIMP]
3. Sepulveda Boulevard-Dickens Street to Valley Vista, widen on west and east side by 4' between Dickens St. And approximately 400' south of Greenleaf St.; restripe and implement peak parking restrictions in both directions to provide additional peak travel lanes (existing parking restrictions are directional southbound during AM and northbound during PM). [TIMP]
4. Sepulveda Boulevard/I-405/Valley Vista Boulevard to US 101, provide 4th northbound lane on Sepulveda Boulevard during PM peak period, via either restriping and parking restrictions or implementation of reversible lane controlled by overhead lean control signs (depending upon location, street and traffic characteristics). [TIMP]
5. Van Nuys Boulevard-Ventura Boulevard to US 101, improve to major highway standards; implement peak period parking restrictions on west side to provide 3rd southbound peak travel lane. [TIMP]
6. Whitsett Avenue-Ventura Boulevard to Moorpark St, improve to secondary highways standards per classification; restripe to provide 2nd northbound travel lane with midblock parking and turn lanes at intersections. [TIMP]

7. Ventura Boulevard intersections improvement at Barham, Cahuenga west, Lankershim Boulevard, Vineland, Tujunga, Colfax, Laurel Canyon, Coldwater Canyon, Woodman Avenue, Beverly Glen, Van Nuys, Kester Boulevard, and Sepulveda Boulevard. [TIMP]
8. Construct new I-405 northbound off-ramp to Sepulveda Boulevard opposite existing US 101 northbound on-ramp from Sepulveda Boulevard opposite existing US 101 westbound off-ramp. [TIMP]

The plan supports the City's Capital Improvement Program which includes widening the Bridge over the Los Angeles River at Tujunga Avenue to 4 lanes. [TIMP]

Program: The Plan supports the use of a Residential Neighborhood Protection Plan to reduce traffic intrusion and spillover parking into residential areas.

Program: Capital Improvements. [TIMP]

1. Proposed street widening. [TIMP]
2. Proposed roadway extensions. [TIMP]
3. Roadway redesignation.

13-1.2 Highways and street dedications shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

Program: Implementation of the Highways and Freeways Element supports this policy.

13-1.3 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

Program: The use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010.

13-1.4 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

Program: Require that new development projects incorporate adequate driveway access to prevent auto queuing

Objective 13-2

To insure that the location, intensity and timing of developed transportation infrastructure utilizing the City's streets and highways standards.

Policies

13-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map, or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

Program: The decision-maker shall adopt a finding which addresses this factor as part of any decision.

Program: Require that new development projects incorporate TSM and/or TDM programs with Citywide Land Use Transportation Policy.

13-2.2 Driveway access points onto major and secondary highways, arterial, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

Program: Require that new development projects incorporate such considerations.

**NON-MOTORIZED
TRANSPORTATION**

The plan provides for various modes of non-motorized transportation/ circulation such as walking and bicycle riding. The Citywide Bicycle Plan identifies a backbone bicycle route and support routes through Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to complement other transportations modes.

The Citywide Major Equestrian and Hiking Trails Plan identifies proposed equestrian trails in the community.

GOAL 14

A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE, PEDESTRIAN AND EQUESTRIAN ROUTES.

Objective 14-1

To promote an adequate system of safe bikeways for commuter, school and recreational use.

Policies

14-1.1 Assure that local bicycle routes are identified and linked with routes of neighboring areas of the City.

Program: The Community Plan endorses full implementation of the City's Bicycle Plan, which designates bikeways for the following; Los Angeles River, Tujunga Wash, Laurel Canyon, Woodman, Valley Vista Boulevard, Mulholland Drive, Riverside Drive, and Sepulveda Boulevard.

14-1.2 Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in pedestrian oriented areas and Transit Oriented Districts and recommends that this policy be considered, in the revision of the Citywide Bicycle Plan, In addition, Los Angeles Municipal Code Sections 12.21 A 16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers.

Objectives 14-2

To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

Policies

14-2.1 Identify pedestrian oriented areas.

Program: The Plan text and Map identifies the locations of pedestrian oriented areas.

PARKING

The Plan supports the City's continuing efforts to develop City owned (off-street) parking facilities in Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass so that an adequate supply of parking can be provided to meet the demand. City owned parking lots should be located in or near commercial areas.

GOAL 15

A SUFFICIENT SYSTEM OF WELL DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 15-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policies

15-1.1 Consolidate parking where appropriate, to minimize the number of ingress and egress points onto Major and Secondary Highways.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking areas.

15-1.2 Consider new Citywide parking standards for areas around transit stations, designated centers and pedestrian oriented areas.

Program: The Citywide Land Use Transportation Policy addresses this issue.

Implement peripheral parking lot/structure program as recommended in the Ventura/Cahuenga Boulevard Corridor Specific Plan.

15-1.3 New parking lots and new parking garages shall be developed in accordance with design standards.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

HISTORIC AND CULTURAL RESOURCES

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area consists of several distinct neighborhoods which developed as separate communities. Developed along the Ventura/Cahuenga Boulevard corridor or a notable landmark, each area is defined by the topography or architectural character. The numerous hills and vistas define the area's topographical character, south of Ventura/Cahuenga Boulevard. Predominantly developed with single-family residential dwellings, the hillside areas of Cahuenga Pass, Studio City and Sherman Oaks contain a diverse style of architecture. Of interest are the areas where early California style bungalows have been preserved, creating a sense of the past history of the area from an earlier time. Additionally Camp de Cahuenga with its early California Spanish style architecture serves as a reminder of past history that led to the development of the area and for that matter the state. The Toluca Lake area of the plan with its small village style commercial development and large estate single-family areas, form a strong link with the entertainment industry.

This section provides the basis to preserve, enhance, and maintain sites and structures which have been deemed architecturally and historically significant.

GOAL 16

PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS, AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 16-1

To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.

Policies

16-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing historically significant buildings and the restoration of original facades.

Program: Continues identification of appropriate City designated historic and cultural monuments and preservation of those existing.

Objective 16-2

To encourage private owner of historic properties/resources to conserve the integrity of such resources.

Policies

16-2.1 Assist private owners of existing and future historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Program: Adherence to the City's historic properties preservation ordinances and Cultural Heritage Board requirements for preservation and design. Implementation of design standards.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE - CAHUENGA PASS

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					5,182	59.9
	Minimum	OS, A1, A2, RE40	1,213	14.0		
	Very Low	RE20, RA, RE15, RE11	1,758	20.3		
	Low	RE9, RS, R1, RU, RD6, RD5	2,211	25.6		
Multiple					653	7.6
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	175	2.0		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	3	0.1		
	Medium	R3	439	5.1		
	High Medium	R4	36	0.4		
COMMERCIAL					483	5.6
	Neighborhood	C1, C1.5, C2, C4	47	0.5		
	Limited	C1, P	22	0.3		
	General	C1.5, C2, C4	208	2.4		
	Community	CR, C2, C4	113	1.3		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	93	1.1		
INDUSTRIAL					39	0.4
	Light	MR2, M2	39	0.4		
PARKING					1	0.0
	Parking	P, PB	1	0.0		
OPEN SPACE/PUBLIC FACILITIES					866	10.0
	Open Space	OS, A1	536	6.2		
	Public Facilities	PF	330	3.8		
STREETS					1,432	16.5
	Private Streets	-	0	0.0		
	Public Streets	-	1,432	16.5		
TOTAL					8,656	100.0

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter 4 identifies actions which are recommend to be promoted by the City through the appropriate city departments and through other agencies including Federal, State, and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the community plan and which help to reinforce the intent of the goals and objectives found in Chapter 3.

RECREATION AND PARK FACILITIES

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for both educational and recreation and park opportunities.
2. Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly owned open space.
3. Ensure that parks are adequately illuminated and secured for safe use at night, as appropriate.
4. Coordinate with the Department of Recreation and Parks and the Police Department to insure adequate police patrols and “defensible space,” where feasible, in the design of recreation and park facilities.
5. Promote the supervision of park activities and enforcement of codes restricting illegal activity.
6. Improve utilization and development of recreational facilities at existing parks, as needed, and as funds become available.
7. Coordinate with City departments, neighborhood cities and County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties to provide for such recreational uses as hiking, biking and horseback riding, where possible.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.
9. Target the provision of park and recreation facilities in areas with the greatest deficiencies.
10. Pursue resources to clean up land that could be used for public recreation safely.

SCHOOLS	Consider large vacant parcels as a first alternative to accommodate the demand for new schools, prior to the displacement of existing uses.
LIBRARIES	<ol style="list-style-type: none"> 1. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010. 2. Develop a Citywide policy for locating non-English language permanent collections. 3. Support the efforts of the Library Department and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass community to increase the service levels of the libraries so they are appropriate for the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass population.
POLICE PROTECTION	Support and encourage community-based crime prevention efforts such as Neighborhood Watch, through regular interaction and coordination with existing community based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhoods and civic organizations.
FIRE PROTECTION	Provide that adequate and fire service personnel are maintained by periodically evaluating population growth, level service (response time and staffing) and fire hazards in the City.
HISTORIC PRESERVATION	Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.
HOUSING	<ol style="list-style-type: none"> 1. Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services and public transportation. 2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation. 3. Improve the coordination of public services to support neighborhood conservation activities. 4. Ensure that low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas. 5. Encourage new and alternative housing concepts, as well as alternative materials and methods of construction, which are found to be compatible with City Codes.

6. Allow for the assembly and trade of public land in order to encourage new housing in appropriate locations within the Plan area.
7. Ensure that the development of transitional housing and emergency shelters is appropriately located.
8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

UTILITIES

Install utilities underground through assessment districts or other funding, when feasible.

EMPLOYMENT

1. Encourage businesses to participate in job training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills, and wages.

**PUBLIC
TRANSPORTATION**

1. Coordinate with the Metropolitan Transit Authority to improve local bus service to and within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area.
2. Encourage the expansion of programs wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population.
3. Develop an intermodal mass transportation plan to link future rail service.

**NON-MOTORIZED
TRANSPORTATION**

Encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas, employment centers and transit stations.

NATURAL DISASTERS

Natural disasters such as the 1971 Sylmar-San Fernando and the 1994 Northridge earthquakes, floods, and fires have and will continue to impact the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass community. City government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass should be encouraged to work together to minimize the impacts of a disaster in terms of land development practices, providing essential services, preventing transportation and communication blockages and to ensure that recovery will proceed as expeditiously as possible.

**EARTHQUAKE
PREPAREDNESS**

The 1994 Northridge earthquake devastated portions of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass area. The magnitude 6.8 (Richter Scale) earthquake caused extensive and widespread property damage to residences, businesses, nonprofit organizations, public facilities, and

infrastructure including freeways, water lines, power lines, and natural gas lines. Recovery and rebuilding efforts have already begun following the Northridge earthquake and will continue over the next several years.

Chapter V

URBAN DESIGN

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area is made up of a number of neighborhoods with distinctive characteristics. It is the purpose of this Chapter to lay out broad, general policies for individual multiple residential and commercial projects, and community design elements. This Chapter is divided into two sections. The Design Policies section is directed at individual projects. The Community Design and Landscaping Guidelines section is directed at a community's use of street scape improvements and landscaping in public spaces and rights-of-way.

The purpose of the document is to provide standards, designs, and guidelines to carry out the policies of this chapter for individual projects. It is intended for use by City staff in reviewing plans for development prior to the issuance of building permits.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple residential and commercial projects within the entire Plan Area. They also address design issues for parking and landscaping.

The Administration of the general policies found in this Chapter and implementing Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Design Overlay District Guidelines and Standards shall be accomplished with the establishment of a Community Design Overlay District (CDO), for specific portions of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community, per the Supplemental Use District Section of the Zoning Code (Section 13.00).

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial, and industrial projects and public spaces and right-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and creation of an environment that encourages pedestrian and economic activity.

In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride of the residents.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL

Site Planning

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

1. Locating surface parking to the rear of structures
2. Minimizing the number of driveways providing sole access to the rear of commercial lots
3. Maximizing retail and commercial service uses along frontages of commercial developments
4. Provide front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing landscaping strips between driveways and walkways accessing the rear of properties.
6. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
7. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular path, loading areas, drop off and landscaped areas.
8. Provide where feasible, the under grounding of new utility service.

Height and Building Design

The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the street scape by providing continuity and avoiding opportunities for graffiti.

Building materials shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed.

1. No structure should exceed two stories in height within 15 feet and 30 feet of front and rear property lines, respectively.
2. Maximizing the area devoted to transparent building elements, for front facades and facades facing rear parking.
3. Requiring the use of articulations, recesses, surface perforations, and porticoes to break up long, flat building facades.

4. Providing accenting, complementary building materials to building facades.
5. Maximizing the applications of architectural features or articulations or building facades.
6. Designating architecturally untreated facades for signage.
7. Screening of mechanical and electrical equipment from public view.
8. Screening of all rooftop equipment and building appurtenances from public view.
9. Requiring the enclosure of trash areas for all projects.

Parking Structures

Parking structures shall be integrated with the design of the building they serve:

1. Designing parking structure exteriors to match the style, materials and color of the main building.
2. Landscaping to screen parking structures not architecturally integrated with the main building.
3. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

Surface Parking Landscaping

1. Devoting 2 % of total surface area of surface parking lots to landscaping.
2. Providing a landscaped buffer along public streets or adjoining residential uses.

Light and Glare

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

MULTIPLE RESIDENTIAL

Site Planning

All multiple residential projects, of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal the following policies are proposed:

1. Providing a pedestrian entrance at the front of each projects.

2. Requiring useable open space for outdoor activities, especially for children.

Design

The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. This policy can be accomplished through:

1. Requiring the use of articulations recesses surface perforations and porticoes to break up long, flat building facades.
2. Utilizing of complementary building facades.
3. Incorporating varying designs to provide definitions for each floor.
4. Integrating building fixtures, awnings, security gates, etc. into the design of the building.
5. Screening all rooftop equipment and building appurtenances from adjacent properties.
6. Require decorative, masonry walls to enclose trash.

Parking Structures

Parking structures shall be integrated with the design of the building they serve through:

1. Designing parking structure exterior to match the style, materials and color of the main building.
2. Utilizing decorative walls, landscaping to buffer residential uses from parking structures.

COMMUNITY DESIGN AND LANDSCAPING STANDARDS

In addition to identifying Design Policies for individual projects, a community's identity can be enhanced through improvements to the street scape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as opportunities in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update and implement their respective plans.

A sense of entry should be created into the Sherman Oaks-Studio City-Toluca-Cahuenga Pass Community from adjacent cities that serve to define the boundaries and the edges of the City and the unique attributes of the

community. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the Community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area wide identity which distinguishes the communities within Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass from each other.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets at the City boundary with adjacent jurisdictions, at major identified intersections and edges which clearly distinguish these as major entries to the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

Establish primary entry improvements at the following areas:

1. Cahuenga Boulevard at Woodrow Wilson Drive.
2. Riverside Drive at the Burbank City boundary line.

Establish entry improvements at selected locations on freeway off-ramps within the Plan Area.

STREET SCAPE

Provide for coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

Establish a comprehensive street scape and landscape improvement program for identified corridors and districts that will set standards for the selection and installation of, but not limited to, the following:

1. Street trees
2. Street lighting
3. Street scape elements such as sidewalk/crosswalk paving, street furniture
4. Public signage

Establish streetscape and landscape standards for, but not limited to, the following corridors and districts:

1. Lankershim Boulevard, Transit station to Moorpark
2. Riverside Drive from Cahuenga Boulevard to the City Boundary
3. Coldwater Canyon from Ventura Boulevard to the 101 freeway.

4. Laurel Canyon from Ventura Boulevard to the 101 freeway.

STREET TREES

Select species which:

1. Enhance the pedestrian character, and convey a distinctive high quality visual image for the streets.
2. Are drought and smog tolerant, fire resistant, and complement existing street trees.

Establish a hierarchy for street trees which shall include:

1. Major Accent Trees

These tree should be located at entry locations, intersections, and activity centers.

2. Street Trees

Select specific species to be the common tree for the street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district or street from another. In residential neighborhoods the trees should be fill, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

3. Ornamental or Special Plantings

At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.

Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable. Street furniture may include such elements as bus and pedestrian benches, bus shelters, kiosks, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

STREET LIGHTING

Establish street lighting standards for commercial districts which provide elements of design and compatibility with street furniture and building facades.

1. Install new street lights in commercial districts which are attractively designed, compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphic/signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
4. New lighting systems will be designed to minimize glare and “light trespass.”
5. No new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
6. Ornamental or historic poles can not be removed without the prior approval of the City’s Cultural Affairs Commission.

SIDEWALKS/PAVING

Develop sidewalk “pull-outs” at intersections where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall to accommodate landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

Establish a consistent design for all public sign age, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.

1. Provide for distinctive sign age which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks.
2. Ensure that public sign age complements and does not detract from adjacent commercial and residential uses.
3. Provide for sign age which uniquely identifies principal commercial areas.

PUBLIC OPEN SPACE AND PLAZAS

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. Consideration of the siting of open space to maximize pedestrian accessibility and circulation.

2. Solar exposure or protection.
3. Adjacency to pedestrian routes and other open spaces.
4. Appropriate plant and hard scape materials.

RICHARD RIORDAN, Mayor

James Kenneth Hahn, City Attorney

Rick Tuttle, Controller

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning



April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.

ORDINANCE NO. 181624

An ordinance amending Sections 12.03, 12.04, 12.21, 12.21.1, 12.23, 12.24, 12.28, 12.32, and 19.01 of, and adding Section 13.14 to, the Los Angeles Municipal Code to establish new regulations for single-family residential zoned properties (R1, RS, RE, and RA) located in the Hillside Area as defined in Section 12.03 of the Code.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. Section 12.03 of the Los Angeles Municipal Code is amended by adding the definitions of "Compaction", "Cut", "Elevation", "Fill", "Floor Area Ratio", "Grade, Hillside Area", "Grading", "Grading, Landform", "Grading, Remedial", "Lot, Downhill", "Lot, Uphill", "Roof, Lattice", "Slope", "Slope Band", and "Substandard Hillside Limited Street" in proper alphabetical order to read:

COMPACTION. The densification of a Fill by mechanical means.

CUT. A portion of land surface or areas from which earth has been removed or will be removed by excavation.

ELEVATION. Vertical distance in feet above sea level.

FILL. The depositing of soil, rock or other earth materials by artificial means.

FLOOR AREA RATIO (FAR). A ratio establishing relationship between a property and the amount of development permitted for that property, and is expressed as a percentage or a ratio of the Buildable Area or Lot size (example: "3 times the Buildable Area" or "3:1").

GRADE, HILLSIDE AREA. For the purpose of measuring height on an R1, RS, RE, or RA zoned Lot in the Hillside Area, pursuant to Section 12.21 C.10 of this Code, Hillside Area Grade shall be defined as the Elevation of the finished or natural surface of the ground, whichever is lower, or the finished surface of the ground established in conformance with a grading plan approved pursuant to a recorded tract or parcel map action. Retaining walls shall not raise the effective Elevation of Grade for purposes of measuring Height of a Building or Structure.

GRADING. Any Cut or Fill, or combination thereof, or recompaction of soil, rock or other earth materials.

GRADING, LANDFORM. A contour grading method which creates artificial Slopes with curves and varying Slope ratios in the horizontal plane designed to simulate the appearance of surrounding natural terrain. The graded Slopes are non-linear in plan view, have varying Slope gradients, and significant transition zones between human-made and natural Slopes resulting in pad configurations that are irregular. The

concept of Landform Grading incorporates the created ravine and ridge shapes with protective drainage control systems and integrated landscaping designs.

GRADING, REMEDIAL. For the purposes of Section 12.21 C.10 of this Code, Remedial Grading shall mean grading recommended by a California Licensed Geologist and/or Licensed Engineer prepared in accordance with Sections 91.7006.2, 91.7006.3, and 91.7006.4 of this Code, and approved by the Department of Building and Safety-Grading Division, that is necessary to mitigate a geologic or geotechnical hazard on a site (including for access driveways), including, but not limited to: 1) correction of hazardous soil and earth conditions, when notified by the Department of Building and Safety in accordance with Section 91.7005.7 of this Code, 2) removal and re-compaction of soil for a Building site to remediate expansive, compressible or seismically unstable soils, 3) grading required to provide a minimum factor of safety of 1.5 for stability of slopes, and/or 4) grading to bring existing steep non-conforming graded slopes into conformance with current Code requirements for fill and excavated slope gradients.

LOT, DOWNHILL. A Lot for which the Front Lot Line, or Street which serves as the primary vehicular access point for the required parking, is at a higher Elevation than the Rear Lot Line.

LOT, UPHILL. A Lot for which the Front Lot Line, or Street which serves as the primary vehicular access point for the required parking, is at a lower Elevation than the Rear Lot Line.

ROOF, LATTICE. A roof covering constructed as an Open Egg-Crate Roof or Spaced Roof. An Open Egg-Crate roof is constructed of lattice members so that a sphere of 10 inches minimum in diameter can pass through. All lattice members must have a minimum nominal width of 2 inches. A Spaced Roof is constructed of members running in one direction only with a minimum clear spacing between the members of not less than 4 inches. In addition, beams supporting and placed perpendicular to the members shall be spaced not less than 24 inches on center. All members or beams must have a minimum nominal width of 2 inches.

SLOPE. An inclined ground surface the inclination of which is expressed as a ratio of horizontal distance to vertical distance (i.e. 2:1 or 1:1) or as a percentage (i.e. 50% or 100%).

SLOPE BAND. The area of a property contained within a defined Slope interval as identified in Section 12.21 C.10 of this Code and shown on a Slope Analysis Map prepared by a licensed surveyor based on a survey of the natural/existing topography. Slope bands need not necessarily be located in a contiguous manner and can be one or more areas as small or as large as they exist on said property.

SUBSTANDARD HILLSIDE LIMITED STREET. A Street which does not meet the minimum requirements of a Standard Hillside Limited Street as defined in Section

12.03 of this Code (public or private) with a width less than 36 feet and paved to a roadway width of less than 28 feet, as determined by the Bureau of Engineering.

Sec. 2. The definitions of "Floor Area" and "Residential Floor Area" in Section 12.03 of the Los Angeles Municipal Code are amended to read:

FLOOR AREA. The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and Basement storage areas.

Buildings on properties zoned RA, RE, RS, and R1, except properties in the Coastal Zone which are not designated as Hillside Area, are subject to the definition of Residential Floor Area.

FLOOR AREA, RESIDENTIAL. The area in square feet confined within the exterior walls of a Building or Accessory Building on a Lot in an RA, RE, RS, or R1 Zone. Any floor or portion of a floor with a ceiling height greater than 14 feet shall count as twice the square footage of that area. The area of stairways and elevator shafts shall only be counted once regardless of ceiling height. Area of an attic or portion of an attic with a ceiling height of more than seven feet shall be included in the Floor Area calculation.

Except that the following areas shall not be counted:

1. **Required Covered Parking.** The total area of 200 square feet per required covered parking area.
2. **Detached Accessory Buildings.** Detached Accessory Buildings not exceeding 200 square feet; however, the total combined area exempted of all these Accessory Buildings on a Lot shall not exceed 400 square feet.
3. **Covered Porches, Patios, and Breezeways.** For Lots not located in the Hillside Area or Coastal Zone, the first 250 square feet of attached porches, patios, and breezeways with a solid roof if they are open on at least two sides.

For Lots located in the Hillside Area, the exempted area shall be limited to 5% of the maximum Residential Floor Area for a Lot, but need not be less than 250 square feet, and:

- a. Attached porches or patios with a solid roof may be open on only one side if two of the other sides are retaining walls.

b. Breezeways no wider than 5 feet and no longer than 25 feet connecting a garage at the Street level to a Dwelling, either directly or through a stairway or elevator, shall not count as Residential Floor Area and shall not be counted against the aforementioned exemption.

4. **Lattice Roof Porches, Patios, and Breezeways.** Porches, patios, and breezeways that have an open Lattice Roof, as defined in this Section.

5. **Over-In-Height Ceilings.** The first 100 square feet of any Story or portion of a Story of the main Building on a Lot with a ceiling height greater than 14 feet shall be counted only once. Except that in the Hillside Area, for a room or portion of a room which has a floor height below the exterior Grade (or "sunken rooms"), when the ceiling height as measured from the exterior natural or finished Grade, whichever is lower, is not greater than 14 feet it shall only be counted once.

6. **Basements.** For Lots not located in the Hillside Area or Coastal Zone, a Basement when the Elevation of the upper surface of the floor or roof above the Basement does not exceed 2 feet in height at any point above the finished or natural Grade, whichever is lower.

For Lots located in the Hillside Area, a Basement when the Elevation of the upper surface of the floor or roof above the Basement does not exceed 3 feet in height at any point above the finished or natural Grade, whichever is lower, for at least 60% of the perimeter length of the exterior Basement walls.

For all Lots, a maximum of 2 light-wells which are not visible from a public right-of-way and do not project more than 3 feet from the exterior walls of the Basement and no wider than 6 feet shall not disqualify said Basement from this exemption.

Sec. 3. Subsection D of Section 12.04 of the Los Angeles Municipal Code is amended to read:

D. Supplemental Use Districts. Certain portions of the City are also designated as being in one or more of the following districts, by the provision of Article 3 of this Chapter:

"O"	Oil Drilling District
"S"	Animal Slaughtering
"G"	Surface Mining District
"RPD"	Residential Planned Development District
"K"	Equinekeeping District
"CA"	Commercial and Artcraft District
"POD"	Pedestrian Oriented District
"CDO"	Community Design Overlay District
"MU"	Mixed Use District

"FH"	Fence Height District
"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
"HS"	Hillside Standards Overlay District

The "**Zoning Map**" is amended to indicate these districts and the boundaries of each district.

Land classified in one or more of the Supplemental Use Districts listed above shall be classified in one or more zones. Land classified in the "P" Automobile Parking Zone may also be classified in an "A" or "R" Zone.

These classifications are indicated on the "**Zoning Map**" with a combination of symbols, e.g., **R2-2-O, C2-4-S, M1-3-G, M1-1-P** and **R2-O, C2-G**, etc., where height districts have not been established.

Sec. 4. The first unnumbered paragraph of Subdivision 17 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

17. One-Family Dwellings, Accessory Buildings and Additions. Hillside Regulations. Notwithstanding any other provisions of this Code to the contrary, the following regulations shall apply to any Major Remodel - Hillside, or construction of or addition to any One-Family Dwelling or Accessory Building on a Lot in the A1, A2 or RD Zones which is located in whole or in part in a Hillside Area as defined in Section 12.03 of this Code.

Sec. 5. Subparagraph (2) of Paragraph (b) of Subdivision 17 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

(2) For any main Building on a Lot in the RD Zones, the above required Side Yard or the Side Yard required by the zone in which the Lot is located, whichever requirement is greater, shall be increased one foot for each increment of ten feet or fraction thereof above the first 18 feet of height of the main Building.

Sec. 6. Subsection C of Section 12.21 of the Los Angeles Municipal Code is amended by adding a new Subdivision 10 to read:

10. Single-Family Zone Hillside Area Development Standards. Notwithstanding any other provisions of this Code to the contrary, for any Lot zoned R1, RS, RE, or RA and designated Hillside Area on the Department of City Planning Hillside Area Map, no Building or Structure nor the enlargement of any Building or Structure shall be erected or maintained unless the following development standards are provided and maintained in connection with the Building, Structure, or enlargement:

(a) **Setback Requirements.** No Building or Structure shall be erected, maintained or enlarged unless the setbacks as outlined in Table 12.21 C.10-1 are provided and maintained in connection with the Building, Structure, or enlargement.

Table 12.21 C.10-1 Single-Family Zone Hillside Area Setback Requirements							
	R1	RS	RE9	RE11	RE15	RE20	RE40 RA
Front Yard							
Not less than:	20% of Lot Depth						
Need not exceed:	20 ft	25 ft					
Side Yard							
Not less than:	5 ft	7ft	10% of Lot Width, but not less than 5 ft	10 ft			
Need not exceed:	n/a			10 ft	n/a		
The required Side Yard may be reduced to 10% of the Lot Width, but in no event to less than 3 ft, where the Lot is less than the following widths:	50 ft	70 ft	n/a		70 ft*		
For Buildings or Structures with a height greater than 18 feet:	One additional foot shall be added to each required Side Yard for each increment of 10 feet or fraction thereof above the first 18 feet.						
Rear Yard							
Not less than:	15 ft	20 ft	25% of Lot Depth				
Need not exceed:	n/a		25 ft				
ft – feet n/a – the provision is not applicable Lot Depth – as defined in Section 12.03 of this Code Lot Width – as defined in Section 12.03 of this Code							
Notes:							
* Only applicable for Lots which are of record prior to July 1, 1966.							

Notwithstanding the required yards, or setbacks, outlined in Table 12.21 C.10-1 above, or those exceptions found in Section 12.22 of this Code, the following provisions shall apply:

- (1) **Prevailing Front Yard Setbacks.**

(i) Where there are two or more developed Lots which have Front Yards that vary in depth by not more than 10 feet, and such Lots comprise 40% or more of the Frontage, then the minimum Front Yard depth shall be the average depth of the Front Yards of such Lots.

(ii) Where there are two or more possible combinations of developed Lots comprising 40% or more of the Frontage, and these Lots have Front Yards that vary in depth by not more than 10 feet, then the minimum Front Yard depth shall be the average depth of the Front Yards of that combination which has the shallowest average depth.

(iii) In determining the required Front Yard, the following shall not be taken into account: Buildings located on key Lots, entirely on the rear half of Lots, or on Lots in the "C" or "M" Zones.

(iv) Nothing contained in this subparagraph (1) shall, however, be deemed to require Front Yards which exceed 40 feet in depth.

(2) **Front Yard Setback on Lots Fronting on Substandard Hillside Limited Street.** For any Lot that fronts on a Substandard Hillside Limited Street, there shall be a minimum Front Yard setback of at least five feet. However, the prevailing Front Yard setback regulations, as outlined in Subparagraph (1) of this Paragraph (a), shall apply, so long as a Front Yard setback of no less than five feet is provided.

(3) **Front Yard Setbacks on Key Lots.** On Key Lots, the minimum Front Yard may be the average of the required Front Yard for the adjoining Interior Lot and the required Side Yard along the Street side of a Reversed Corner Lot. But such minimum Front Yard may apply for a distance of not more than 85 feet from the rear Lot line of the Reversed Corner Lot, beyond which point the Front Yard specified in Table 12.21 C.10-1 or Subparagraph (1) of this Paragraph (a) shall apply. Where existing Buildings on either or both of said adjoining Lots are located nearer to the front or side Lot lines than the Yard required by this Paragraph (a), the Yards established by such existing buildings may be used in computing the required Front Yard for a Key Lot.

(4) **Front Yard Setbacks on Through Lots.** At each end of a Through Lot, there shall be a Front Yard setback as required by this Paragraph (a) for the zone in which each Street

Frontage is located. But only one Front Yard need be provided on those Through Lots which abut on a primary, Major or Secondary Highway, as such highways are shown on the "Highways and Freeways Element of the General Plan", when the rights to vehicular ingress and egress from such Through Lots to the highways have been abandoned or prohibited by a tract restriction. Where only one Front Yard is required on a Through Lot, as provided herein, the Rear Yard shall be located on the portion of such Lot adjacent to the highway.

Where a Through Lot is less than 150 feet in depth or is developed as a single Building site, and the two required Front Yards are provided, no Rear Yard is required.

(5) **Front Yard Paving.** All portions of the required Front Yard not used for necessary driveways and walkways, including decorative walkways, shall be used for planting, and shall not otherwise be paved.

(6) **Front Yard on Lots Existing Prior to June 1, 1946.** This provision shall apply to any Lot of less than one acre which was of record or held in separate ownership on June 1, 1946, or was subsequently created either by the recording of a division of land map or otherwise in accordance with the applicable zoning regulations. On any such Lot, the originally required Front Yard shall be provided and maintained in addition to any new Front Yard required by any subsequent rearrangement of the Lot lines by sale or division (without recording a subdivision map) creating a new Lot fronting on a different Street than that on which the original Lot fronted.

(7) **Side and Rear Yards for Basements.** In determining the required Side and Rear Yards of a Building, any Basement containing Habitable Rooms shall be considered a Story.

(8) **Yards in the Coastal Zone.** The following setback requirements shall apply to Lots located in a Coastal Zone:

(i) On a Lot in the RE9 or RE11 Zone, there shall be a Side Yard on each side of a main Building of not less than 5 feet. Where the Lot is less than 50 feet in width, the Side Yard may be reduced to 10% of the width of the Lot, but in no event less than 3 feet.

(ii) In lieu of the additional Side Yard requirement in Table 12.21 C.10-1, for a Building more than two-stories in

height on Lots in the R1, RS, or RE Zone, one foot shall be added to the width of each required Side Yard for each additional Story above the second Story.

(iii) On a Lot in the RA Zone, where a Side Yard is less than 10 feet in width, and the Building erected on the Lot is three or more Stories in height, one foot shall be added to such Side Yard.

(9) **Side Yards in Specific Plans, Historic Preservation Overlay Zones or in Subdivision Approvals.** Side Yard requirements in Specific Plans, Historic Preservation Overlay Zones or in subdivision approvals shall take precedence over requirements of this Subdivision 10. Otherwise, this Subdivision shall apply.

(10) **Encroachments Into Required Yards.** Every required Front, Side and Rear Yard shall be open and unobstructed from the ground to the sky except for the following:

(i) **Garages in Front Yards.** A Private Garage may be located on the required Front Yard of a Lot where the Elevation of the ground at a point 50 feet from the front Lot line of a Lot and midway between the side Lot lines differs 10 feet or more from the curb level, provided every portion of the garage Building is at least 5 feet from the front Lot line. Where the wall of such garage is two-thirds below natural or finished Grade of the Lot, whichever is lower, said wall may extend to the adjacent side Lot line; in all other cases, said garage shall not be nearer to the side Lot line than the width of the Side Yard required for a main Building of the same height.

(ii) **Open, Unenclosed Stairways, Porches, Platforms, Landing Places, or Balconies.** Notwithstanding any other provisions of this Code, on Lots fronting onto a Substandard Hillside Limited Street, open unenclosed stairways, porches, platforms and landing places not covered by a roof or canopy shall not project or extend into the Front Yard. Balconies with 10 feet or more of vertical clearance beneath them may project or extend no more than 30 inches into a Front Yard.

(iii) **Other Exceptions.** All of those exceptions found in Subdivision 5 of Subsection C of Section 12.21 and in Section 12.22 of this Code.

(11) **Pools, Ponds, or Body of Water in Required Yards.** No swimming pool, fish pond or other body of water which is designed or used to contain water 18 inches or more in depth shall be permitted in any required Yard Space in which fences over 42 inches in height are prohibited, even though the pool, pond or body of water extends below the adjacent natural ground level.

(12) **Zoning Administrator's Authority.** For Lots fronting on a Substandard Hillside Limited Street, a Zoning Administrator may grant a reduction of the front Setback requirements of Subparagraph (2) of this Paragraph and Side Yard requirements in Table 12.21 C.10-1, pursuant to the authority and procedures established in Subdivision 28 of Subsection X of Section 12.24 of this Code; however, in no event shall the Side Yard be less than 4 feet.

(b) **Maximum Residential Floor Area.** The maximum Residential Floor Area contained in all Buildings and Accessory Buildings shall not exceed the sum of the square footage of each Slope Band multiplied by the corresponding Floor Area Ratio (FAR) for the zone of the Lot, as outlined in Table 12.21 C.10-2a. This formula can be found in Table 12.21 C.10-2-b, where "A" is the area of the Lot within each Slope Band, "FAR" is the FAR of the corresponding Slope Band, and "RFA" is the sum of the Residential Floor Area of each Slope Band.

Slope Bands (%)	R1	RS	RE9	RE11	RE15	RE20	RE40	RA
0 – 14.99	0.5	0.45	0.40	0.40	0.35	0.35	0.35	0.25
15 – 29.99	0.45	0.40	0.35	0.35	0.30	0.30	0.30	0.20
30 – 44.99	0.40	0.35	0.30	0.30	0.25	0.25	0.25	0.15
45 – 59.99	0.35	0.30	0.25	0.25	0.20	0.20	0.20	0.10
60 – 99.99	0.30	0.25	0.20	0.20	0.15	0.15	0.15	0.05
100 +	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 12.21 C.10-2b Hillside Area Maximum Residential Floor Area Formula					
Slope Bands (%)	Area (sq-ft)		FAR		Residential Floor Area
0 – 14.99	A ¹	X	FAR ¹	=	RFA ¹
15 – 29.99	A ²	X	FAR ²	=	RFA ²
30 – 44.99	A ³	X	FAR ³	=	RFA ³
45 – 59.99	A ⁴	X	FAR ⁴	=	RFA ⁴
60 – 99.99	A ⁵	X	FAR ⁵	=	RFA ⁵
100 +	A ⁶	X	FAR ⁶	=	RFA ⁶
Maximum Residential Floor Area				=	Sum of RFA ¹ through RFA ⁶

(1) **Slope Analysis Map.** As part of an application for a permit to the Department of Building and Safety, or for a Discretionary Approval as defined in Section 16.05 B of this Code to the Department of City Planning, the applicant shall submit a Slope Analysis Map based on a survey of the natural/existing topography, prepared, stamped, and signed by a registered civil engineer or licensed land surveyor, to verify the total area (in square feet) of the portions of a property within each Slope Band identified in Table 12.21 C.10-2a. The Director of Planning, or his/her designee, shall verify that the Slope Analysis Map has been prepared by a registered civil engineer or licensed land surveyor. In addition, the Director of Planning, or his/her designee shall approve the calculated Maximum Residential Floor Area for the Lot by the registered civil engineer or licensed land surveyor using the Slope Analysis Map prior to applying for a permit from the Department of Building and Safety.

The map shall have a scale of not less than 1 inch to 100 feet and a contour interval of not more than 10 feet with two-foot intermediates. The map shall also indicate the datum, source, and scale of topographic data used in the Slope analysis, and shall attest to the fact that the Slope analysis has been accurately calculated.

The Slope Analysis Map shall clearly delineate/identify the Slope Bands (i.e. with contrasting colors or hatching), and shall include a tabulation of the total area in square-feet within each Slope Band, as well as the FAR and Residential Floor Area value of each corresponding Slope Band as shown on Table 12.21 C.10-2b.

The Slope Analysis Map shall be prepared using CAD-based, GIS-based, or other type of software specifically designed for such purpose.

(2) **Guaranteed Minimum Residential Floor Area.**

Notwithstanding the above, the maximum Residential Floor Area for all Buildings and Accessory Buildings on any Lot may be least the percentage of the Lot size as outlined in Table 12.21 C.10-3 below or 1,000 square feet, whichever is greater.

Zone	Percentage of Lot Size
R1	25%
RS	23%
RE9	20%
RE11	20%
RE15	18%
RE20	18%
RE40	18%
RA	13%

The guaranteed minimum for the original zone as stated in the paragraph above shall apply to Lots that meet the following criteria: have an area that is less than 50% of the minimum Lot size for its Zone, were made nonconforming in Lot size as a result of an adopted zone change or code amendment changing the minimum Lot size, and met the minimum Lot size requirements of the original zone.

(3) **Residential Floor Area Bonus.** An additional 20% of the maximum Residential Floor Area as determined by Table 12.21 C.10-2 of this Paragraph (b), or an additional 30% for Lots where the guaranteed minimum outlined in Subparagraph (2) of this Paragraph (b) is utilized, for that Lot shall be allowed if any of the options listed below is utilized. Only one bonus per property is allowed.

(i) **Proportional Stories Option.** The total Residential Floor Area of each Story other than the Base Floor in a multi-Story Building does not exceed 75% of the Base Floor Area. This option shall only apply to flat Building pads where the Slope of the Building pad area prior to any Grading, as measured from the highest and lowest Elevation points of the existing Grade within 5 horizontal feet of the exterior walls of the proposed Building or Structure, is less than 15%; or

(ii) **Front Facade Stepback Option.** The cumulative length of the exterior walls which are not a part of a garage facing the Front Lot Line, equal to a minimum of

25% of the Building width, shall be stepped-back a distance of at least 20% of the Building depth from a plane parallel to the Lot width established at the point of the Building closest to the Front Lot line. When the Front Lot line is not straight, a line connecting the points where the Side Lot lines and the Front Lot line intersect shall be used to establish the plane parallel to the front Lot width. When Through Lots have, or are required to provide, two Front Yard setbacks, the step-back shall be provided along both Front Lot Lines. When referred by the Department of Building and Safety, for unusual Building and/or Lot configuration, the Director of Planning or his/her designee shall determine that the proposed project complies with this provision and qualifies for a Residential Floor Area bonus.

For the purposes of this provision, all exterior walls that intersect a plane parallel to the Front Lot Line at 45 degrees or less shall be considered to be facing the Front Lot Line. The Building width shall be the greatest distance between the exterior walls of the Building measured parallel to the Lot width. The Building depth shall be the greatest distance between the exterior walls of the Building measured parallel to the Lot depth.

This option shall only apply to Structures which are no more than 35 feet from the Frontage along an improved Street and on a "flat" Building pad where the Slope of the Building pad prior to any Grading, as measured from the highest point of the existing Grade within 5 horizontal feet of the exterior wall of the proposed Building or Structure to the lowest point of the existing natural Grade within 5 horizontal feet, is less than 15%; or

(iii) **Cumulative Side Yard Setbacks Option.**

The combined width of Side Yards shall be at least 25% of the total Lot Width, as defined in Section 12.03 of this Code, but in no event shall a single Side Yard setback be less than 10% of the Lot Width or the minimum required by Paragraph (a) of this Subdivision, whichever is greater. One foot shall be added to each required Side Yard for each increment of 10 feet or fraction thereof of height above the first 18 feet of height. The width of a required Side Yard setback shall be maintained for the entire length of a Side Yard and cannot alternate from one Side Yard to the other; or

(iv) **18-Foot Envelope Height Option.** For properties which are not in the "1SS" Single-Story Height District, the maximum envelope height, measured pursuant to Subparagraph (1) of Paragraph (d) of this Subdivision 10, shall be no more than 18 feet; or

(v) **Multiple Structures Option.** In addition to the Lot coverage requirements in Paragraph (e) of this Subdivision, any one Building and Structure extending more than 6 feet above Hillside Area Grade, as defined in Section 12.03 of this Code, shall cover no more than 20% of the area of a Lot. Such Buildings or Structures may only be connected by one breezeway, fully enclosed walkway, elevator, or combination thereof of not more than 5 feet in width; or

(vi) **Minimal Grading Option.** For properties where at least 60% of the Lot is comprised of Slopes which are 30% or greater, as determined by a Slope Analysis Map prepared in accordance with Subparagraph (1) of this Paragraph (b), the total amount of any Grading on the site (including exempted Grading, as outlined in Paragraph (f) of this Subdivision (10)) does not exceed the numeric value of 10% of the total Lot size in cubic yards or 1,000 cubic yards, whichever is less (example: a project involving 500 cubic-yards of Grading on a 5,000 square-foot Lot will be eligible for this bonus option); or

(vii) **Green Building Option.** For a new One-Family Dwelling only, the new construction must satisfy the Tier 1 requirements or higher of the LA Green Building Code, as defined in Section 99.01.101.1 of this Code.

(4) **Zoning Administrator's Authority.**

(i) **10% Adjustments.** The Zoning Administrator has the authority to grant adjustments from the requirements of this Paragraph (b) of not more than 10%, pursuant to the authority and procedures established in Subsection A of Section 12.28 of this Code.

(ii) **Additions to Structures Existing Prior to August 1, 2010.** The Zoning Administrator has the authority to approve any additions made after August 1, 2010, to a One-Family Dwelling existing prior to that date for which permits have been previously obtained which exceed the

requirements of this Paragraph (b), pursuant to the authority and procedures established in Subdivision 28 of Subsection X of Section 12.24 of this Code, provided:

a. the total cumulative Residential Floor Area of all such additions does not exceed 1,000 square feet; and

b. the resulting Building does not exceed the height of the original Building or the height permitted in Paragraph (d) of this Subdivision 10 below, whichever is greater; and

c. at least two off-street covered parking spaces are provided.

(c) **Verification of Existing Residential Floor Area.** For additions with cumulative Residential Floor Area of less than 1,000 square feet constructed after August 1, 2010, or remodels of Buildings built prior to August 1, 2010, the existing Residential Floor Area shall be the same as the Building square footage shown on the most recent Los Angeles County Tax Assessor's records at the time the plans are submitted to the Department of Building and Safety and a plan check fee is paid. Except that Residential Floor Area may be calculated as defined in Section 12.03 of this Code when a complete set of fully dimensioned plans with area calculations of all the Structures on the Lot, prepared by a licensed architect or engineer, is submitted by the applicant.

Any work that does not qualify as a remodel, as defined in the paragraph below, or additions that are 1,000 square feet or larger shall require a complete set of fully dimensioned plans with area calculations of all the Structures on the Lot prepared by a licensed architect or engineer.

For the purposes of implementing this Paragraph (c), a remodel shall mean the alteration of an existing Building or Structure provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

(d) **Height Limits.** No portion of a Building or Structure shall be erected or enlarged which exceeds the envelope height limits as outlined in Table 12.21 C.10-4, or as otherwise stated in the paragraphs below. For the provisions below, whenever Grade is mentioned, it shall mean Hillside Area Grade as defined in Section 12.03 of this Code.

Table 12.21 C.10-4 Maximum Height of Structures (in feet)								
Height Districts	R1	RS	RE9	RE11	RE15	RE20	RE40	RA
When the roof of the uppermost Story of a Building or Structure or portion thereof has a Slope of 25% or greater, the maximum height for said portion of Building or Structure thereof shall be as follows:								
1, 1L, & 1VL	33	33	33	36	36	36	36	36
1XL	30	30	30	30	30	30	30	30
1SS	22	22	22	22	22	22	22	22
When the roof of the uppermost Story of a Building or Structure or portion thereof has a Slope of less than 25%, the maximum height for said portion of Building or Structure thereof shall be as follows:								
1, 1L, & 1VL	28	28	28	30	30	30	30	30
1XL	28	28	28	30	30	30	30	30
1SS	18	18	18	18	18	18	18	18

(1) **Measurement of Height.** Notwithstanding any other provision in this Code, the height limits in Table 12.21 C.10-4 shall be measured as set forth below.

(i) **Maximum Envelope Height.** Envelope height (otherwise known as vertical height or "plumb line" height) shall be the vertical distance from the Grade of the site to a projected plane at the roof Structure or parapet wall located directly above and parallel to the Grade. Measurement of the envelope height shall originate at the lowest Grade within 5 horizontal feet of the exterior walls of a Building or Structure. At no point shall any given section of any part of the proposed Building or Structure exceed the maximum envelope height.

A topographic map shall be submitted as a separate plan sheet or as part of the site plan identifying the 5-foot perimeter of the exterior walls, or any other information which the Department of Building and Safety deems necessary to determine compliance with this Paragraph (i).

(2) **Zoning Administrator's Authority.** A Zoning Administrator may allow Structures which exceed the maximum envelope height requirements of Subparagraph (1) of this Paragraph (d); however, the increase in height may not result in a Building or Structure which exceeds an overall height of 45 feet, pursuant to the authority and procedures established in Subdivision

28 of Subsection X of Section 12.24 of this Code. The overall height shall be measured from the lowest Elevation point within 5 horizontal feet of the exterior walls of a Building or Structure to the highest Elevation point of the roof Structure or parapet wall.

(3) **Prevailing Height.** Notwithstanding Table 12.21 C.10-4 of this Paragraph (d), when 40% or more of the existing One-Family Dwellings with Frontage on both sides of the block have Building heights exceeding these limits, the maximum envelope height for any Building on that block may be the average height of the Dwellings exceeding these limits.

(4) **Lots in a Single-Story Height District.** As enabled by Section 12.21.1 A.1 of this Code, on Lots in a "SS" Single Story Height District, shown as "1SS" on a Zoning Map, no Building or Structure shall be erected or enlarged which exceeds one Story.

Notwithstanding the provision in Section 12.21.1 A.8, in determining the number of Stories, any Basement which is exempt from the Residential Floor Area calculation, as outlined in Section 12.03 of this Code, shall not be considered a Story.

(5) **Lots Fronting on Substandard Hillside Limited Streets.** For any Lot-fronting onto a Substandard Hillside Limited Street, as defined in Section 12.03, and subject to the 5-foot Front Yard setback, no portion of a Building or Structure within 20 feet of the Front Lot Line shall exceed 24 feet in height. The 24 foot maximum Building and Structure height shall be measured from the Elevation at the centerline or midpoint of the Street on which the Lot fronts.

(6) **Unenclosed/Uncovered Rooftop Decks and Cantilevered Balconies.** Unenclosed/uncovered rooftop decks, cantilevered balconies and "visually permeable railing" (no more than 42 inches in height), may project beyond the maximum envelope height, as limited and measured in Subparagraph (1) of this Paragraph (d), no more than 5 horizontal feet.

For the purposes of this Subparagraph (6), "visually permeable railing" means railing constructed of material that is transparent, such as glass or plastic panels, or wrought iron or other solid material which is 80% open to light and air.

(7) **Roof Structures.** Roof Structures as described in Table 12.21 C.10-5 below, or similar Structures, may be erected above the height limit specified in Table 12.21 C.10-4.

Table 12.21 C.10-5 Projecting Roof Structures		
Roof Structures	Projection Above Height Limit	Setback from Roof Perimeter
Elevator Housing	No more than 5 feet.	Not less than 5 feet.
Tanks		
Ventilating Fans or similar equipment required to operate and maintain the Building.		
Skylights, covering up to 33 1/13% of the roof area upon which the skylight is constructed.		
Towers		
Steeple		
Flagpoles		
Smokestacks		
Wireless Masts		
Water Tanks		
Silos		
Solar Energy Devices		
Chimneys		
Exhaust Ducts/Ventilation Shafts		
Stairway Housing, no larger than 36 square-feet.	None.	
Skylights, covering more than 33 1/3% of the roof area upon which the skylight is constructed.		No more than 30 inches.

No roof Structure or any other space above the height limit specified in Table 12.21 C.10-4 shall be allowed for the purpose of providing additional floor space.

(8) **Specific Plans, Historic Preservation Overlay Zones or Subdivision Approvals.** Height limitations in Specific Plans, Historic Preservation Overlay Zones or in subdivision approvals shall take precedence over the requirements of this Section 12.21. Otherwise, this Section 12.21 shall apply.

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

(1) **Lot Coverage on Substandard Lots.** Notwithstanding Paragraph (e) above, for a Lot which is substandard as to width (less than 50 feet) and as to area (less than 5,000 square feet), Buildings and Structures shall cover no more than 45% of the area of a Lot.

(2) **Zoning Administrator's Authority.** A Zoning Administrator may grant limited deviations from these requirements, pursuant to the authority and procedures established in Subdivision 28 of Subsection X of Section 12.24 of this Code.

(f) **Grading.** Notwithstanding any other provisions of this Code, total Grading (Cut and Fill) on a Lot shall be limited as outlined below. No Grading permits shall be issued until a Building permit is approved.

(1) **Maximum Grading Quantities.** The cumulative quantity of Grading, or the total combined value of both Cut and Fill or incremental Cut and Fill, for any one property shall be limited to a base maximum of 500 cubic yards plus the numeric value equal to 5% of the total Lot size in cubic yards. Example: a 5,000 square-foot Lot would have a maximum Grading amount of 750 cubic yards (500 cubic yards for the base amount + 250 cubic yards for the 5% calculation).

However, the cumulative quantity of Grading shall not exceed the maximum "by-right" Grading quantities outlined by Zone in Table 12.21 C.10-6 below.

Table 12.21 C.10-6 Maximum "By-Right" Grading Quantities	
Zone	Maximum Grading (cubic yards)
R1	1,000
RS	1,100
RE9	1,200
RE11	1,400
RE15	1,600
RE20	2,000
RE40	3,300
RA	1,800

(2) **Import/Export Limits.** The maximum quantity of earth import or export shall be limited to the following quantities:

(i) **Lots Fronting on Standard Hillside Limited Streets or Larger.** For a property which fronts onto a Standard Hillside Limited Street or larger, as defined in Section 12.03 of this Code, the maximum quantity of earth import shall be no more than 500 cubic yards, where additional Grading on-site in conjunction with the amount of import does not exceed the requirements established in Subparagraph (1) of this Paragraph (f). The maximum

quantity of earth export shall be no more than 1,000 cubic yards.

(ii) **Lots Fronting on Substandard Hillside Limited Streets.** For a property which fronts onto a Substandard Hillside Limited Street, as defined in Section 12.03 of this Code, the maximum quantity of earth import shall be no more than 375 cubic yards, where additional Grading on-site in conjunction with the amount of import does not exceed the requirements established in Subparagraph (1) of this Paragraph (f). The maximum quantity of earth export shall be no more than 750 cubic yards.

(iii) **Exempted On-Site Grading Activity.** Earth quantities which originate from, or will be utilized for any exempted Grading activity listed in Subparagraph (3) of this Paragraph (f) shall be exempted from the maximum import and export quantities set forth in this Paragraph (f). A plan indicating the destination and/or source (i.e. exempted Grading activity or non-exempted Grading activity) of any import and/or export shall be submitted as part of a Grading permit application.

(3) **Exceptions.** The Grading activities outlined in the sub-subparagraphs below shall be exempt from the Grading and/or earth transport limitations established in Subparagraphs (1) and (2) of this Paragraph (f). However, any excavation from an exempted activity being used as Fill, outside of a 5-foot perimeter from the exempted Grading activities, for any other on-site purpose shall be counted towards the limits established in Subparagraph (1) of this Paragraph (f).

(i) 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.

(ii) Cut and/or Fill, up to 500 cubic yards, for driveways to the required parking or fire department turnaround closest to the accessible Street for which a Lot has ingress/egress rights.

(iii) Remedial Grading as defined in Section 12.03 of this Code as recommended in a Geotechnical Investigation Report, prepared in accordance with Sections 91.7006.2, 91.7006.3, and 91.7006.4 of this Code, and approved by the Department of Building and Safety - Grading Division.

(4) **Zoning Administrator's Authority.** A Zoning Administrator may grant the following deviations from the requirements of Subparagraphs (1) and (2) of this Paragraph (f), pursuant to the authority and procedures established in Subdivision 28 of Subsection X of Section 12.24 of this Code.

(i) Grading in excess of the maximum "by-right" Grading quantities listed in Subparagraph (1) of this Paragraph (f), but in no event shall the quantities exceed the true value of 500 cubic yards plus the numeric value equal to 5% of the total Lot size in cubic yards.

(ii) For a property which fronts onto a Standard Hillside Limited Street or larger, as defined in Section 12.03 of this Code, increase the maximum quantity of earth import greater than 500 cubic yards, and increase the maximum quantity of export greater than 1,000 cubic yards; calculated pursuant to Subparagraph (2) of this Paragraph (f).

For a property which fronts onto a Substandard Hillside Limited Street, as defined in Section 12.03 of this Code, increase the maximum quantity of earth import greater than 375 cubic yards, and increase the maximum quantity of earth export greater than 750 cubic yards; calculated pursuant to Subparagraph (2) of this Paragraph (f).

(5) **New Graded Slopes.** All new Graded Slopes shall be no steeper than 2:1 (horizontal:vertical), except when the Department of Building and Safety - Grading Division has determined that Slopes may exceed 2:1 pursuant to Section 91.105 of this Code.

(6) **Grading Activity on 100% Slopes.** Notwithstanding the Grading, Excavations and Fills provisions in Chapter IX of this Code (the Los Angeles Building Code), when any Grading activity is proposed on any slope of 100% or greater, as identified on the Slope Analysis Map, the Department of Building and Safety - Grading Division shall require the Geotechnical Investigation Report (also referred to as a soils and/or geological report) to

include the most stringent level of geotechnical analysis and reporting feasible, and in sufficient detail to substantiate and support the design and construction methods being proposed.

A Deputy Grading Inspector, also referred to as a Registered (Licensed) Deputy Inspector, paid for by the owner, will be required to be on site when said Grading activity is being conducted in order to ensure that all work is being done in accordance with the recommendations of the Geotechnical Report, the approved plans, and/or the applicable Grading requirements of the Los Angeles Building Code for applicable Grading or foundation earthwork in Hillside Areas.

(7) **Grading Plan Check Criteria.** Grading plans and reports shall be submitted for approval with Building plans, and shall include those items required by Section 91.7006 of this Code.

(g) **Off-Street Parking Requirements.** Notwithstanding those exceptions found in Section 12.22 of this Code, no Building or Grading permit shall be issued for the construction of any One-Family Dwelling, Accessory Building, or addition thereto, unless the following requirements are met.

(1) **Number of Required Covered Spaces.** There shall be at least two Automobile Parking Spaces on the same Lot with each One-Family Dwelling thereon. These required parking spaces shall be provided within a Private Garage. These required parking spaces shall not be provided or maintained within a required Front Yard, unless otherwise permitted by Subparagraph (10) of Paragraph (a) of this Subdivision 10.

(i) **Exception for Dwelling on Narrow Lot.** Where only one One-Family Dwelling is located on a nonconforming Lot 40 feet or less in width and not abutting an alley, only one Automobile Parking Space need be provided. This exception shall not apply to any Lot which fronts on a Substandard Hillside Limited Street.

(2) **Additional Required Spaces.** For a main Building and any Accessory Building located on a Lot which fronts on a Substandard Hillside Limited Street, excluding Floor Area devoted to required parking, which exceed a combined Residential Floor Area of 2,400 square feet, there shall be one additional parking space provided for each additional increment of 1,000 square feet or fraction thereof of Floor Area for a maximum of 5 total on-site spaces. These additional required parking spaces may be

uncovered. Notwithstanding the provisions of Subparagraph (1) of this Paragraph (g), when a Lot fronts onto a Substandard Hillside Limited Street, the additional parking spaces may be located within the required Front Yard.

(i) **Zoning Administrator's Authority.** A Zoning Administrator may reduce the number of off-street parking spaces required by Subparagraph (2) of this Paragraph (g), pursuant to the authority and procedures established in Subdivision 28 of Subsection X of Section 12.24 of this Code.

(3) **Parking Stall Dimensions.** In each parking area or garage devoted to parking for Dwelling uses, all Parking Stalls in excess of one per Dwelling Unit may be designed as compact stalls to accommodate parking cars. Every standard Parking Stall provided for Dwelling Units shall be at least 8 feet 6 inches in width and 18 feet in length; every compact stall shall be at least 7 feet 6 inches in width and 15 feet in length.

(4) **Tandem Parking.** Automobile parking may be parked in tandem in a Private Garage or Private Parking Area serving a One-Family Dwelling where the tandem parking is not more than two cars in depth. Each required Parking Stall within a parking area or garage shall be accessible. Tandem parking shall not be allowed in parking areas for recreational vehicles.

(5) **Garage Doors.** Any door or doors installed at the automobile entry to a garage serving a One-Family Dwelling where the required parking spaces are located shall be of conventional design constructed so as to permit the simultaneous entry of automobiles in each required parking space without damaging the door or door frame and constructed so as to permit the flow of air through the automobile entry when the door is in the fully closed position.

(6) **Driveway Width.** Every access driveway shall be at least 9 feet in width.

(7) **Mechanical Automobile Lifts and Robotic Parking Structures.** The stacking of two or more automobiles via a mechanical car lift or computerized parking Structure is permitted. The platform of the mechanical lift on which the automobile is first placed shall be individually and easily accessible and shall be placed so that the location of the platform and vehicular access to the platform meet the requirements of Paragraphs (a), (b), and (i) of

Subdivision 5 of Subsection A of Section 12.21 of this Code. The lift equipment or computerized parking Structure shall meet any applicable Building, Mechanical and Electrical Code requirements as approved by the Department of Building and Safety.

(h) **Fire Protection.** Notwithstanding any other provisions of this Code to the contrary, on a Lot fronting onto a Substandard Hillside Limited Street, or on any Lot located either more than 2 miles from a fire station housing a Los Angeles City Fire Department Truck Company or more than 1½ miles from a fire station housing a Los Angeles Fire Department Engine Company, the following fire protection measures shall be required.

(1) **New Buildings or Structures.** Any new construction of a One-Family Dwelling or detached Accessory Building shall be protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code.

(2) **Existing Buildings or Structures.** An approved automatic fire sprinkler system in compliance with the Los Angeles Plumbing Code shall be installed:

(i) whenever an addition to an existing One-Family Dwelling or Accessory Building increases Residential Floor Area by 50% or more of the area of the existing Dwelling or Building; or

(ii) whenever the aggregate value of Major Remodels within a one-year period exceeds 50% of the replacement cost of the Dwelling or Accessory Building.

(3) **Fire Sprinkler Coverage.** The sprinkler systems required in this Paragraph shall be sufficient to cover the entire Dwelling or Building, unless otherwise determined by the Department of Building and Safety, and shall be installed in compliance with all applicable Codes.

(4) **Exempt Accessory Structures.** The provisions of this Paragraph shall not apply to accessory Structures such as gazebos, pergolas, or storage sheds provided these Structures are not supported by or attached to any portion of a Dwelling or Accessory Building and do not exceed 200 square feet in area.

(i) **Street Access.**

(1) **Street Dedication.** For any new construction of, or addition to, a One-Family Dwelling on a Lot fronting on a Substandard Hillside Limited Street, no Building permit or Grading permit shall be issued unless at least one-half of the width of the Street(s) has been dedicated for the full width of the Frontage of the Lot to Standard Hillside Limited Street dimensions or to a lesser width as determined by the City Engineer. The appellate procedures provided in Section 12.37 I of this Code shall be available for relief from this requirement.

(2) **Adjacent Minimum Roadway Width.** For any new construction of, or addition to a One-Family Dwelling on a Lot fronting on a Substandard Hillside Limited Street that is improved with a roadway width of less than 20 feet, no Building permit or Grading permit shall be issued unless the construction or addition has been approved pursuant to Section 12.24 X.28 of this Code.

(3) **Minimum Roadway Width (Continuous Paved Roadway).** For any new construction of, or addition to, a One-Family Dwelling on a Lot that does not have a vehicular access route from a Street improved with a minimum 20-foot wide continuous paved roadway from the driveway apron that provides access to the main residence to the boundary of the Hillside Area, no Building permit or Grading permit shall be issued unless the construction or addition meets the requirements of this Subdivision 10 or has been approved by a Zoning Administrator pursuant to Section 12.24 X.28 of this Code.

(j) **Sewer Connection.** No Building permit shall be issued for the construction of any new One-Family Dwelling on a Lot located 200 feet or less from a sewer mainline unless a sewer connection is provided to the satisfaction of the City Engineer.

(k) **Hillside Standards Overlay Districts.** The provisions of Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits), and (f) (Grading) of this Subdivision 10 may be superseded by a Hillside Neighborhood Overlay adopted pursuant to Section 13.14 of this Code.

(l) **Exceptions.** The provision of this Subdivision shall not apply to:

(1) **Tracts With CC&Rs Approved After February 1, 1985.** One-Family Dwellings, Accessory Buildings and additions thereto within a subdivision for which a tentative or final tract map

was approved by the City of Los Angeles after February 1, 1985, and is still valid, provided that the map resulted in the establishment of covenants, conditions and restrictions governing Building height, yards, open space or Lot coverage, and provided, further, that such covenants, conditions and restrictions were recorded on or after February 1, 1985.

(2) **Additions to Dwellings Built Prior to August 1, 2010.** Any additions made after August 1, 2010, to a One-Family Dwelling existing prior to that date for which Building permits have been previously obtained, provided that:

(i) the total cumulative Residential Floor Area of all such additions does not exceed 500 square feet (excluded from calculations of this 500 square foot limitations is Floor Area devoted to required covered parking); and

(ii) the resulting Building complies with the requirements of Paragraphs (a) (Setback Requirements), (d) (Height Limits), and (f) (Grading) of this Subdivision 10.

(3) **Hillside Major Remodel.** As defined in Section 12.03 of this Code, any remodeling of a main Building on a Lot in the Hillside Area, which does not add square footage and for which the aggregate value of all the alterations within a one-year period does not exceed 50% of the replacement cost of the main Building.

(4) **Northeast Los Angeles Hillside Ordinance.** Properties subject to the Northeast Los Angeles Hillside Ordinance established by Ordinance No. 180,403, shall be exempted from Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits), and (f) (Grading) of this Subdivision 10.

(5) **The Oaks Hillside Ordinance.** Properties subject to The Oaks Hillside Ordinance established by Ordinance No. 181,136, shall be exempted from Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits), and (e) (Lot Coverage) of this Subdivision 10.

(6) **Large Active Remedial Grading Projects.** Properties with active Remedial Grading permits for 100,000 cubic yards or more which have been issued by the Department of Building and Safety – Grading Division before July 1, 2010, are exempted from Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits), and (f) Grading of this Subdivision. Such

properties shall remain subject to the provisions of Subdivision 17 of Subsection A of Section 12.21 of this Code, and Section 12.21.1 of this Code, and all other zoning and Building regulations applicable at the time Building Permits are issued. This exception shall expire 60 months after July 1, 2010.

Sec. 7. The second and third unnumbered paragraphs of Section 12.21.1 of the Los Angeles Municipal Code are replaced by the following three unnumbered paragraphs:

In the A1, A2, RZ, RMP, and RW2 Zones, and in those portions of the RD and R3 Zones, which are also in Height District No. 1, no Building or Structure shall exceed 45 feet in height. In the RA, RE, RS, R1 and R2 Zones in Height District No. 1, located in a Coastal Zone, no Building or Structure shall exceed 45 feet in height. In the RU and RW1 Zones, no Building or Structure shall exceed 30 feet in height. In the RA, RE, RS, and R1 Zones in Height District No. 1, located in a Hillside Area, as defined in Section 12.03 of this Code, no Building or Structure shall exceed the height limits established in Paragraph (d) of Subdivision 10 of Subsection C of Section 12.21 of this Code.

Notwithstanding the preceding paragraph, the following height regulations shall apply on a Lot that is not located in a Hillside Area or Coastal Zone: In the R2 Zone, no Building or Structure shall exceed 33 feet in height. In the R1, RS, or RE9 Zones, no Building or Structure shall exceed 33 feet in height; except that when the roof of the uppermost Story of a Building or Structure or portion of the Building or Structure has a Slope of less than 25 percent, the maximum height shall be 28 feet. In the RE11, RE15, RE20, RE 40 or RA Zones, no Building or Structure shall exceed 36 feet in height; except that when the roof of the uppermost Story of a Building or Structure or portion of a Building or Structure has a Slope of less than 25 percent, the maximum height shall be 30 feet.

Notwithstanding the above, when 40 percent or more of the existing One-Family Dwellings with Frontage on both sides of the block have Building heights exceeding these limits, the maximum height for any Building on that block may be the average height of the Dwellings exceeding these limits. Height limitations in Specific Plans, Historic Preservation Overlay Zones or in subdivision approvals shall take precedence over the requirements of this Section 12.21.1. This section shall apply when there are no height limitations imposed on Lots by a Specific Plan or a Historic Overlay Zone or created by a subdivision approval.

Sec. 8. Subdivision 1 of Subsection A of Section 12.21.1 of the Los Angeles Municipal Code is amended to read:

1. The total Floor Area contained in all the main Buildings on a Lot in a commercial or industrial zone in Height District No. 1 shall not exceed one-and-one-half times the Buildable Area of the Lot; for a Lot in all other zones, except

the RA, RE, RS, and R1 Zones, the total Floor Area contained in all the main Buildings on a Lot in Height District No. 1 shall not exceed three times the Buildable Area of the Lot.

For RA, RE, RS, and R1 Zoned properties not located in a Hillside Area or Coastal Zone, the total Residential Floor Area shall comply with the Floor Area restrictions for each zone. For RA, RE, RS, and R1 Zoned properties located in a Hillside Area, as defined in Section 12.03 of this Code, the total Residential Floor Area shall comply with the limits established in Paragraph (b) of Subdivision 10 of Subsection C of Section 12.21 of this Code. For RA, RE, RS, and R1 Zoned properties in a Coastal Zone not located in a Hillside Area, as defined in Section 12.03 of this Code, the total Floor Area contained in all the main buildings on a Lot shall not exceed three times the Buildable Area of the Lot.

Portions of Height District No. 1 may be designated as being in an "L" Limited Height District, and no Building or Structure in Height District No. 1-L shall exceed six Stories, nor shall it exceed 75 feet in height. Portions of Height District No. 1 may be designated as being in a "VL" Very Limited Height District, and no Building or Structure in Height District No. 1-VL shall exceed three Stories, nor shall it exceed 45 feet in height. Notwithstanding that limitation, portions of Height District No. 1-VL that are also in the RAS3 or RAS4 Zones shall not exceed 50 feet in height. Portions of Height District No. 1 may also be designated as being in an "XL" Extra Limited Height District, and no Building or Structure in Height District No. 1-XL shall exceed two Stories, nor shall the highest point of the roof of any Building or Structure located in this District exceed 30 feet in height. In the RA, RE, RS, and R1 Zones, portions of Height District No. 1 may also be designated as being in an "SS" Single Story Limit Height District, and no Building or Structure in Height District No. 1-SS shall exceed one Story, nor shall the highest point of the roof of any Building or Structure located in this District exceed 18 feet in height. For the purposes of Height District No. 1-SS, a Basement does not count as a Story when the Elevation of the upper surface of the floor or roof above the Basement does not exceed two feet in height at any point above the finished or natural Grade, whichever is lower.

EXCEPTION: A Building in Height District Nos. 1-XL, 1-VL, designed and used entirely for residential purposes, or a Building in the RAS3 or RAS4 Zones shall be limited as to the number of feet in height, but not as to the number of Stories.

Sec. 9. Subdivision 1 of Subsection A of Section 12.23 of the Los Angeles Municipal Code is amended by adding a new Paragraph (c) to read:

(c) A Building, nonconforming as to the Residential Floor Area regulations on properties zoned RA, RE, RS, and R1, not including properties in

the Coastal Zone which are not located in a Hillside Area, as defined in Section 12.03 of this Code, shall not be added to or enlarged in any manner, except as may be approved or permitted pursuant to a discretionary approval, as that term is defined in Section 16.05 B. of this Code. However, alterations, other than additions or enlargements, may be made provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

Sec. 10. The first unnumbered paragraph of Subdivision 11 of Subsection X of Section 12.24 of the Los Angeles Municipal Code is amended to read:

A Zoning Administrator may, upon application, permit Buildings and Structures on Lots in the A1, A2, and RD Zones which are located in a Hillside Area as defined in Section 12.03 of this Code to:

Sec. 11. Paragraph (a) of Subdivision 21 of Subsection X of Section 12.24 of the Los Angeles Municipal Code is amended to read:

(a) **Requirements.** If an owner seeks relief, a Zoning Administrator may permit the Grading and construction of Buildings and Structures on Lots in the A1, A2 and RD Zones, which:

Sec. 12. Subsection X of Section 12.24 of the Los Angeles Municipal Code is amended by adding a new Subdivision numbered 28 to read:

28. Single-Family Zones in Hillside Area. A Zoning Administrator may, upon application, grant the deviations outlined in Paragraph (a) of this Subdivision 28 on Lots in the R1, RS, RE, and RA Zones which are located in a Hillside Area as defined in Section 12.03 of this Code.

(a) **Zoning Administrator Authority.** If an owner seeks relief, a Zoning Administrator has the authority to grant the following deviations:

(1) **Setback Requirements.** A reduction of the Front and Side Yard setback requirements outlined in Paragraph (a) of Subdivision 10 of Subsection C of Section 12.21 of this Code for Lots fronting on a Substandard Hillside Limited Street; however, in no event shall the Side Yard be less than 4 feet.

(2) **Additions to Structures Existing Prior to August 1, 2010.** Any additions made after August 1, 2010, to a One-Family Dwelling existing prior to that date for which permits have been previously obtained which exceed the requirements of Paragraph (b) of Subdivision 10 of Subsection C of Section 12.21 of this Code, provided:

(i) the total cumulative Residential Floor Area of all such additions does not exceed 1,000 square feet; and

(ii) the resulting Building does not exceed the height of the original Building or the height permitted in Paragraph (d) of Subdivision 10 of Subsection C of Section 12.21 of this Code, whichever is greater; and

(iii) at least two off-street covered parking spaces are provided.

(3) **Height.** Exceed the maximum envelope height requirements required by Paragraph (d) of Subdivision 10 of Subsection C of Section 12.21 of this Code; however, the increase in height may not result in a Building or Structure which exceeds an overall height of 45 feet. The overall height shall be measured from the lowest Elevation point, within 5 horizontal feet of the exterior walls of a Building or Structure, to the highest elevation point of the roof Structure or parapet wall.

(4) **Lot Coverage.** Increase the maximum Lot coverage limitations as outlined in Paragraph (e) of Subdivision 10 of Subsection C of Section 12.21 of this Code, up to a maximum of 50% of the Lot area.

(5) **Grading.**

(i) Grading in excess of the maximum "by-right" Grading quantities listed in Subparagraph (1) of Paragraph (f) of Subdivision 10 of Subsection C of Section 12.21 of this Code, but in no event shall the quantities exceed the true value of 500 cubic yards plus the numeric value equal to 5% of the total Lot size in cubic yards.

(ii) For a property which fronts onto a Standard Hillside Limited Street of Larger, as defined in Section 12.03 of this Code, increase the maximum quantity of earth import or export greater than 500 cubic yards, and increase the maximum quantity of export greater than 1,000 cubic yards; calculated pursuant to Subparagraph (2) of Paragraph (f) of Subdivision 10 of Subsection C of Section 12.21 of this Code.

For a property which fronts onto a Substandard Hillside Limited Street, as defined in Section 12.03 of this Code, increase the maximum quantity of earth import greater than 375 cubic yards, and increase the maximum quantity of earth export greater than 750 cubic yards; calculated pursuant to Subparagraph (2) of Paragraph (f) of Subdivision 10 of Subsection C of Section 12.21 of this Code.

(6) **Off-Street Parking.** Reduce the number of off-Street parking spaces required by Subparagraph (2) of Paragraph (g) of Subdivision 10 of Subsection C of Section 12.21 of this Code.

(7) **Street Access.** The construction of Buildings and Structures on Lots in the R1, RS, RE, and RA Zones which:

(i) **Adjacent Minimum Roadway Width.** Do not meet the requirements of Subparagraph (2) of Paragraph (i) of Subdivision 10 of Subsection C of Section 12.21 of this Code because they front on a Substandard Hillside Limited Street improved to a roadway width of less than 20 feet.

(ii) **Minimum Roadway Width (Continuous Paved Roadway).** Do not meet the requirements of Subparagraph (3) of Paragraph (i) of Subdivision 10 of Subsection C of Section 12.21 of this Code because they do not have vehicular access from streets improved with a minimum 20-foot wide continuous paved roadway from the driveway apron that provides access to the main residence to the boundary of the Hillside Area.

(b) **Findings.** The Zoning Administrator shall find that approval of any use in this Subsection is in conformity with the public necessity, convenience, general welfare and good zoning practice and that the action will be in substantial conformance with the various elements and objectives of the General Plan, and that the approval is consistent with the following applicable findings:

(1) **Setback Requirements.** That the reduction in yards will not be materially detrimental to the public welfare or injurious to the adjacent property or improvements.

(2) **Additions to Structures Existing Prior to August 1, 2010.** That the increase in Residential Floor Area will result in a Building or Structure which is compatible in scale with existing Structures in the vicinity; and that the approval is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the vicinity.

(3) **Height.** That the increase in height will result in a Building or Structure which is compatible in scale with existing Structures in the vicinity; and that the approval is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the vicinity.

(4) **Lot Coverage.** That the increase in Lot coverage will result in a development which is compatible in size and scale with other

improvements in the immediate neighborhood; and that the increase will not result in a loss of privacy or access to light enjoyed by adjacent properties.

(5) **Grading.**

(i) That Grading in excess of the absolute maximum Grading quantities listed in Subparagraph (1) of Paragraph (f) of Subdivision 10 of Subsection C of Section 12.21 of this Code is done in accordance with the Department of City Planning – Planning Guidelines Landform Grading Manual (adopted by the City Council on June 1983), and is used to reflect original landform and result in minimum disturbance to natural terrain. Notching into hillsides is encouraged so that projects are built into natural terrain as much as possible.

(ii) That the increase in the maximum quantity of earth import or export will not lead to the significant alteration of the existing natural terrain, that the hauling of earth is being done in a manner that does not significantly affect the existing conditions of the Street improvements and traffic of the Streets along the haul route, and that potentially significant impacts to the public health, safety, and welfare of the surrounding community are being mitigated to the fullest extent feasible.

(6) **Off-Street Parking.** That the reduction of the parking requirements will not create an adverse impact on Street access or circulation in the surrounding neighborhood; and that the reduction will not be materially detrimental or injurious to the property or improvements in the vicinity in which the Lot is located.

(7) **Street Access.**

(i) That the vehicular traffic associated with the Building or Structure will not create an adverse impact on Street access or circulation in the surrounding neighborhood; and

(ii) That the Building or Structure will not be materially detrimental or injurious to the adjacent property or improvements; and

(iii) That the Building or Structure will not have a materially adverse safety impact on the surrounding neighborhood.

(iv) That the site and/or existing improvements make strict adherence to Paragraph (i) of Subdivision 10 of Subsection C of Section 12.21 of this Code impractical or infeasible.

(c) **Procedures.** An application pursuant to this Subdivision 28 shall follow the procedures set forth in Section 12.28 C.1, 2 and 3 of this Code. Except that public hearings for fences, walls, and retaining walls within required yards may not be required if the applicant submits with the application the written approval of the owners of all properties abutting, across the Street or alley from, or having a common corner with the subject property.

(1) **Import/Export (Haul Route) Review.** Upon filing an application pursuant to this Subdivision 28 for the import or export of earth materials pursuant to the authority granted in Subparagraph (5) of Paragraph (a) of this Subdivision, the Zoning Administrator shall request that the General Manager of the Department of Transportation investigate the circumstances of the proposed import or export of earth materials and the effect thereof upon the public health, safety, and welfare. The Zoning Administrator shall request the City Engineer to determine the effect of any import or export on the structural integrity of the public Streets and to determine the effect on public safety relative to Street alignment, width, and Grade.

In taking action on such Zoning Administrator Determination, the Zoning Administrator shall impose conditions of approval to mitigate any detrimental effects of the hauling operations necessary to import or export earth, including but not limited to: limiting truck weight, length and/or speed; and other conditions of approval as may be necessary to ensure repair of damages to public Streets along the hauling route that may reasonably be expected to be caused by hauling operations. Such additional conditions may include a condition that the developer shall file a bond for the benefit of the City. Any such bond shall be in a form approved by the City Attorney, executed by the developer and a corporate surety authorized to do business in the State in an amount sufficient to cover the repair of any damage to the public Streets reasonably expected to be caused by the hauling operations. The conditions of the bond shall guarantee to indemnify the City for all costs and expense in repairing the damaged Streets or other public facilities. In lieu of a surety bond, the developer may file a cash bond with the Department upon the same terms and conditions and in an amount equal to that which would be required in the surety bond. The deposit submitted may be in the form of cash or negotiable United States securities. The term of such effect until the completion of the hauling operations and subsequent inspection of the affected public Streets by the Department of Public Works.

(d) **Conditions for Approval.** In approving the uses and activities authorized in this Subdivision, the Zoning Administrator may impose those conditions he or she deems necessary to remedy a disparity of privileges and that are necessary to protect the public health, safety or welfare and assure compliance with the objectives of the General Plan and the purpose and intent of the zoning.

Sec. 13. Subsection A of Section 12.28 of the Los Angeles Municipal Code is amended to read:

A. Adjustments. The Zoning Administrator shall have the authority to grant adjustments in the Yard, area, Building line and height requirements of Chapter I of this Code. An adjustment shall not be permitted for relief from a density (Lot area per unit) or height requirement, excluding fences and hedges, if the request represents an increase of 20 percent or more than what is otherwise permitted by this Code. A request for an increase of 20 percent or more shall be made as an application for a variance pursuant to Section 12.27 of this Code, except as may be permitted by other provisions of Chapter I of this Code.

The Zoning Administrator shall also have the authority to grant adjustments in Residential Floor Area of no more than a ten percent increase beyond what is otherwise permitted by Chapter I of this Code. A request for an increase in Residential Floor Area greater than ten percent shall be made as an application for a variance pursuant to Section 12.27 of this Code, except as may be permitted by other provisions of Chapter I of this Code.

Sec. 14. Subdivision 2 of Subsection C of Section 12.28 of the Los Angeles Municipal Code is amended by adding a new Paragraph (d) to read:

(d) For R1, RS, RE, and RA Zoned properties in the Hillside Area, as defined in Section 12.03 of this Article, the Zoning Administrator must conduct a public hearing for any Adjustment or Slight Modification requests.

Sec. 15. The list contained in Paragraph (b) of Subdivision 1 of Subsection S of Section 12.32 of the Los Angeles Municipal Code is amended by adding the following new entry: "HS" Hillside Standards Overlay District.

Sec. 16. Subparagraph (2) of Paragraph (c) of Subdivision 1 of Subsection S of Section 12.32 of the Los Angeles Municipal Code is amended to read:

(2) **Additional Requirements for Application.** One or more of the owners or lessees of property within the boundaries of the proposed district may submit a verified application for the establishment of a district. An application for the establishment of a Commercial and Artcraft District, a Pedestrian Oriented District, an Equinekeeping District, a Community

Design Overlay District, a Mixed Use District, a Sign District, a Residential Floor Area District, a Neighborhood Stabilization Overlay District, or a Hillside Standards Overlay District shall contain the signatures of at least 75 percent of the owners or lessees of property within the proposed district. An application for the establishment of a Fence Height District shall contain the signatures of at least 50 percent of the owners or lessees of property within the proposed district. An application shall be accompanied by any information deemed necessary by the Department.

If establishment of a district is initiated by the City Council, City Planning Commission, or Director of Planning, the signatures of the property owners or lessees shall not be required.

Sec. 17. Subsubparagraph (iii) of Subparagraph (3) of Paragraph (c) of Subdivision 1 of Subsection S of Section 12.32 of the Los Angeles Municipal Code is amended to read:

(iii) **Time for Commission to Act on Application.** The City Planning Commission shall act on an application to establish an "O", "S", "G", "K", "CA", "POD", "CDO", "MU", "FH", "SN", "RFA", "NSO", or "HS" District within 75 days from the date of the filing of the application. The City Planning Commission shall act on an application to establish an "RPD" District within 75 days from receipt of the Subdivision Committee report and recommendation. The City Planning Commission shall act on proceedings initiated by the Council within 75 days of receipt of that action from the Council, or within the time that the Council may otherwise specify.

Sec. 18. Article 3 of Chapter I of the Los Angeles Municipal Code is amended by adding a new Section 13.16 to read:

SEC. 13.16. "HS" HILLSIDE STANDARDS OVERLAY DISTRICT.

A. Purpose. This Section sets forth procedures and guidelines for the establishment of "HS" Hillside Standards Overlay Districts in single-family residential neighborhoods in designated Hillside Areas, as defined in Section 12.03 of this Chapter, throughout the City. The purpose of the "HS" Hillside Standards Overlay District is to permit Residential Floor Area, height, and Grading limits in the R1, RS, RE, and RA zones to be higher or lower than normally permitted by this Code in areas where the proposed overlay will further enhance the existing scale of homes and/or help to preserve the existing character of the neighborhood as effectively as the limitations or requirements otherwise established in this Code; and where these changes will be consistent with the policies and objectives set forth in the applicable Community Plan.

B. Establishment of the District. The procedures set forth in Section 12.32 S of this Code shall be followed, however, each "HS" Hillside Standards Overlay District shall include only properties in the RA, RE, RS, or R1 zones. The overlay shall not generally be less than 100 acres in area; however, the 100 acres do not need to be within one contiguous boundary as long as no one subarea is less than 25 acres in area, and the entire 100 acres is located within an overall area of 200 contiguous acres. The precise boundary of a district may be adjusted for urban features such as topography, freeways or Streets/Highways. Boundaries shall be along Street Frontages and shall not split parcels. An "HS" Hillside Standards Overlay District may encompass an area, which is designated, in whole or in part, as a Historic Preservation Overlay Zone and/or Specific Plan. The "HS" Hillside Standards Overlay District shall include contiguous parcels, which may only be separated by public Streets, ways or alleys or other physical features, or as set forth in the rules approved by the Director of Planning. Precise boundaries are required at the time of application for, or initiation of, an individual overlay.

C. Development Regulations. The Department of Building and Safety shall not issue a Building permit for a residential Structure within an "HS" Hillside Standards Overlay District unless the residential Structure conforms to the regulations set forth in a specific "HS" Hillside Standards Overlay District. The development regulations for each "HS" Hillside Standards Overlay District shall be limited to changes in the numerical values of the Residential Floor Area, height, and Grading limits in the R1, RS, RE, and RA zones stated in this Chapter (Subdivision 10 of Subsection C of Section 12.21 – Paragraphs (a) Residential Floor Area, (d) Height Limits, and (f) Grading) and shall not result in a substantial deviation in approach, method of calculation, or measurement from the corresponding language already in place in this Chapter I. The development regulations shall be determined at the time the overlay is established. The development regulations shall serve to enhance the existing or envisioned character of the overlay.

Sec. 19. Subsection U of Section 19.01 of the Los Angeles Municipal Code is amended to read:

U. Hillside. Application pursuant to Section 12.21 A.17 of this Code to permit increased Lot coverage, reduced parking or additional height for One-Family Dwellings on properties designated Hillside Area on the Department of City Planning Hillside Area Map (Section 12.24 X.11); and application to permit construction of or addition to One-Family Dwellings on properties designated Hillside Area on the Department of City Planning Hillside Area Map which front onto Substandard Hillside Limited Streets, which are improved to a width of less than 20 feet; and application to permit construction of, or addition to, One-Family Dwellings on properties designated Hillside Area on the Department of City Planning Hillside Area Map on Substandard Hillside Limited Streets where providing parking requires the Grading of 1,000 or more cubic yards from the Lot (Section 12.24 X.21).

Application pursuant to Section 12.21 C.10 and Section 12.24 X.28 on properties zoned R1, RS, RE, or RA and designated Hillside Area on the Department of City Planning Hillside Area Map to:

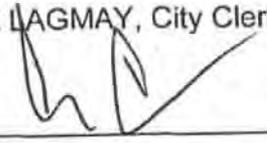
1. Reduce Front and Side Yard setback requirements;
2. Permit additions of up to 1,000 square-feet to Structures existing prior to August 1, 2010;
3. Exceed the maximum envelope height;
4. Increase the maximum Lot coverage;
5. Exceed the Grading, import and export limits;
6. Reduce the number of required off-street parking; or
7. Permit construction of or addition to One-Family Dwellings on properties which front onto Substandard Hillside Limited Streets, which are improved to a width of less than 20 feet.

Filing Fee	Fee for Each Appeal
\$4,698	85% of filing fee

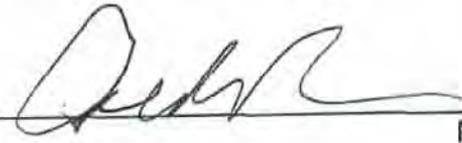
Sec. 20. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles MAR 04 2011, and passed at its meeting of MAR 18 2011.

JUNE IAGMAY, City Clerk

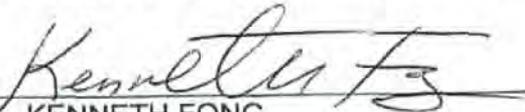
By  Deputy

Approved MAR 25 2011

 Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By 
KENNETH FONG
Deputy City Attorney

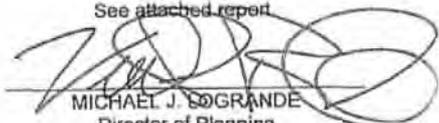
Date 2-11-2011

File No(s). CF 10-1001; CPC 2010-581-CA

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.

February 9, 2011

See attached report


MICHAEL J. SOGRANDE
Director of Planning

DECLARATION OF POSTING ORDINANCE

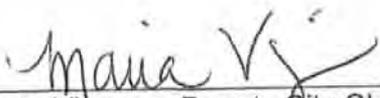
I, MARIA VIZCARRA, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 181624 – Amending Sections 12.03, 12.04, 12.21, 12.21.1, 12.23, 12.24, 12.28, 12.32, and 19.01 of, and adding Section 13.14 to, the Los Angeles Municipal Code to establish new regulations for single-family residential zoned properties (R1, RS, RE, and RA) located in the Hillside Area as defined in Section 12.03 of the Code - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **March 18, 2011**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **March 30, 2011** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **March 30, 2011** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **30th** day of **March 2011** at Los Angeles, California.



Maria Vizcarra, Deputy City Clerk

Ordinance Effective Date: **May 9, 2011**

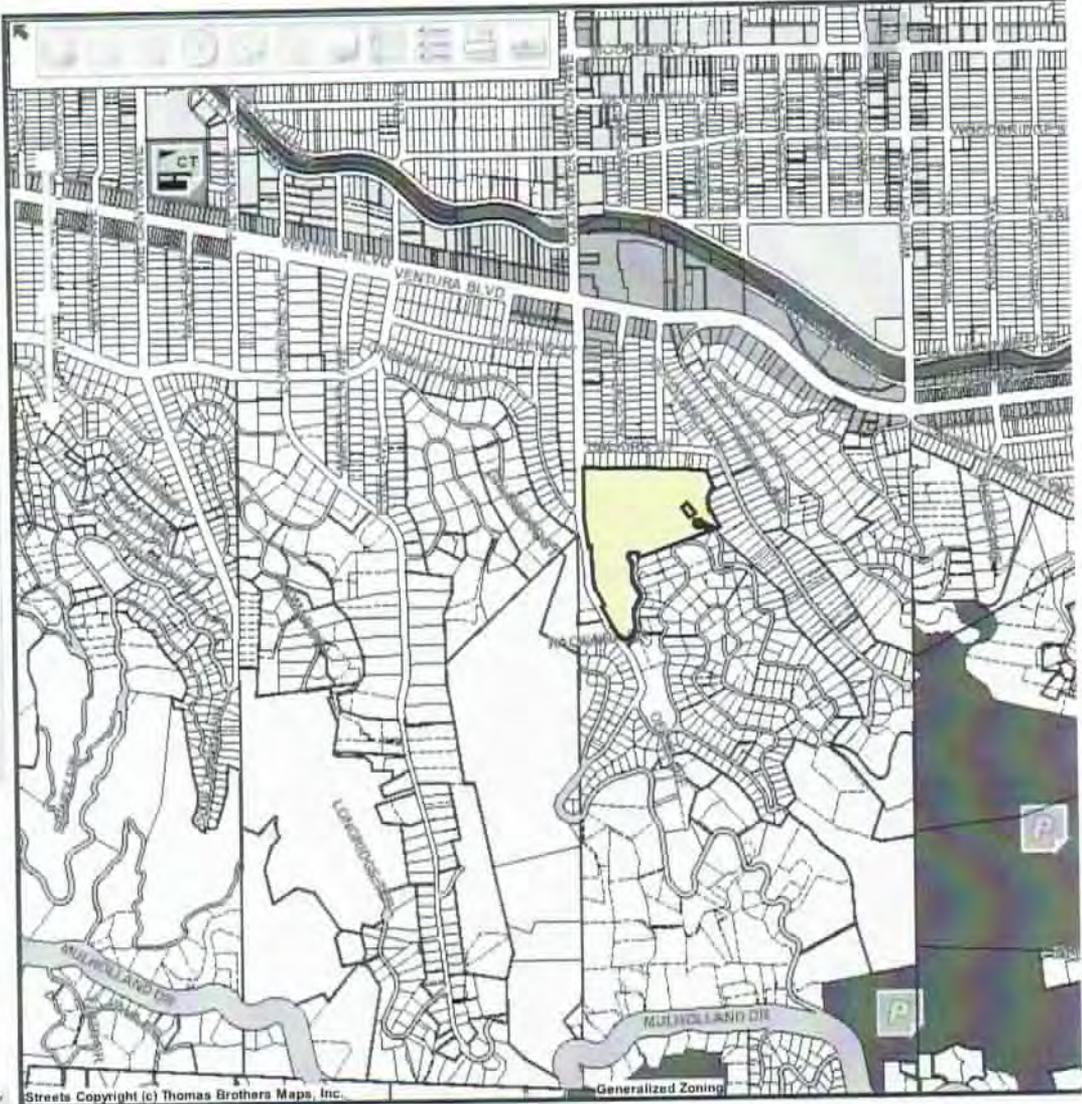
Council File No. **10-1001**

ZIMAS

3736 N COLDWATER CANYON AVE Font: A A A

Site Address	3736 N COLDWATER CANYON AVE
Site Address	12825 W HACIENDA DR
Site Address	3730 N COLDWATER CANYON AVE
Site Address	3700 N COLDWATER CANYON AVE
Site Address	3900 N COLDWATER CANYON AVE
Site Address	12749 W HACIENDA DR
Site Address	12750 W HACIENDA DR
Site Address	3800 N COLDWATER CANYON AVE
Site Address	12835 W HACIENDA DR
Site Address	12045 W HACIENDA DR
Site Address	12853 W HACIENDA DR
Site Address	12871 W HACIENDA DR
Site Address	12877 W HACIENDA DR
Site Address	3704 N COLDWATER CANYON AVE
Site Address	12887 W HACIENDA DR
Site Address	3946 N COLDWATER CANYON AVE
Site Address	3742 N COLDWATER CANYON AVE
ZIP Code	91604
PIN Number	162B161 397
Lot/Parcel Area (Calculated)	776,973.6 (sq ft)
Thomas Brothers Inc	PAGE 562 - GRID E6
Assessor Parcel No. (APN)	2384007905
Tract	TR 1000
Map Reference	M B 19-34 (SHT 34)
Block	None
Lot	PT 1111
Alt. Lot-Cut Reference	1
Map Sheet	162B161

Special Notes	None
Zoning	RE 15-1-H
Zoning Information (Z)	None
General Plan Land Use	Very Low Residential
General Plan Footprints	Yes
Hillside Area (Zoning Code)	Yes
Baseline Hillside Ordinance	Yes
Baseline Manicization	No
Specific Plan Area	None
Historic Preservation Review	Yes
POB - Pedestrian Oriented	None
Billboards	
CDG - Community Design	None
Overlay	



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Generalized Zoning

APPLICABILITY MATRIX FOR PARCEL MAP/TRACT MAP CONDITIONS CLEARANCE

Project Description	VTT, T, TT, AA, PM, PMLA			Current: PM 2004-0000 or higher TR 60000 or higher
	Pre ZI 1022:	ZI 1022:	Post ZI 1022: PM 7,000 or higher TR 35000 or higher	
Change of use	---	---	---	---
Use of land	---	---	---	---
New Construction	Single Dwelling Unit	DBS	DBS	DBS
	Two or more Dwelling Units	---	---	---
	Comm./Indust./Instit.	---	---	---
Relocation	Single Dwelling Unit	DBS	DBS	DBS
	Two or more Dwelling Units	---	---	---
	Comm./Indust./Instit.	---	---	---
Addition	Single Dwelling Unit	DBS	DBS	DBS
	Two or more Dwelling Units	---	---	---
	Comm./Indust./Instit.	---	---	---
Exterior Alteration	Single Dwelling Unit	DBS	DBS	DBS
	Two or more Dwelling Units	---	---	---
	Comm./Indust./Instit.	---	---	---
Interior Alterations	Single Dwelling Unit	DBS	DBS	DBS
	Two or more Dwelling Units	---	---	---
	Comm./Indust./Instit.	---	---	---
Demolition	Single Dwelling Unit	DBS	DBS	DBS
	Two or more Dwelling Units	---	---	---
	Comm./Indust./Instit.	---	---	---
Pool and/or Spa New or Alterations	Single Dwelling Unit	DBS	DBS	DBS
	Two or more Dwelling Units	---	---	---
	Comm./Indust./Instit.	---	---	---
Signs	On-Site	---	---	---
	Off-Site	---	---	---
	Hill Side	---	---	---
Fences and Block Walls	Non-Hill Side	---	---	---
	Underground Tank Removal and Remediation	---	---	---
	Seismic Reinforcement and Retrofitting	---	---	---

General notes or footnotes:
 1. There are two columns under each document box. When "DBS" appears in the left column, plan check engineers shall review the project's compliance with quantifiable items in the Advisory Agency Determination Letter and any development covenants. When DOL appears in the second column, a clearance shall be created for DCP's Division of Land Section (City Hall, Room 763-A). --- means no action is required.
 2. DOL's clearance is required if the project is also located in an A or RA zone or within a "K" District.

ZIMAS

3801 N COLDWATER CANYON AVE Font: A A A

Site Address: 3801 N COLDWATER CANYON AVE

Site Address: 3701 N COLDWATER CANYON AVE

ZIP Code: 91604

Pin Number: 162B161 513

Lot/Parcel Area (Calculated): 159,941.4 (sq ft)

Thomas Brothers Grid: PAGE 552 - GRID E6

Assessor Parcel No. (APN): 2385018011

Treat: TR 1000

Map Reference: M B 19-34 (SHT 34)

Block: None

Lot: PT 1112

Alt (Lot Cont Reference): 45

Map Sheet: 162B161

Special Notes: None

Zoning: **RE46-1-H**

Zoning Information (ZI): None

General Plan Land Use: **Minimum Residential**

General Plan Land Use: **Very Low Residential**

General Plan Footcatal: Yes

Hillside Area (Zoning Code): Yes

Baseline Hillside Ordinance: Yes

Baseline Mansozation: No

Ordinance: None

Specific Plan Area: None

Historic Preservation Review: No

POD - Pedestrian Oriented Districts: None

CDC - Community Design Overlay: None

NSO - Neighborhood Stabilization Overlay: No

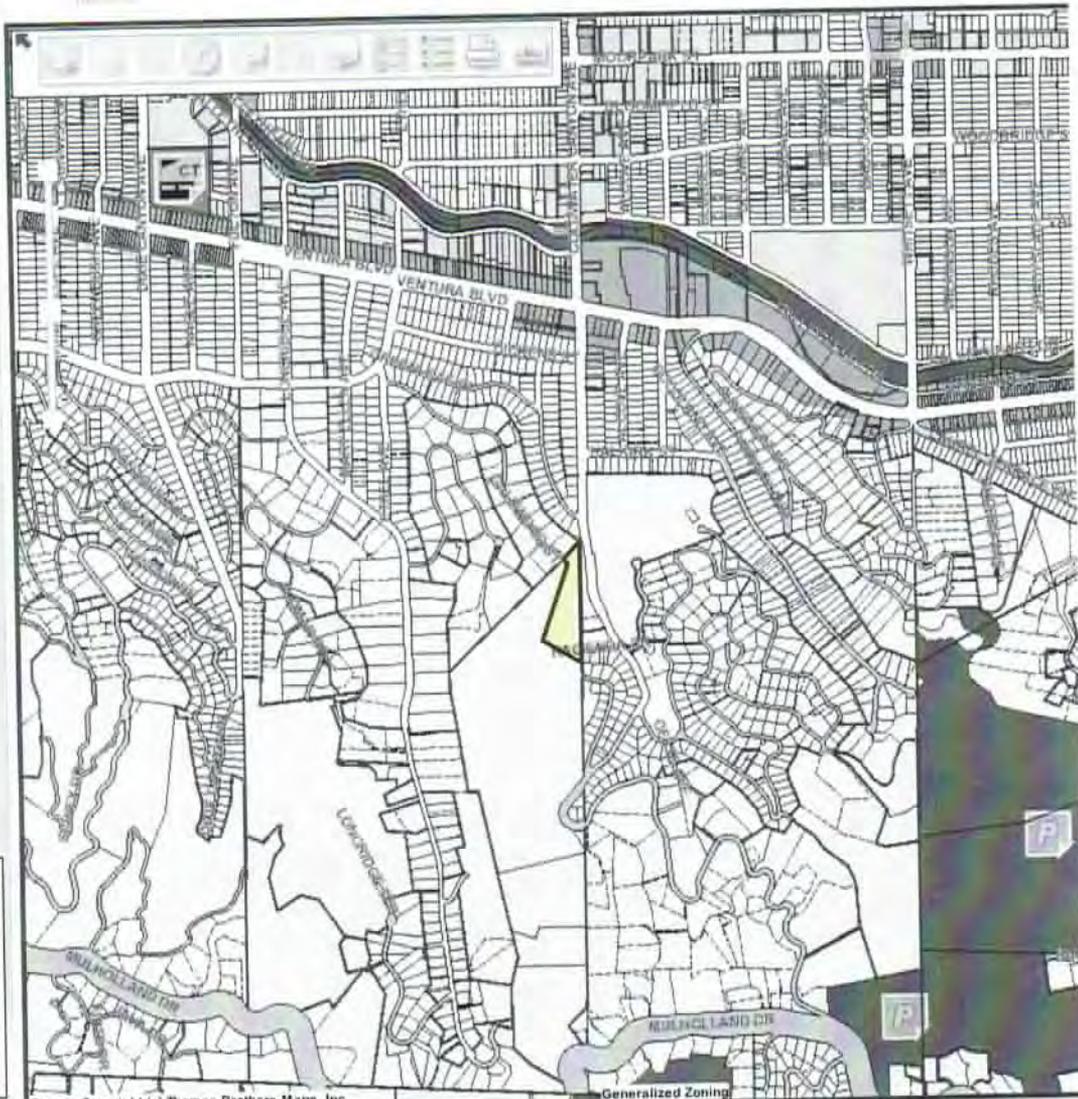
Streetscape: No

Sign District: No

Adaptive Reuse Incentive: None

Area: None

Show total area for selected parcels



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Generalized Zoning

CHATTEN-BROWN & CARSTENS LLP

TELEPHONE: (310) 798-2400
FACSIMILE: (310) 798-2402

2200 PACIFIC COAST HWY
SUITE 318
HERMOSA BEACH, CALIFORNIA 90254
www.cbcearthlaw.com

E-MAIL:
DPC@CBCEARTHLAW.COM

December 13, 2013

By Federal Express

Diana Kitching, Project Coordinator
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

DEC 17 2013

ENVIRONMENTAL
UNIT

Re: Comments on the Harvard-Westlake Parking Expansion Project Draft
Environmental Impact Report ENV-2013-0150-EIR, SCN-2013041033,
October 10, 2013

Dear Ms. Kitching:

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. Finally, the Project would require the widening of Coldwater Canyon Avenue to add new traffic lanes and additional operational changes to the road. Earth export would be 135 times the amount permitted by the City's Baseline Hillside Ordinance. Building heights would triple City maximums.

D-1

D-2

D-3

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

D-4

walls up to 87 feet in height, the Project would forever alter the character and nature of this treasured hillside community.

D-4 cont.

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

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

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

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

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hillside.

Due to the length of this letter, we provide the following Table of Contents:

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I. The Project is Unnecessary.

A. The School has Adequate Parking.

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

D-10

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.)

D-10 cont.

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.

B. 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

D-11

“far exceeds applicable parking requirements.” (Attachment 3, John Funk Letter, Feb. 16, 1994 at 3.)

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).)

D-11 cont.

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 non-compliance 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 cont.

C. The DEIR Assumes a Need for a Second Football-Sized Field.

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.

D-12

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"].)

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

D-13

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 cont.

II. 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:

D-14A

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 21081.6(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
cont'd

C. 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.

D-14B

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.

1. 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

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

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-foot high. 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. The complex will be lit at night, providing a new source of nighttime glare. 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 unsupportable and requires revision in the Final EIR.

D-15C

D-15D

D-15E

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.)

D-15F

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
cont'd

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 skybridge, 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.

D-15G

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. 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

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

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?”

D-15J

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
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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 non-urbanized site.

D-15K

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

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

In addition to the loss of scenic vistas and views of natural woodland, the visual

D-17

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 “[l]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 nightglow “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.”

D-17 cont.

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.

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

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

D-19

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.1) 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.)

D-19 cont.

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.

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

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

D-21

measure fails to mitigate the catastrophic and permanent alteration of the hillside and designated scenic landscape.

D-21

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

2. 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.

D-23

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.

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

D-24

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 cont.

a. 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.)

D-25

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.

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 section 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 unsupportable.

D-26

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.

D-27

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.)

b. 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.

D-28

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.)

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

D-29

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-30

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

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

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

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

D-34

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 cont.

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

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

D-36

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. 4 letter, 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.

D-36 cont.

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).

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

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

D-38

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.

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

D-39

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.

f. 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.

D-40

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.

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

3. 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

a. 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-

D-43

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.

D-43 cont.

(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.

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

b. 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

c. 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

d. 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).

D-47

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.

e. 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

f. 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

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.

D-50

D-50 cont.

Rather than maintaining a “balance” with the open space and surrounding residential community it will forever diminish it.

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

g. 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.

D-52

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.

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

D-53

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
cont.

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

4. 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

a. 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. 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-56

D-57

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

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

b. 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

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

D-61

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 cont.

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

d. 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

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

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

e. 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.)

D-66

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.

5. The Project Will Have Significant Impacts on Air Quality.

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

D-67

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 cont.

b. 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

c. 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

6. 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

D-70

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 Response to Comments address each of the claims raised in that letter.

D-70 cont.

a. 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 $\frac{3}{4}$ 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

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

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

The geology report fails to disclose or analyze the risk of a landslide, even though

D-74

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 cont.

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

b. 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

c. 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

D-77

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 cont.

d. 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

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

7. 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

a. 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

b. 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

D-82

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 exceedence 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 cont.

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

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

c. 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

D-85

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 cont.

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

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

III. The DEIR Fails to Adequately Consider and Analyze Reasonable Alternatives to the Project.

A. CEQA Requires Analysis of a Reasonable Range of Alternatives.

D-88

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.

D-88 cont.

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.)

D-88 cont.

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.

B. The DEIR Improperly Dismisses Viable Alternatives.

The DEIR rejects a number of viable alternatives without consideration:

1. 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.

D-89

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.

D-89 cont.

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.

2. 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

D-90

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.

D-90 cont.

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.

3. 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

C. 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

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

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

CONCLUSION

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.

D-95

December 13, 2013
Diana Kitching
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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
cont'd

Sincerely,



Michelle Black
Douglas P. Carstens

Attachments:

1. Tom Brohard & Associates, November 22, 2013 with Exhibits
2. Crain Traffic Report from 1992
3. John Funk, Paul Hastings Letter from 1994
4. Santa Monica Mountains Conservancy Letters, September 23, 2013; Nov. 4, 2013
5. Federation of Hillside and Canyon Associations Letters, August 16, 2013; December 10, 2013
6. Travis Longcore and Catherine Rich Report, December 6, 2013
7. Wilson Geosciences Report, November 7, 2013

ATTACHMENT 1

Tom Brohard and Associates

November 22, 2013

Mr. Douglas P. Carstens
Chatten-Brown & Carstens
2200 Pacific Coast Highway, Suite 318
Hermosa Beach, CA 90254

SUBJECT: Review of the Draft EIR for the Harvard-Westlake School Parking Improvement Plan in the City of Los Angeles – Traffic and Parking Issues

Dear Mr. Carstens:

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.

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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:

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

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

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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).

D-97 cont.

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.

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).

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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.

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Traffic and Parking Issues

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

- 1) 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

- 2) Passenger Car Equivalent 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

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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.

D-101 cont.

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.

- 3) 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

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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 cont.

- 4) 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.

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

- a) 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).
- b) The practicality of gaining full utilization of the second southbound travel lane when trash containers are placed in the street by the residents.
- c) 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.
- d) 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.

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Before this offer is accepted and implemented as part of the Harvard-Westlake Parking Improvement Plan, the significant issues above must be

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carefully studied and evaluated, enabling feasible mitigation measures to then be developed.

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- 5) 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

- 6) 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).

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- 7) 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

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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 ½ 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 ½ 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 0.010) is a significant traffic impact that requires further mitigation.

- 8) 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:

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- a) 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
- b) 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
- 9) 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: D-111
- a) 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.
- b) 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

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c) 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

d) 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

e) 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

10) 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.

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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

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D-116 cont.

should be analyzed and any significant traffic impacts disclosed, together with development of additional mitigation measures as may be necessary.

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.

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If you have questions regarding these comments, please call me at your convenience.

Respectfully submitted,

Tom Brohard and Associates



Tom Brohard, PE
Principal



Enclosures

Resume

Passenger Car Equivalent Articles

- Development of Passenger Car Equivalencies for Large Trucks at Signalized Intersections; ITE Journal, November 1987
- Passenger Car Equivalents for Heavy Vehicles at Freeways and Multilane Highways: Some Critical Issues; ITE Journal, March 2006
- Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County; San Bernardino County CMP, 2005 Update, Appendix C

Photographs

- Daytime Campus Parking (9 photos) – October 22, 2013
- Daytime Street Parking (9 photos) – October 22 and October 25, 2013
- Game Night Campus Parking (8 photos) – October 18, 2013

ENCLOSURE 1

Tom Brohard, PE

Licenses: 1975 / Professional Engineer / California – Civil, No. 24577
1977 / Professional Engineer / 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:

- ❖ 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.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street over I-10 as well as justifications for protected-permissive left turn phasing at I-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 I-10/Jackson Street Interchange under a Caltrans encroachment permit.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Monroe Street over I-10 as well as striping plans to install left turn lanes on Monroe Street at the I-10 Interchange under a Caltrans encroachment permit; reviewed plans to install traffic signals and widen three of four ramps at the I-10/Monroe Street Interchange.
- ❖ Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvement of the I-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway.
- ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 40 traffic signal installations and modifications.
- ❖ 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.
- ❖ Oversaw preparation of a City wide traffic safety study of conditions at all schools.
- ❖ Prepared over 500 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping.
- ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 200 street segments.
- ❖ Reviewed and approved traffic impact studies for more than 25 major developments.
- ❖ 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.

ENCLOSURE 2

Development of Passenger Car Equivalencies for Large Trucks at Signalized Intersections

by Cesar J. Molina, Jr.

The signalized intersection is the most serious capacity constraint along an urban street. If operational improvements are to be made, it is here where they can potentially yield the greatest benefits. Increasing the capacity of the intersection can be realized through signal timing optimization and improving the progression between intersections. The methodology currently used to evaluate the capacity of an intersection is based on adjusting some ideal saturation flow rate so as to reflect the prevailing traffic conditions. The ideal saturation flow rate for signalized intersections is based on an all passenger car traffic stream and is defined in the 1985 *Highway Capacity Manual* (HCM) as 1,800 passenger cars per hour of green time per lane.¹

The introduction of a truck into the traffic stream reduces the ideal saturation flow rate of the intersection because of the truck's greater length and lower performance capabilities with respect to passenger cars. The HCM accounts for trucks by multiplying the ideal saturation flow rate by a heavy vehicle adjustment factor that is based on the percentage of trucks in the traffic stream and the number of passenger cars displaced by the truck, commonly known as the truck's passenger car equivalent (PCE). Of the two components, the PCE has the greatest impact on capacity reduction. Therefore, it is critical that the PCE be accurately determined.

The research reported in this article attempted to quantitatively measure the difference in operating characteristics between passenger cars and trucks traveling straight through a level, signalized intersection. The data collected were used to develop PCE values for trucks based on truck type and position in queue. However, turning movements, roadway grades, and other factors affecting the PCE were not examined because of the study's time and financial constraints.

Review of the Literature

The term "passenger car equivalent" was introduced in the 1965 HCM and defined as "the number of passenger cars displaced in the traffic flow by a truck or a bus, under the prevailing roadway and traffic conditions."² The 1965 HCM provided an adjustment factor to the ideal saturation flow rate to account for the presence of trucks at signalized intersections. This factor appears to be calculated with a PCE of 2, an assumption supported by the claim that a truck under the best conditions is equal to two passenger cars.²

Since the 1965 HCM, much research has been done in this area. Webster and Cobbe determined that a straight-through heavy- or medium-goods vehicle had a PCE value of 1.75.³ Miller developed PCE values for through vehicles at intersections based on the additional

headway a truck would require over a passenger car.⁴ That was one of the first attempts to define equivalencies in quantitative terms. By dividing the average headway of a truck by the average headway of a passenger car, Miller determined that the PCE of a truck was 1.85. Carstens, also using the headway approach, developed a PCE value of 1.63 for a truck, where a truck was defined as a vehicle with more than four tires.⁵ A 1980 study calculated the PCE for various vehicle types based on the ratio of the total delay measured in the field to the average delay for an all-passenger car queue estimated from a simulation model. The results showed that single-unit trucks had a PCE value of 1.6 and tractor-trailers had a PCE of 2.8.⁶

In the 1985 HCM, a heavy vehicle adjustment factor (f_{HV}) was used to adjust the ideal saturation flow to account for the presence of trucks in the traffic stream. Although not reported, the PCE value used to arrive at the adjustment factor can be calculated using the following equation:

$$f_{HV} = 1/[1 + P_T(PCE - 1)] \quad (1)$$

where

- PCE = passenger car equivalent,
- f_{HV} = heavy vehicle adjustment factor, and
- P_T = percent trucks.

Using the values in Table 9-6 of the 1985 HCM, the PCE was calculated to be 1.5.

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However, this value is not the PCE of a truck but an average value used to account for all heavy vehicles (i.e., trucks, buses, and recreational vehicles) operating at the signalized intersection.

The *Canadian Capacity Guide for Signalized Intersections* presents PCE values for various vehicle types developed from a least-squares optimization procedure.⁷ The results indicate a PCE value of 1.5 for a single-unit truck, 2.5 for a combination truck, and 3.5 for a heavily loaded combination truck.

Model Development

In determining the capacity of a signalized intersection, traffic engineers start with the assumption that the ideal traffic stream consists of passenger cars departing at a constant saturation flow headway. However, the traffic stream is usually a mixture of different vehicles whose different operating characteristics cause their headways to vary greatly. To correct for this discrepancy, each vehicle type is converted into the equivalent number of straight-through passenger cars displaced, resulting in a saturation flow expressed in terms of PCE values.

The basis for the model derived in this research was the headway method. Headway data were collected for all saturated vehicles (i.e., vehicles that came to a complete or near stop in the queue before proceeding) as they crossed the stop line and then modeled using a regression equation. The values predicted by the regression analysis were then used to generate the PCE values using the following equation:

$$PCE_i = h_i/h_b \quad (2)$$

where

- PCE_i = PCE for vehicle i ,
- h_i = headway of vehicle of interest, and
- h_b = saturation flow headway of passenger car.

If h_i is replaced by h_t (truck's headway), Equation 2 relates the effect of the operating characteristics and vehicle length of a truck with respect to that of a passenger car. However, it does not measure the delay caused by a truck on the passenger cars immediately behind it. Eventually, this additional delay will dissipate as the truck reaches the normal speed of the traffic stream, at which time

the headways of the passenger cars behind the truck in the queue will be the same as the headways of the passenger cars in an all-passenger car queue. At this point, the total additional effect of the truck in the first position in queue can be expressed as follows:

$$\Delta H = \sum_{n=2}^i (\Delta h_n) \quad (3)$$

where

- ΔH = the total additional delay to the queue by the truck,
- n = position in queue of a passenger car following the truck,
- i = position of last passenger car affected by the truck, and
- Δh = the incremental delay of a passenger car because of the truck.

Modifying Equation 2 to reflect this additional effect results in

$$PCE_i = (h_i + \Delta H)/h_b \quad (4)$$

Because ΔH cannot be measured directly, the total travel time of a queue of i passenger cars with a truck can be measured and compared with the total travel time for an equivalent-size queue of passenger cars. The i th passenger car is the queue position of the last passenger car behind the truck that sustained an increase in delay because of the truck's lower acceleration rate as compared with the acceleration rate of the passenger car. Afterwards, succeeding passenger cars in the queue will not incur additional delay. This relationship can be expressed as

$$TT_{t,b_i} = L_t + h_t + \sum_{n=2}^i (h_{bn}) + \sum_{n=2}^i (\Delta h_n) \quad (5)$$

where

- TT = total travel time measured from start of green, sec;
- t_1 = truck in position one in queue;
- b_i = passenger car in position i in queue; and
- L_t = total lost time for the queue.

Similarly, an equation for the all-passenger car queue can be developed. Simply solving for ΔH and substituting into Equation 4 would yield

$$PCE_i = [(TT_{t,b_i} - TT_{b_i,b_i})/h_b] + 1 \quad (6)$$

Therefore, PCE values are based on the difference in travel times between the last passenger car affected by the truck and a passenger car in the same position in an all-passenger car queue. Because the effect of the truck has dissipated at this vehicle position, PCE values calculated from the travel times of any succeeding vehicles should remain constant if i really is the last vehicle affected.

Equation 6 can be modified to determine the PCE for any truck type in any position in queue. However, this equation implicitly assumes that only one truck is in the queue, with the rest of the vehicles being passenger cars. Otherwise, PCE values would have to be developed for a large number of combinations that would have little practical use. Therefore, PCE values were generated for only one truck in a queue with the position of the truck varying from one to ten. The general form of the equation used to calculate the PCE values is:

$$PCE_{i,k} = [(TT_{t,b_i} - TT_{b_i,b_i})/h_b] + 1 \quad (7)$$

where

- j = type of truck (i.e., S.U., five-axle), and
- k = the position of the truck in the queue.

Study Procedure

Data Collection

Data were collected at one intersection in each of three Texas cities using an automatic data collection system developed at the Texas Transportation Institute (TTI). At each site, two lanes were studied and data were collected for four 2-hour periods on two consecutive days; 2 hours in the morning peak, 4 hours in the off-peak, and 2 hours in afternoon peak. Except for 15 minutes of light rain at one of the sites, all the data were collected under good weather conditions. Data were collected for each cycle individually (i.e., each cycle provided one observation toward the final data set).

A total of four vehicle classes were analyzed: passenger cars; two-axle, single-unit trucks; three-axle, single-unit trucks; and five-axle combination trucks. The data were sorted according to vehicle classification and within each vehicle class into ten subclasses with the queue position of the vehicle of interest

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varying from position one to ten. Over 13,000 vehicles were analyzed for this study.

Data Analysis

The purpose of the statistical analysis was to develop a regression equation that predicts total travel time based on the vehicle's queue position. Total travel time is defined as the time for a vehicle's rear axle to cross the stop bar from its position in queue (i.e., the vehicle's elapsed travel time).

The first step in the process was to analyze the passenger car data set. Past research suggests that the headways of passenger cars departing from a signalized intersection will start at a high value and eventually drop down to a constant value.^{8,9} Because the total travel time is actually cumulative headways, the total travel time should initially increase nonlinearly, then at a constant rate after some point. A statistical analysis indicated that the headways were constant after the seventh position in queue with an average value of 1.79 seconds, which was rounded to 1.8 seconds. A second-order polynomial was fitted to the first seven positions using a weighted regression technique, which accounted for the increased variability in headways as queue position increased.

This same methodology was used on the truck data sets. A regression equation was developed for each position analyzed from the position where the truck was located toward the end of the queue. Because the data sets were small, it was not possible to determine statistically when the headways of the passenger cars behind the truck reached a constant headway. As the PCE was calculated when the headway reached a constant value, it was critical to ascertain exactly when this occurred. Therefore, it was assumed that passenger cars traveling behind a truck would eventually reach the same constant headway as the passenger cars in an all-passenger car queue. As a result, when the regression equation predicted that the passenger cars would reach the saturation flow headway of 1.8 seconds, the PCE was calculated at that position.

In developing the regression equations, the question arose as to how little data could be used to develop a regression equation with any degree of confidence. It was decided that the truck po-

sition that was being examined must contain at least five observations and the succeeding three passenger car positions must have a combined value of at least 15 observations, with the smallest value per position being no less than four observations. This was done so that the equation developed could reasonably predict the travel time for a passenger car at least three positions behind the truck in the queue.

Study Results

Passenger Car Equivalents

Using the regression equations developed for the passenger car and truck data sets, the PCE for each truck type at various positions in the queue was determined using Equation 7. The proposed method of determining the PCE is based on total delay inflicted by a truck on the passenger car stream; therefore, the PCE equation must be applied at the vehicle position where the truck's effect has dissipated (i.e., at position i). To determine the PCE of a given truck type in a given queue position, the total travel time of a passenger car in position i was compared with the travel time for a passenger car in the equivalent position in an all passenger car queue.

The first truck class that was analyzed was the five-axle truck class. Figure 1

shows the regression lines for the all passenger car queue and a five-axle truck in position one in the queue. As illustrated, the difference in travel time is initially large, but grows smaller with each succeeding vehicle. At approximately position nine, the incremental increase in travel time between the two queues is zero. This is position i for a queue with a five-axle truck in position 1.

Also shown in Figure 1 is an additional regression line for a five-axle truck in position three in the queue. In this case, the i position occurs at queue position six. This same procedure was used for the remainder of the truck regression lines and then repeated for the two- and three-axle truck classes.

As a final step, a regression analysis was conducted on the PCE values developed for each truck class. The purpose was twofold: (1) to determine if the values generated were statistically different from each other; and (2) if so, to develop an equation that could interpolate the PCE values for the positions where there was insufficient data to develop a value.

A first-order linear regression was performed on the two-axle, single-unit truck class. The results suggest that the PCE values for the various queue positions were statistically identical; therefore, the average of these values was

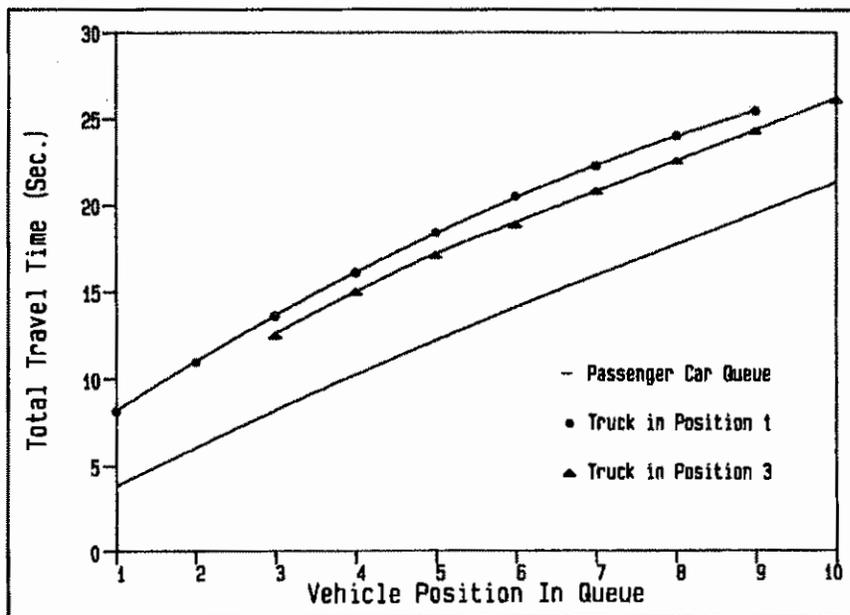


Figure 1. Regression lines for all-passenger car queue and five-axle truck in positions 1 and 3.

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used as the PCE values for each position in queue. The same procedure was applied to the three-axle, single-unit truck class. As before, the test suggested that the values were statistically identical, which means that the average of the PCE values can be used in place of the actual values. A first-order regression equation was also fitted to the PCE values for the five-axle truck class. The results indicated that the nonintercept term was significant; however, the PCE values appeared to follow an exponential curve. Therefore, the independent variable was transformed by taking its logarithm and another first-order regression equation was fitted to the PCE values. Table 1 lists the PCE values developed from this additional regression analysis.

Effects on Capacity

For the practicing engineering community, the matrix of PCE values listed in Table 1 is of little use. The time and effort required to obtain the data necessary to use these values would be enormous. A practical solution would be to condense the values into two categories: one for light trucks (delivery trucks) and one for heavy trucks (18-wheelers). Because of their similar size, usage, and performance, the two single-unit truck classes were combined to form the light truck class.

To determine the PCE for the light truck class, a weighted average for the two single-unit truck classes was used. The proportion of the total observations in each truck class was multiplied by its PCE to obtain an average PCE value of 1.7. The PCE value for the heavy truck class was determined in a similar fashion and resulted in an average PCE value of 3.7.

As noted previously, the 1985 HCM uses a heavy vehicle adjustment factor to modify the capacity of a signalized intersection to account for the presence of trucks. Expanding this methodology to account for light trucks and heavy trucks separately, the following equation was developed:

$$f_{HV} = 1/[1 + P_{HT}(E_{HT} - 1) + P_{LT}(E_{LT} - 1) + P_R(E_R - 1) + P_B(E_B - 1)] \quad (8)$$

where

P = percent of vehicle type in the

Table 1. Predicted PCE Values for Various Truck Types

Truck Type	Truck Position in Queue						
	1	2	3	4	5	6	7
Two-Axle, single unit	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Three-Axle, single unit	2.0	2.0	2.0	2.0	2.0	2.0	*
Five-Axle combination	4.1	3.9	3.7	3.6	3.4	3.2	3.1

*Signifies insufficient data to develop a PCE.

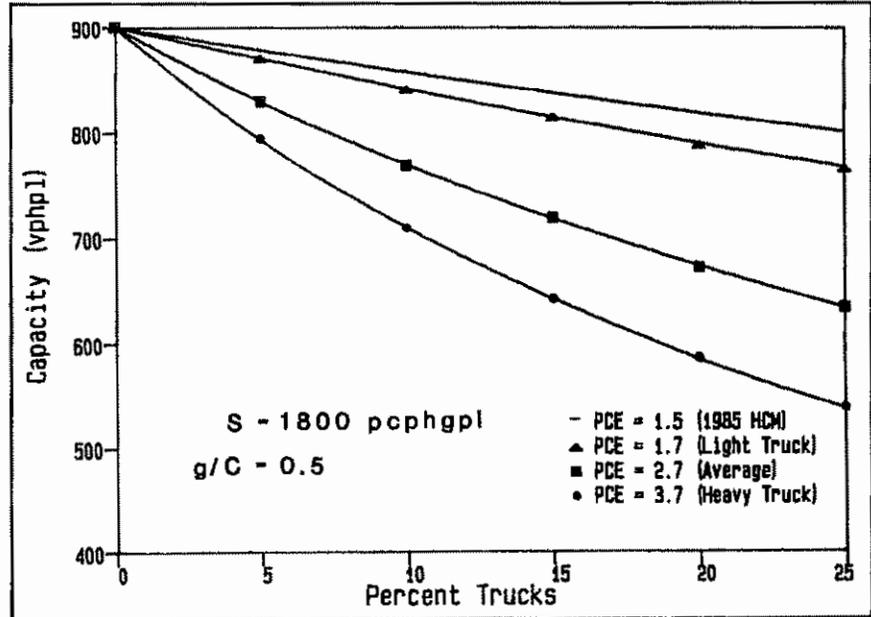


Figure 2. Comparison of capacity reduction resulting from various PCE values.

traffic stream,
 E = passenger car equivalent of the vehicle type,
 HT = heavy truck,
 LT = light truck,
 R = recreational vehicle,
 B = bus, and
 f_{HV} = heavy vehicle adjustment factor.

Using Equation 8, light and heavy trucks can be combined (along with other vehicle types) according to the proportion of these vehicle types in the traffic stream. Figure 2 shows a graph of the capacity reduction because of different truck percentages and PCE values. The four lines show the capacity reduction resulting from a PCE value of 1.5 used in the 1985 HCM, a PCE value of 1.7 proposed in this study for a light truck population, a PCE value of 3.7 proposed in this study for a heavy truck population, and an average PCE value of 2.7 representing an even mixture of light and heavy trucks.

For a typical urban intersection with 10% trucks and a truck population consisting mainly of light trucks, the differ-

ence in capacity that would result if the PCE value in the HCM were used as opposed to the proposed light truck PCE value would be a mere 2%. This small overestimation of capacity appears insignificant, but if the intersection had an even mixture of heavy and light trucks, the HCM would overstate the capacity by 11%. For the extreme case where the truck population consists of only heavy trucks, the overestimation of capacity would be more than 17%.

By using the adjustment factors found in the 1985 HCM, the resulting saturation flow will produce an inflated capacity value if there are a significant number of large trucks in the traffic stream. Furthermore, because the green splits are based on the saturation flow, the resulting signal timing will not accurately reflect the existing traffic conditions. This may lead to long queues and large delays on some phases and underutilization of others. (For a more detailed discussion of the results presented in this article, the interested reader should examine TTI Research Report 397-2.¹⁰)

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Conclusions

This study looked at the effect of a truck on the saturation flow of a signalized intersection and developed PCE values for three types of trucks. Based on the results of this study, the following can be concluded:

- Truck type affects the size of the PCE.
- Position of vehicle in queue did not significantly affect the PCE value for the two- and three-axle, single-unit trucks typically found in urban areas. This is probably because trucks of this size are not commonly hauling a great deal of weight with respect to the power of their engine.
- Position of vehicle in queue has a very pronounced effect on the PCE value of large five-axle combination trucks. These trucks are typically more heavily loaded in addition to their greater length. These two factors result in a large initial PCE value; however, as the position of the truck is further back in the queue, the truck has the opportunity to accelerate up to speed, thereby reducing its PCE value.
- The position of the last vehicle incrementally affected by the truck varies with truck type and position of the truck in the queue. The last vehicle affected by the truck can range from three to eight vehicle positions behind the truck.

Recommendations

The results of this study indicate that there is a need to distinguish between different truck types when analyzing the capacity of a signalized intersection. Large five-axle truck combinations were found to have a significantly higher effect on the capacity of a signalized intersection than the smaller single-unit trucks. The 1985 HCM accounts for the presence of heavy vehicles through the use of a heavy vehicle adjustment factor. This factor is based on a PCE of 1.5, which is assumed to be the average PCE for trucks, buses, and recreational vehicles. When the traffic stream contains a significant number of heavy trucks, a larger PCE effect would be expected. This effect should be accounted for in the estimation of the intersection's capacity. Based on the results of this study the following are recommended:

- The heavy vehicle adjustment factor equation should be modified to ana-



Cesar J. Molina, Jr., (right) receives the 1987 Student Paper Award from Walter H. Kraft, ITE International president. The award was presented at ITE's 57th Annual Meeting in New York City in August 1987.

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lyze the effects of both light and heavy trucks in addition to buses and recreational vehicles. Therefore, it is recommended that Equation 8 of this article be used.

- PCE values of 3.7 and 1.7 should be used for heavy and light vehicles, respectively, when using Equation 8 to calculate the heavy vehicle adjustment factor for estimating capacity at a signalized intersection.

Further research into the development of PCE values for large trucks at signalized intersections is recommended. The effects of turning maneuvers and grades on the PCE value of large trucks needs to be examined as they were outside the scope of this study.

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ENCLOSURE 3

Passenger Car Equivalents for Heavy Vehicles at Freeways and Multilane Highways: Some Critical Issues

THIS FEATURE DISCUSSES SOME CRITICAL ISSUES RELATED TO THE CONCEPT AND USE OF PASSENGER CAR EQUIVALENCY (PCE) FACTORS FOR HEAVY VEHICLES THAT ARE INCLUDED IN THE HIGHWAY CAPACITY MANUAL (HCM) PROCEDURES FOR FREEWAYS AND MULTILANE HIGHWAYS. PRACTICAL INSIGHTS INTO THE LIMITATIONS AND APPROPRIATE USE OF THE CURRENT HCM PCE FACTORS ARE INCLUDED.

BY AHMED AL-KAISY, PH.D.

INTRODUCTION

One of the important issues affecting the accuracy of traffic analyses is heterogeneity in the vehicular traffic mix that composes a traffic stream. Typically, the majority of vehicles in a traffic stream are passenger cars or vehicles that are similar to passenger cars in physical characteristics and performance, such as sport utility vehicles, pick-up trucks and minivans.

Heavy vehicles, which usually constitute the remaining smaller proportion of a traffic mix, are larger in dimension and often inferior to passenger cars in performance. Heavy vehicles consist mainly of trucks used in freight transportation, larger buses and recreational vehicles. Despite being the smaller proportion of vehicular traffic, heavy vehicles are known for their important impacts on the traffic stream.

Historically, the effect of heavy vehicles on traffic flow has been accounted for through the use of passenger car equivalency factors. These factors are intended to approximate the effect of heavy vehicles and are expressed as multiples (of the effect) of an average passenger car.

In the United States, the *Highway Capacity Manual* (HCM) provides passenger car equivalents (PCEs) for use in capacity and level of service (LOS) analyses. Using PCEs, a heterogeneous mix of vehicles in a traffic stream can be expressed in a standardized unit of traffic, such as passenger car. PCEs are considered essential in carrying out most traffic analyses.

BACKGROUND

The first edition of HCM treated the presence of heavy vehicles in the traffic stream in a very simplistic manner. Specifically, a single factor of 2.0 was

used to represent the impact of heavy vehicles on multilane highways in level terrain. In other words, trucks had the same effect as two passenger cars.¹

The subsequent edition of HCM provided a more sophisticated treatment of the effect of heavy vehicles on traffic flow and introduced the term "passenger car equivalent."² The most important feature of this treatment was the fact that PCEs were a function of LOS. Specifically, PCE factors were classified into two groups. The first group applied to LOS A through C; the second group applied to LOS D and E.

The 1985 HCM included a different treatment of the effect of heavy vehicles based on research that had been conducted since the preceding edition in 1965.³ Although the use of the PCE concept continued in that version, PCEs included in freeways and multilane highway procedures were not sensitive to LOS (PCEs were applicable to any LOS).

In addition, three different sets of PCEs on upgrades were provided for heavy vehicles with different levels of vehicle performance as measured by weight-to-power ratio. Those sets of PCEs corresponded to heavy vehicles with 100, 200 and 300 lb/hp, respectively.

The most recent version of HCM provides a simplified (and more approximate) approach to quantifying the effect of heavy vehicles on the traffic stream compared with the 1965 and 1985 HCM editions.⁴ These procedures employ PCEs that represent the full spectrum of heavy vehicles in the traffic mix regardless of performance and the full range of traffic conditions regardless of LOS. In other words, PCEs are not sensitive to the performance of heavy vehicles or traffic level.

Since the introduction of PCEs in 1965, many researchers have tried to

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quantify the effect of heavy vehicles on traffic flow by developing HCM-like PCE factors using different methodologies and equivalency criteria.⁵⁻¹¹ Although a few of those studies utilized field data, most used traffic simulation to derive PCEs for a wide range of traffic and geometric conditions.

PASSENGER CAR EQUIVALENTS: SOME CRITICAL ISSUES

This feature aims to shed light on some important issues critical to the understanding of the effect of heavy vehicles on traffic flow and, therefore, on the use of PCEs for heavy vehicles in traffic analyses.

Mechanism of Heavy Vehicles' Effect

The effect of heavy vehicles on traffic flow is mainly attributed to two important factors: physical dimensions and performance. Compared with passenger cars, heavy vehicles are known for their larger dimensions, inferior acceleration performance and lower maximum speeds on steep and/or relatively long upgrades.

The role of these differences on the effect of heavy vehicles varies under different traffic and geometric conditions. In this regard, three important factors are closely related to the different mechanisms of the effect of heavy vehicles:

- Terrain: level, rolling and mountainous terrains
- Traffic regime: unsaturated versus saturated conditions
- Traffic level for unsaturated conditions

Terrain: On highway segments with level grade and free-flow (unsaturated) conditions, the effect of heavy vehicles is mainly related to their physical dimensions. Specifically, heavy vehicles generally are larger than passenger cars and the average gaps in front of and behind heavy vehicles are larger than those associated with passenger cars. Under these conditions, the effect of their performance on traffic flow typically is minimal because they are able to travel at speeds generally close to the average speed of passenger cars.

However, a speed differential between passenger cars and heavy vehicles may exist on level freeway segments due to different speed limits imposed by high-

way authorities, increasing the effect of heavy vehicles.

The mechanism of the effect of heavy vehicles on upgrades under unsaturated conditions differs significantly from that described on level highway segments. Besides their larger dimensions and larger headways, heavy vehicles usually exhibit inferior performance on upgrades. Speeds of heavy vehicles normally decline as they travel on upgrades until they eventually reach crawl speeds (if the upgrade is of sufficient length).

A crawl speed is a limiting speed mainly determined by weight-to-power ratio and grade percentage. Crawl speed could be considerably lower than the average speed of passenger cars on a specific upgrade. On steep upgrades, the impact of speed differential may far exceed the impact of physical dimensions and larger headways described earlier. It should be clear that the impact of heavy vehicles on downgrades is relatively comparable to level terrain because engine performance is not much of an issue in determining their effect.

Traffic Regime: After the onset of congestion (forced-flow conditions), the mechanism of the effect of heavy vehicles imposes a greater impact on the traffic stream compared with steady flow conditions. Acceleration-deceleration cycles, a condition normally experienced during queuing or stop-and-go operations, introduce another inconsistency between the behavior of passenger cars and heavy vehicles within the traffic mix. The acceleration performance of heavy vehicles is different from that of passenger cars. This aspect of heavy vehicles' performance applies to all types of terrain (level highway segments and upgrades).

It is important to remember that the PCE factors used in the current HCM procedures account for the effect of heavy vehicles' dimensions and performance only under steady-state conditions. The inferior acceleration performance exhibited after the onset of congestion is not incorporated. Because capacity often is realized at saturated (bottleneck) operations, the use of HCM PCEs for demand-capacity analysis during queuing operations is expected to underestimate the effect of heavy vehicles.

Traffic Level (Unsaturated Conditions): Under steady-state conditions, the effect of heavy vehicles on traffic flow is expected to vary with the prevalent traffic level. This effect primarily is a function of the interaction between heavy vehicles and other smaller vehicles in the traffic stream. At low volumes, it is reasonable to expect that larger and slow-moving vehicles would have only a small effect on traffic flow. As traffic volume increases, the effect would be expected to increase due to the greater interaction between heavy vehicles and other smaller vehicles in the traffic mix.

In support of this argument, a few studies reported that PCE factors increase steadily as traffic level increases.¹² The 1965 HCM is consistent with this argument. It provides two sets of passenger car equivalents: one for favorable operating conditions (LOS A through C) and another for less favorable conditions (LOS D and E). However, the PCEs employed by the capacity analysis procedures for freeways and multi-lane highways in the subsequent versions of HCM are not sensitive to traffic levels.

Equivalency Criteria

Although they are essential in carrying out capacity analyses, PCE factors have been the subject of an old and long argument about the definition of equivalency and the basis for deriving their numerical values. This is partly due to the loose definition of PCEs in subsequent versions of HCM and the simplistic approach often used in developing PCEs.

The definition of equivalency in the 1965 HCM is "the number of passenger cars displaced in the traffic flow by a truck or a bus, under the prevailing roadway and traffic conditions."¹³

This definition is so general that it virtually could encompass any criterion as a basis for equivalency. The 1965 HCM utilized average speed as the criterion to derive PCE factors for freeways and multi-lane highways.

In the 1985 HCM, equivalency is defined as "the number of passenger cars that would consume the same percentage of the *freeway's capacity* as one truck, bus, or recreational vehicle under prevailing roadway and traffic conditions."¹⁴

This definition is more specific than that of the 1965 HCM because it

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restricts the equivalency to a single criterion: capacity (traffic flow rate).

However, an investigation of the available literature shows that PCE factors provided in the 1985 HCM were derived using average speed as an equivalency criterion.¹⁵ This raises serious questions about the consistency between the PCE concept as defined in HCM and the numerical values provided in the analytical procedures of that same document.

The most recent edition of HCM defines PCE as "the number of passenger cars displaced by a single heavy vehicle of a particular type under specified roadway, traffic and control conditions."¹⁶

Average density in the traffic stream was used as the equivalency criterion in developing the PCE factors. It was deemed that this traffic parameter, which is an indicator of proximity to other vehicles in the traffic stream, directly relates to drivers' perception of the quality of service.

Traditionally, most previous research on PCEs utilized the same parameters as those used to measure LOS as a basis for equivalency. This was stated explicitly by Krammes and Crowley: "The basis for equivalence should be the parameters used to define LOS for the roadway type in question."¹⁷

Apparently, this statement is based on an implicit assumption that those PCEs are intended for use in LOS analyses. This approach is shared by the recent version of HCM as well as most previous studies, which addressed heavy vehicles' effect on different types of highway facilities.

Although using the above approach in assessing heavy vehicles' effect may be appropriate for LOS analyses, its use for other traffic analyses may involve a significant amount of approximation and error.

Application Type

The effect of heavy vehicles on the capacity of a bottleneck may be different from their effect on average density at relatively low traffic levels (unsaturated conditions). This is mainly related to the different mechanisms of heavy vehicles' effect during the two different traffic regimes that were described earlier in this feature.

Under queuing operations, the acceleration/deceleration performance of heavy vehicles may become a major

determinant of their effect on the traffic stream. Under steady-state operations, physical dimensions and larger headways may contribute more to the effect of heavy vehicles.

This may indicate an important limitation in the HCM procedures that normally provide a single set of PCE factors for use in capacity and LOS analyses. The above example suggests that, although those PCEs may provide a reasonable approximation of heavy vehicles' effect for LOS analysis, it may not be appropriate for use in determining capacity. Because capacity is a very important input to many traffic analyses, capacity-based PCE factors need to be developed for heavy vehicles using an appropriate equivalency criterion that reflects at-capacity (saturated) operations.

A study by Al-Kaisy, Hall and Reisman utilized the queue discharge flow from a bottleneck as an equivalency criterion in developing PCE factors for forced-flow (saturated) conditions.¹⁸ Another study by Fan utilized volume-to-capacity ratio instead of average density as a criterion to develop capacity-based PCE factors for capacity applications.¹⁹ Although it should be clear that the HCM procedures for freeways and multilane highways are applicable only to free-flow conditions (LOS A to LOS E), the PCEs provided in those procedures are used in estimating highway capacity as well.

The previous argument suggests that the equivalency criterion for PCEs needs to reflect the application at hand or, in other words, needs to be application-sensitive. This understanding of the basis for selecting the equivalency criteria was expressed by Van Aerde and Yagar:²⁰

"Passenger car equivalents have generally been assumed to be similar for capacity, speed, platooning, and other types of analysis. This notion appears to be incorrect and is perhaps one of the main sources of discrepancies among the various PCE studies."

Heavy Vehicle Mix

The effect of individual heavy vehicles on traffic flow is expected to vary due to variations in physical dimensions, vehicle weight, engine performance, aerodynamic features and loading status (unloaded, par-

tially loaded, or fully loaded). This heterogeneity is expected to vary by location and time. From a practical point of view, the extensive heterogeneity is very difficult to model at best.

Therefore, it is reasonable to expect that the current system of PCE factors, which is insensitive to heavy vehicle mix, would involve a fair amount of approximation in modeling the effect of heavy vehicles.

Historically, performance measured in weight-to-power ratio has been perceived as the most important determinant of heavy vehicles' effect, particularly on upgrades, and is used as the basis to account for heavy vehicle mix in practice. This ratio is a function of engine power, vehicle weight and cargo weight.

Traditionally, two approaches were followed in quantifying heavy vehicles' performance for the purpose of PCE use: a discrete approach and an aggregate approach. The discrete approach divides heavy vehicles into categories of performance and provides PCE factors for each of those categories. This approach has the advantage of being more detailed and more accurate in the following situations:

- Microscopic analyses in which the effect of a specific heavy vehicle (or type of vehicle) with a known weight-to-power ratio is investigated.
- Macroscopic analyses in which the average weight-to-power ratio of the mix can be estimated.

This approach was followed in the 1985 HCM, in which three sets of PCE factors on upgrades were provided for three different performance categories of 100, 200 and 300 lb/hp, respectively.

The aggregate approach provides one set of PCE factors based on the average weight-to-power ratio of a "typical" heavy vehicle mix. The advantage is that it does not require information about heavy vehicles' weight and performance on the facility under investigation. The main drawback is that it does not allow the analyst to accurately estimate the effect of heavy vehicles should information on weight and performance be available.

Furthermore, it is illogical to expect that a single value for average weight-to-power ratio could represent the heavy

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vehicle mix on all freeways and multilane highways nationwide with reasonable accuracy. The current edition of HCM follows this aggregate approach and provides a single set of PCE factors that is applicable to any mix of heavy vehicles.

SOME PRACTICAL CONSIDERATIONS

In light of the critical issues presented in this feature, it is important to provide a few practical considerations regarding the use of PCE factors in performing various analyses.

- One of the important issues that traffic engineers deal with on a regular basis is the analysis of queues and congestion. The HCM PCE factors were shown to be inappropriate for those applications. A set of PCE factors for congested conditions published in a recent study could be a useful resource until more formal PCE factors become available in HCM.²¹
- With regard to heavy vehicle mix, traffic engineers and practitioners should be aware that the current HCM PCE factors for free-flow conditions were derived for an average weight-to-power ratio of 100 kg/kW (equivalent to 164 lb/hp). This average weight-to-power ratio is considered somewhat conservative when compared to empirical observations that were reported in two recent studies on interstate highways.^{22,23} Therefore, the use of HCM PCE factors should provide for conservative analysis and design with respect to the general mix of heavy vehicles on interstate and multilane highways.
- It is important to use the queue discharge flow rate (bottleneck capacity) as an equivalency criterion in developing PCE factors for use in determining capacity and the analysis of queues and congestion. On the other hand, the equivalency criterion for performance under free-flow conditions should be the same as the performance measure used to assess the quality of service.

CONCLUDING REMARKS

PCE factors for heavy vehicles are an effective means to account for the pres-

ence of heavy vehicles in the traffic stream in performing traffic analyses. Traditionally, those factors are included in the HCM procedures for various highway facilities. This feature discusses some critical issues concerning the concept and use of HCM PCE factors at freeways and multilane highways and provides a few practical considerations. Understanding these issues is important to appreciate the limitations and appropriate use of HCM PCE factors. ■

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D-119
cont.

ENCLOSURE 4

APPENDIX C

**GUIDELINES FOR CMP TRAFFIC IMPACT ANALYSIS REPORTS
IN SAN BERNARDINO COUNTY**

D-120

- signalized intersection or system should be 130 seconds.
- 10 second minimum phase time, including change interval.
- Average arrivals, unless a coordinated signal system dictates otherwise.
- Ideal lane width (12 feet).
- 2 second lost time/phase.
- "Required" solution if analysis by Webster.
- Exclusive right turn lane is assumed to exist if pavement is wide enough to permit a separate right turn, even if it is not striped. (Minimum 20' from curb line to lane stripe.)
- A full saturation flow rate can be assumed for an extra lane provided on the upstream of the intersection only if this lane also extends at least 600 ft downstream of the intersection (or to the next downstream intersection).
- PHF = 0.95 for future analysis.
- The lane utilization factor may also be set at 1.00 when the v/c ratio for the lane group approaches 1.0, as lanes tend to be more equally utilized in such situations.
- For light duty trucks (such as service vehicles, buses, RV's and dual rear wheels) use a PCE of 1.5. For medium duty trucks with 3 axles use a PCE of 2.0. For heavy duty trucks with 4 axles, use a PCE of 3.0.

- Industrial, warehousing and other Projects with high truck percentages should convert to PCE's before applying thresholds.
- When field saturation flow rates and any special intersection characteristics are not available, the following field adjusted saturation flow rates are recommended for analysis.

Existing and Opening Day Scenarios

- Exclusive thru: 1800 vphgpl
- Exclusive left: 1700 vphgpl
- Exclusive right: 1800 vphgpl
- Exclusive double left: 1600 vphgpl
- Exclusive triple left: 1500 vphgpl or less

Future Scenarios

- Exclusive thru: 1900 vphgpl
- Exclusive left: 1800 vphgpl
- Exclusive double left: 1700 vphgpl
- Exclusive right: 1900 vphgpl
- Exclusive double right: 1800 vphgpl
- Exclusive triple left: 1600 vphgpl

Note: Existing field saturation flow rates should be used if they are available

D-120
cont.

ENCLOSURE 5



Figure 1 - Harvard-Westlake Campus Parking 10/22/13 - approx 11:50am



Figure 2 - Harvard-Westlake Campus Parking 10/22/13 - approx 11:50am



Figure 3 - Harvard-Westlake Campus Parking 10/22/13 - approx 11:50am



Figure 4 - Harvard-Westlake Campus Parking - 10/22/13 - approx 11:50am

D-121
cont.



Figure 5 - Harvard-Westlake Campus Parking - 10/22/13 - approx 11:50am



Figure 6 - Harvard-Westlake Campus Parking - 10/22/13 - approx 11:50am

D-121
cont.



Figure 7 - Harvard-Westlake Campus Parking - 10/22/13 - approx 11:50am



Figure 8 - Harvard-Westlake Campus Parking - 10/22/13 - approx 11:50am



Figure 9 - Harvard-Westlake Campus Parking - 10/22/13 - approx 11:50am

ENCLOSURE 6



Figure 1 - Alcove Ave, facing South 10/25/13 - approx 11:50am



Figure 2 - Coldwater Canyon, facing North 10/25/13 - approx 11:50am



Figure 3 - Goodland Ave, facing South 10/22/13 - approx 11:45am



Figure 4 - Goodland Ave, facing North 10/22/13 - approx 11:45am

D-122 cont.



Figure 5 - Intersection of Halkirk and Alcove 10/22/13 - approx 11:45am



Figure 6 - Halkirk and Goodland Pl, facing East 10/25/13 - approx 11:50am

D-122 cont.



Figure 7 - Intersection of Goodland Ave and Halkirk, 10/22/13 - approx 11:45am

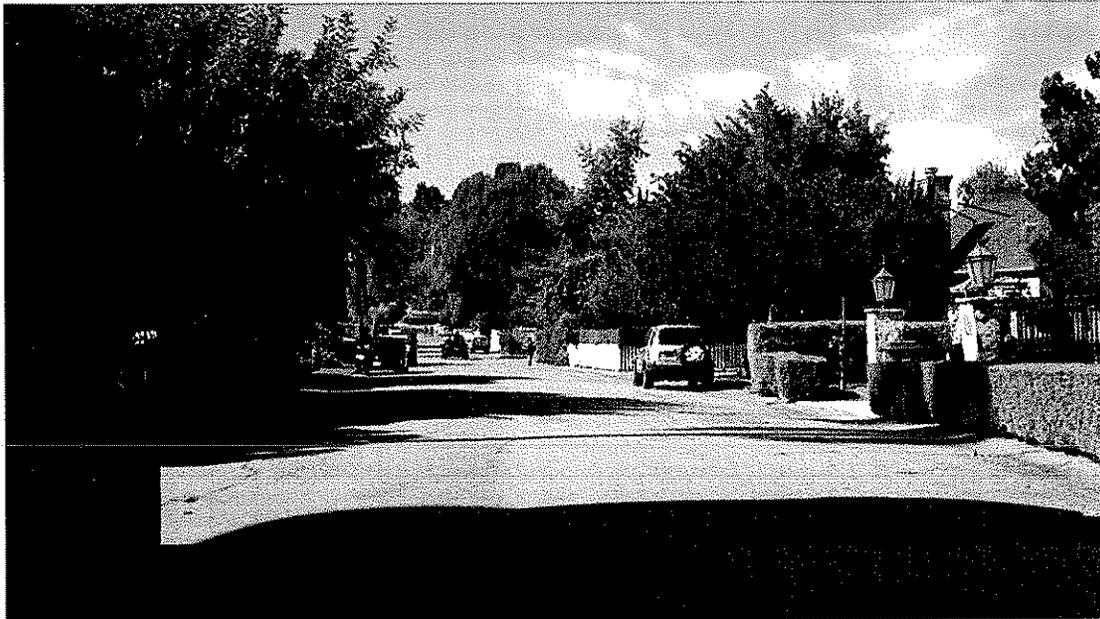


Figure 8 - Halkirk, facing West 10/22/13 - approx 11:45am

D-122 cont.



Figure 9 - Dickens St, facing West 10/30/13 - approx 12:05pm



Figure 10 - Van Noord St, facing South 10/30/13 - approx 12:05pm

D-122 cont.

ENCLOSURE 7



Figure 1 - Coldwater Canyon, just N of main campus entrance, 10/18/13 - approx 7:50pm

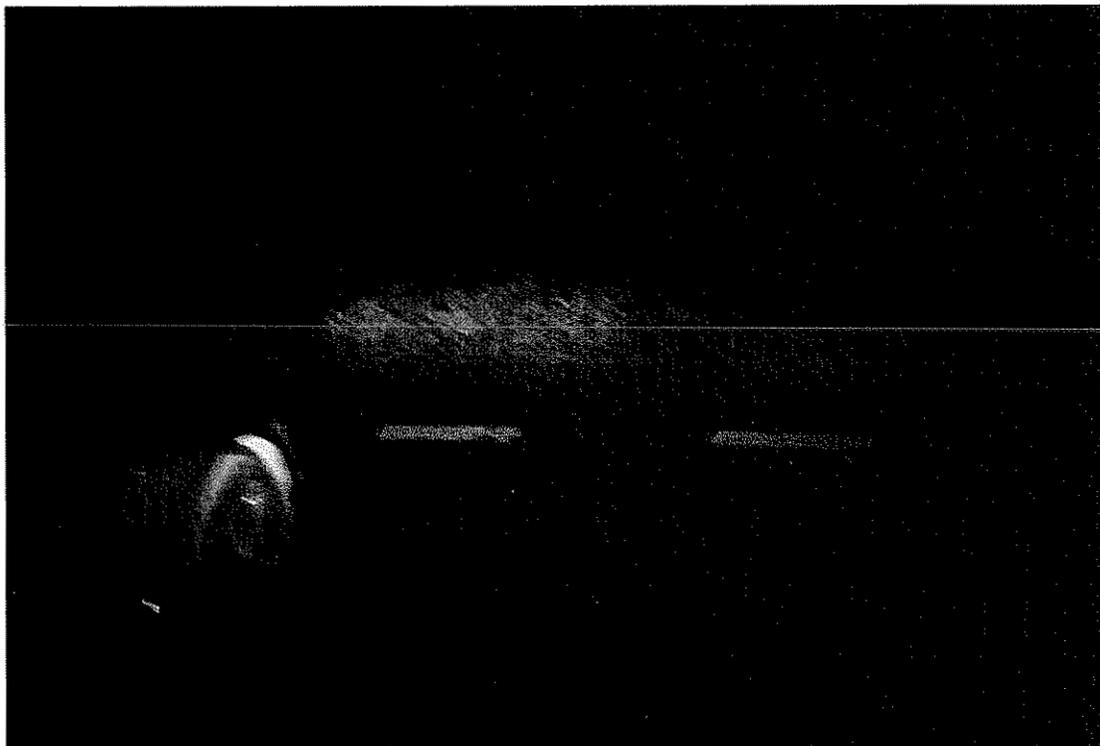


Figure 2 - Campus parking lot - Game Night, 10/18/13 - approx 7:50pm



Figure 3 - Campus parking lot - Game Night, 10/18/13 - approx 7:50pm



Figure 4 - Campus parking lot - Game Night, 10/18/13 - approx 7:50pm



Figure 5 - Campus parking lot - Game Night, 10/18/13 - approx 7:50pm



Figure 6 - Campus parking lot - Buses taking up multiple spaces - Game Night, 10/18/13 - approx 7:50pm

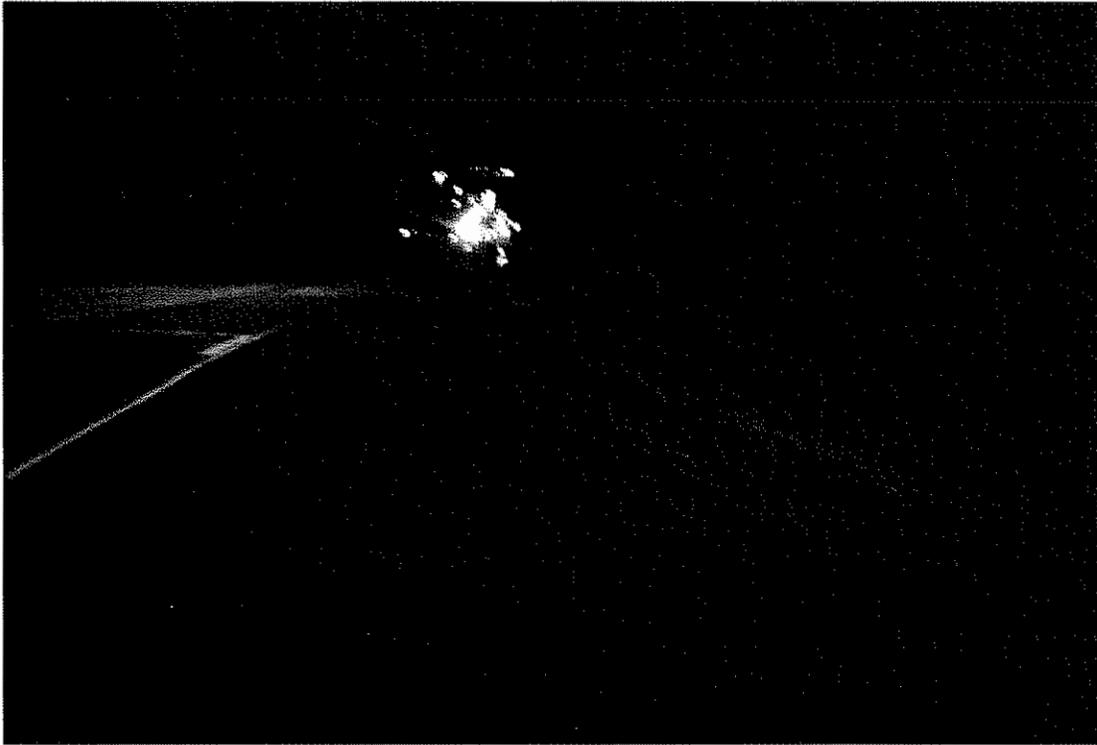


Figure 7 - Coldwater Canyon, N of main entrance (just past bus parking) 10/18/13 - approx 7:50pm

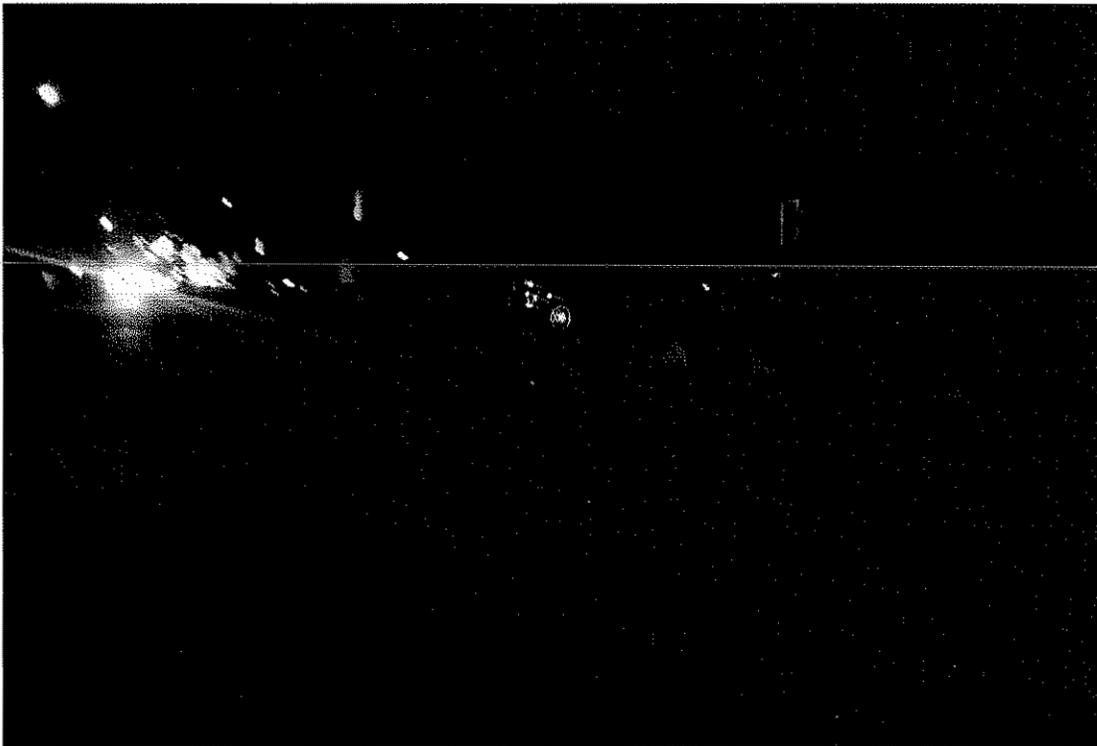


Figure 8 - Coldwater Canyon, Facing North closer to Ventura, 10/18/13 - approx 7:50pm

D-123
cont.

ATTACHMENT 2

**HARVARD-WESTLAKE SCHOOL
TRAFFIC COUNT AND PARKING STUDY**

ZA 03

Prepared for:

**HARVARD-WESTLAKE SCHOOL
3700 COLDWATER CANYON AVENUE
LOS ANGELES, CALIFORNIA 91604**

D-124

Prepared by:

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Attachment D

December 1992

EXECUTIVE SUMMARY

The Harvard-Westlake School, located at 3700 Coldwater Canyon Avenue, is a private high school. Current employment at the site consists of 144 faculty and staff, and enrollment is approximately 815 10th, 11th and 12th grade students. There is no plan to change these employment or enrollment levels. At the request of the school administration, a comprehensive transportation and parking analysis was conducted to determine the trip making and parking utilization characteristics of the school. The results of that analysis are discussed in the following document and are summarized below.

The school generates average daily traffic of approximately 2,090 vehicles per day (VPD), with about 613 vehicle per hour (vph) occurring during the AM peak hour, and 252 vph occurring during the PM peak hour. These figures are comparable, on a per student enrolled basis, to values of trip generation other private schools in the Los Angeles metropolitan area.

Trip distribution analysis, based on faculty, staff, and student residence locations, shows that about 59 percent of the total campus population lives in areas with West Los Angeles and Orange County zip codes (90000 and 92000), with the remaining population residing in the San Fernando Valley and adjacent areas (91000). Approximately 60 percent of faculty/staff and 37 percent of the students live in the Valley, while the remainder of each group lives to the south of Mulholland Drive, in the Los Angeles basin.

Direct access to the site is provided by Coldwater Canyon Avenue only. Convenient access from Coldwater Canyon Avenue to the Ventura Freeway and Ventura Boulevard results in a north-south distribution at the site of about 70 percent to 30 percent, respectively. Overall geographic distributions show about 7 percent of the school population travel to and from the north, 41 percent south, 15 percent east, and 37 percent to and from the west to access the regional transportation system.

D-124 cont.

Currently, approximately 493 on-site surface parking spaces are provided, with an additional 50 to 60 spaces available for public use on Coldwater Canyon Avenue, between the school site and Ventura Boulevard to the north. During peak parking utilization (at about 9:30 AM weekdays), approximately 81 percent, or 401 spaces, are utilized. An additional 46 vehicles are parked on Coldwater Canyon Avenue. The total 493 spaces provided are sufficient to meet City of Los Angeles Municipal Code requirements.

D-124 cont.

TRANSPORTATION AND PARKING ANALYSIS RESULTS

Harvard-Westlake School is a private high school located at 3700 Coldwater Canyon Avenue, as shown in Figure 1. The school currently employs 144 faculty and staff, and has a student enrollment of 815. The student population is approximately evenly divided between the 10th, 11th and 12th grade classes. Actual enrollment figures show 278 students in the 10th grade, 269 in the 11th grade, and 268 students in the 12th grade. Typical school hours are between 8:00 AM when classes begin, and 3:00 PM, when classes are dismissed. Extracurricular activities such as sports practices or theatrical productions or rehearsals are frequently scheduled immediately following the end of daily classes.

The school administration retained Crain & Associates to determine the potential traffic and site circulation impacts of a possible facilities expansion. To this end, information such as site traffic generation during peak hours, and parking requirements and actual utilization needed to be determined. This process, and a summary of the results, is discussed in the following paragraphs.

Traffic Counts and Trip Generation

Determination of trip generation for the site was the first task. Initially, the widely used trip generation publications of ITE (Institute of Transportation Engineers) were consulted for trip generation rates for educational facilities. However, the ITE information pertained essentially to public high schools only. Since public schools are generally defined by school districts of certain geographic and/or population size and are served by a school bus system, it became evident that the trip generation characteristics of public schools could be markedly different from private schools. The latter schools typically draw from a much broader geographic area, which could mean more travel by private vehicles to deliver and pick up students. Also, private

D-124 cont.

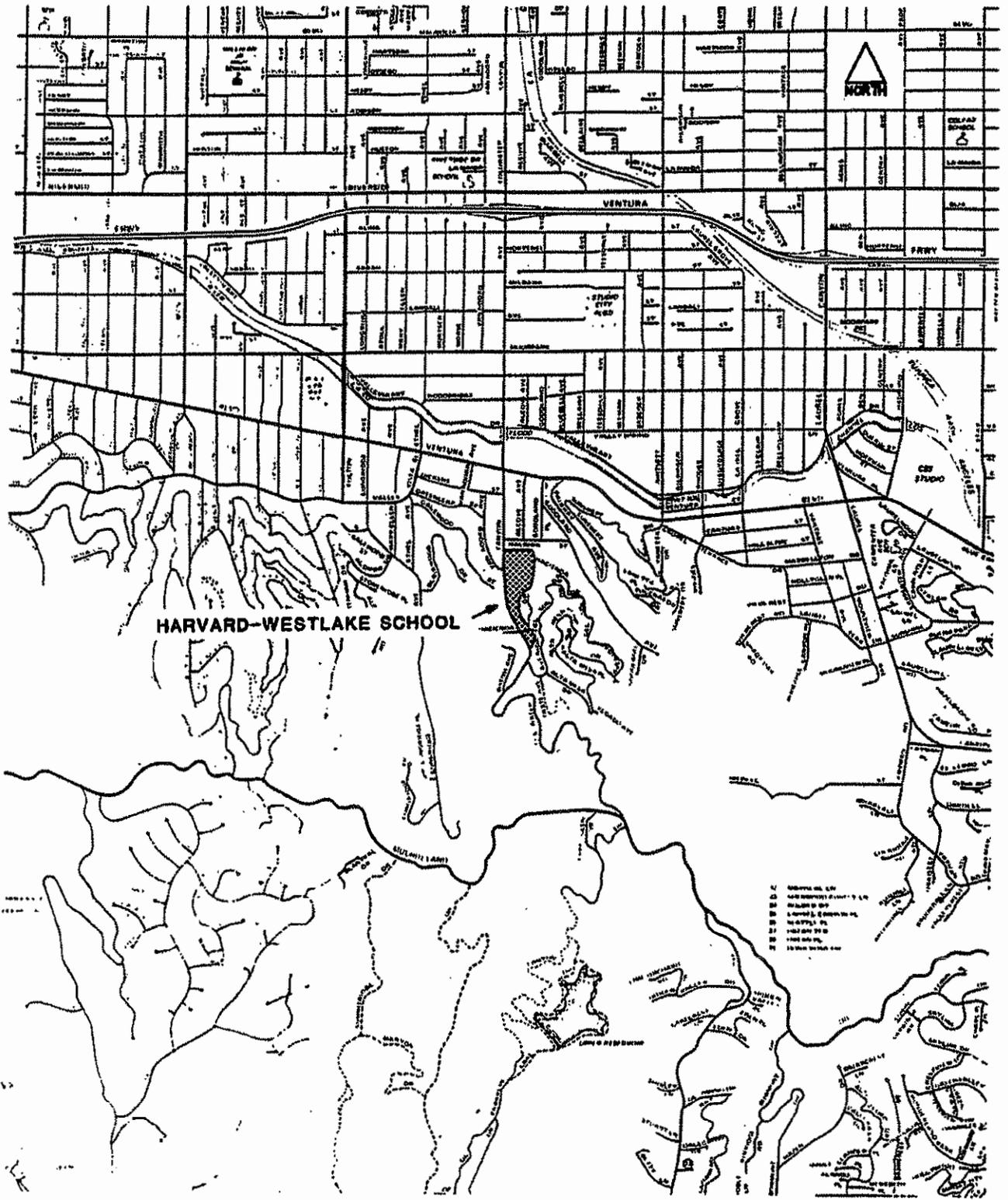


FIGURE 1

SITE VICINITY MAP



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D-1
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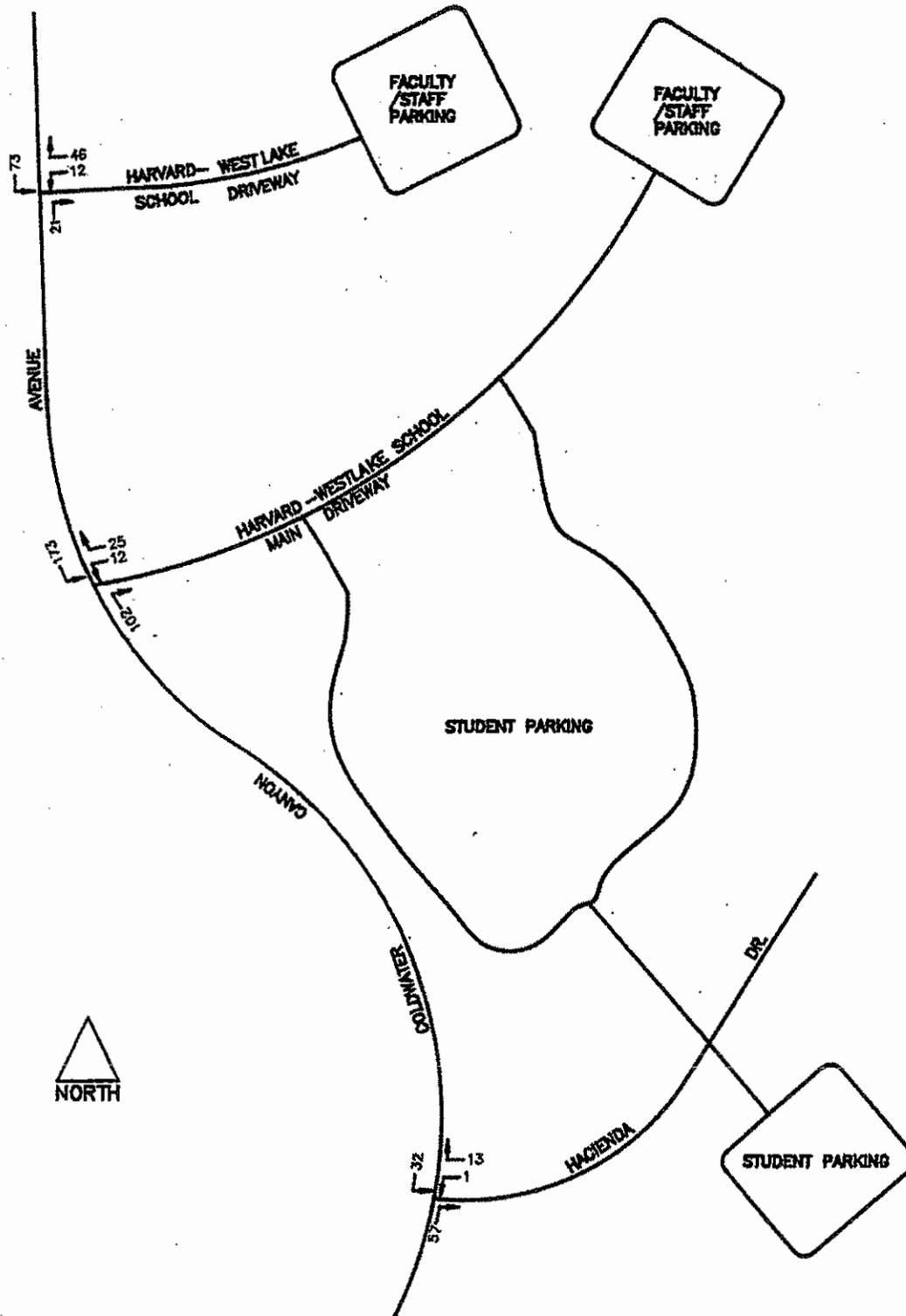
schools do not typically provide an extensive school bus program, which could reduce trip-making by private vehicles.

Vehicular traffic associated with the Harvard-Westlake School was observed and tabulated using both manual and automatic (24-hour) tube counters at on-campus driveway locations and on Coldwater Canyon Avenue adjacent to the campus. The 24-hour tube counts were conducted between 12:00 midnight Sunday to 12:00 midnight Friday during the week of November 30 to December 4, 1992. Manual vehicle counts were conducted during the peak hours (AM, PM peak hour of generator, and PM) on Tuesday through Thursday of the same week.

The results of the counts indicated that the school generates an average of approximately 2,090 vehicle trips per day. During the AM peak hour (about 7:15 to 8:15 AM), an average of 613 vehicles arrive at or depart from the site, while during the PM peak hour (about 4:45 to 5:45 PM), approximately 252 vehicle trips occurred. The AM and PM peak hour periods were determined from Coldwater Canyon Avenue traffic counts, and correspond to the peak 60 minutes of traffic on that facility. In this manner, school-related traffic impacts could be analyzed during the most congested periods of adjacent street traffic. It should be noted that the AM peak hour of Coldwater Canyon Avenue traffic coincides with the peak hour of morning school traffic generation. The PM peak hour of school trip generation occurs between about 2:30 or 2:45 to 3:30 or 3:45 PM, before the peak hour of Coldwater Canyon Avenue. The resulting average AM and PM peak hour school traffic is shown in Figures 2(a) and 2(b), respectively.

Utilizing the data collected during the counts, plus supplemental information provided by the school regarding enrollment, employment and parking location assignment, the following trip generation rates were derived for the Harvard-Westlake School.

D-124 cont.



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cont.

FIGURE 2(a)

FILE: HARVWEST.DRVTRFAM

HARVARD-WESTLAKE SCHOOL
AM PEAK HOUR
AVERAGE DRIVEWAY TRAFFIC



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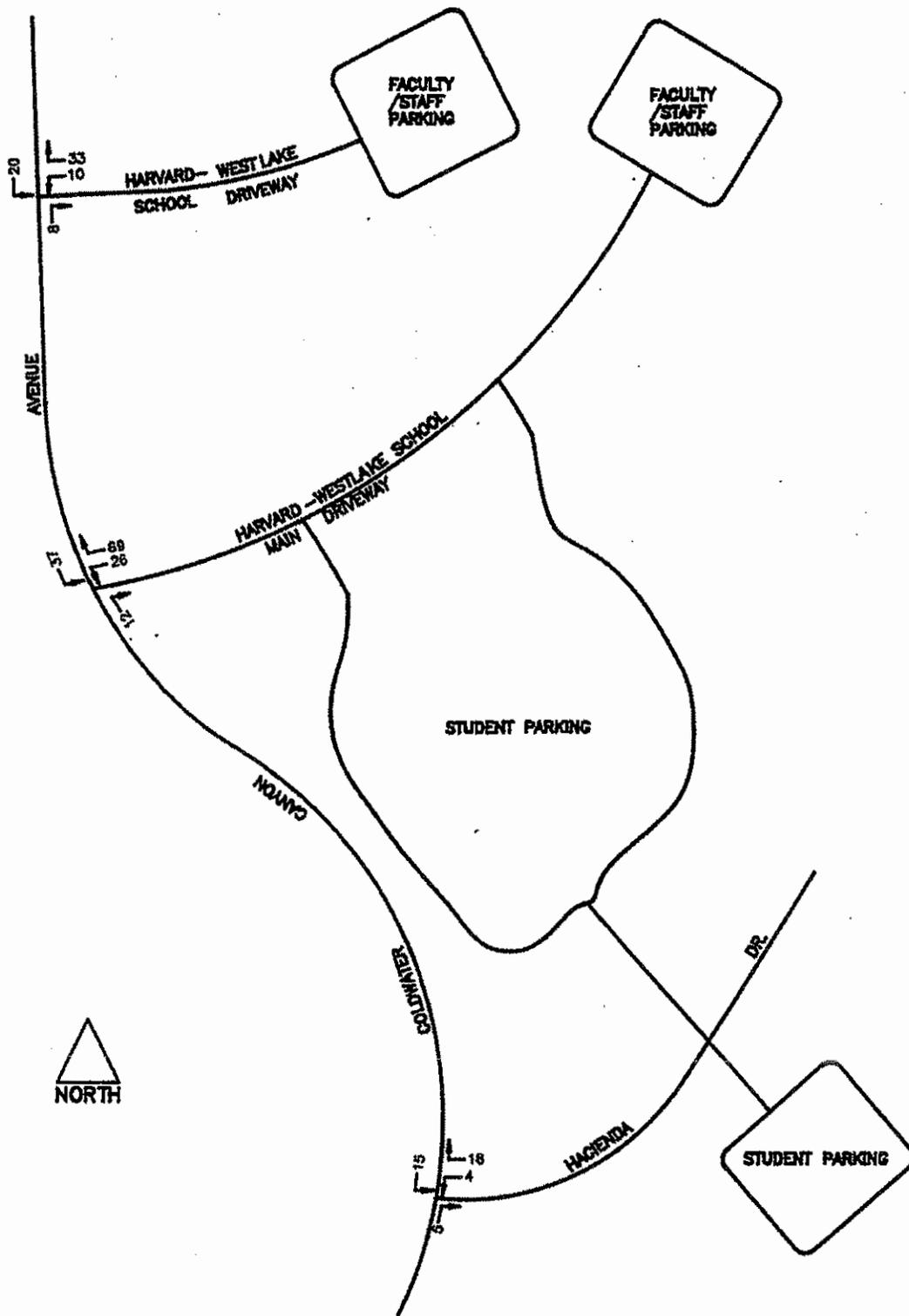


FIGURE 2(b)

FN:HARVWEST\DRVTRFPM

**HARVARD-WESTLAKE SCHOOL
PM PEAK HOUR
AVERAGE DRIVEWAY TRAFFIC**



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D-124
cont.

Table 1
Harvard-Westlake School Trip Generation Rates
(Per Students Enrolled)

<u>Use/Description</u>	<u>Daily</u>	<u>AM</u>		<u>PM*</u>	
		<u>I/B</u>	<u>O/B</u>	<u>I/B</u>	<u>O/B</u>
Private High School	2.56	0.62	0.13	0.11	0.20

* Corresponds to period of peak hour traffic volumes on surrounding street system (approximately 4:30 - 5:30 pm)

As expected, the above derived peak hour trip generation rates are higher than those described in the ITE Trip Generation publications for public high schools. However, the rates obtained are markedly similar to rates derived from another Crain & Associates private school trip generation survey. This survey, conducted for a secondary school (grades 7-12) indicated AM and PM peak hour generation of 0.62 and 0.30 trips per student enrolled, respectively.^[1]

D-124 cont.

During the AM peak hour, approximately 18 percent of the arriving traffic was due to faculty and staff members. Student vehicles accounted for approximately 55 percent of the arrivals, while parents or other persons dropping students off comprised the remaining 27 percent of the arriving vehicles. Departing traffic during the AM peak hour was almost exclusively due to the drop-off traffic discussed above leaving the site.

The PM peak hour exhibited slightly different characteristics. As discussed previously, the PM peak hour was determined to be approximately 4:45 to 5:45 PM from counts of Coldwater Canyon Avenue traffic. At this time, most of the student drivers have left the site. Approximately 21 percent of the exiting school traffic was due to faculty or staff vehicles. About 38 percent was due to students leaving the

[1] Oakwood School Traffic Study

site, and 41 percent was a result of parents picking up students. Arriving traffic was predominantly made up of vehicles arriving to pick up students. About 6 percent of the PM arriving traffic was attributable to faculty or staff.

Trip Distribution

The second task involved in the study was to determine the regional distribution of trips to and from the school site. This was done by analyzing zip code data of residence locations of faculty, staff, and students provided by the school.

Approximately 34 percent (328 persons) of the faculty, staff, and students live within 5 miles of the site. Of these, about one-half (169) live within the San Fernando Valley (north of Mulholland Drive), with the remainder residing in the Beverly Hills/Los Angeles area. In total, about 41 percent of the campus population (consisting of faculty, staff and students) live in the Valley, with the remaining 59 percent residing on the Los Angeles side of the mountains. However, the student and faculty/staff residence locations display nearly reverse characteristics: 63 percent of the students live in areas defined by Los Angeles and Orange County Zip Codes (90000 and 92000), while 37 percent live within San Fernando Valley Zip Code areas (92000). This is in contrast to the residence locations of the faculty and staff, 60 percent of whom live in the Valley, with the remaining 40 percent residing in the Los Angeles/Orange County areas. Geographic trip distributions based on the above data are shown below.

D-124
cont.

Table 2

<u>Direction</u>	Geographic Trip Distribution Percentages		<u>Total</u>
	<u>Faculty/Staff</u>	<u>Student</u>	
North	20%	4%	7%
South	31%	43%	41%
East	25%	13%	15%
West	<u>24%</u>	<u>40%</u>	<u>37%</u>
	100%	100%	100%

Direct access to the site is provided by only one roadway facility; Coldwater Canyon Avenue, a north-south secondary highway adjacent to the school site on the west. As such, students and faculty/staff arrive and depart the site only to the north or south, then gradually disperse as they move farther from the site. The site survey data indicates that, on average, approximately 70% of the site traffic arrives from or departs to the north. Given that a plurality of the school population lives to the south of the site, this condition is primarily due to the close freeway and major highway facilities just north of the school. A significant portion of the school population use the I-405 and I-101 Freeways, as well as Ventura Boulevard, to access the site.

Parking and Access

The final task involved in the site survey was to determine the amount of parking spaces provided, average usage of these spaces, and thus, the adequacy of the site parking. Information obtained from on-site surveys or provided by the school indicated a total of 493 on-site parking spaces available. Of these, 139 are available for faculty and staff, 346 are for student use, and 8 spaces are assigned as visitor parking. Employees at the school are encouraged to carpool, and are offered incentives such as preferred parking spaces, guaranteed ride home services, and discounted lunches. Additional incentives, such as subsidies for transit passes, are provided for employees to use public transit. Student parking spaces are assigned, on a carpool basis. All students who park on-site must carpool, providing ride-share service to at least one other student. Students who choose not to carpool must park off-campus. These students generally park on-street on the east side of Coldwater Canyon Avenue between the campus and Ventura Boulevard to the north. Fifty to sixty parking spaces are available along this stretch.

D-124
cont'd

The City of Los Angeles Municipal (LAMC) does not specify parking requirements for high schools directly. However, LAMC indicates that parking for such uses could be computed using auditorium or assembly space. Using this criteria, assembly areas are provided in three buildings on campus, Taper Athletic Pavilion, Rugby Hall, and Kinter-Hamilton Field House. Taper Pavilion provides approximately 800 seats, while Rugby Hall, which houses the school theater, seats 352. Kinter-Hamilton Field House contains approximately 11,000 square feet of athletic-use space, and seats approximately 250. Using LAMC parking requirements of 1 parking space per five seats for fixed seating, Taper Pavilion would require 160 parking spaces, Rugby Hall would require 70 spaces, and Kinter-Hamilton Field House would require about 50 parking spaces, assuming all were fully utilized. These requirements total approximately 280 parking spaces for on-site parking under "worst-case" conditions, with all facilities fully utilized. In addition to these auditorium areas, Harvard-Westlake School contains a football field/sports track complex. Current seating provided for this use is approximately 330 seats. Again, using the LAMC parking requirement of 1 space per five seats, this facility would require the provision of 66 parking spaces. Thus, even in the highly unlikely event of all seating capacity on campus being fully utilized, a total of 346 spaces would be required. Harvard-Westlake School currently provides about 147 parking spaces more than LAMC requirements using these code rates.

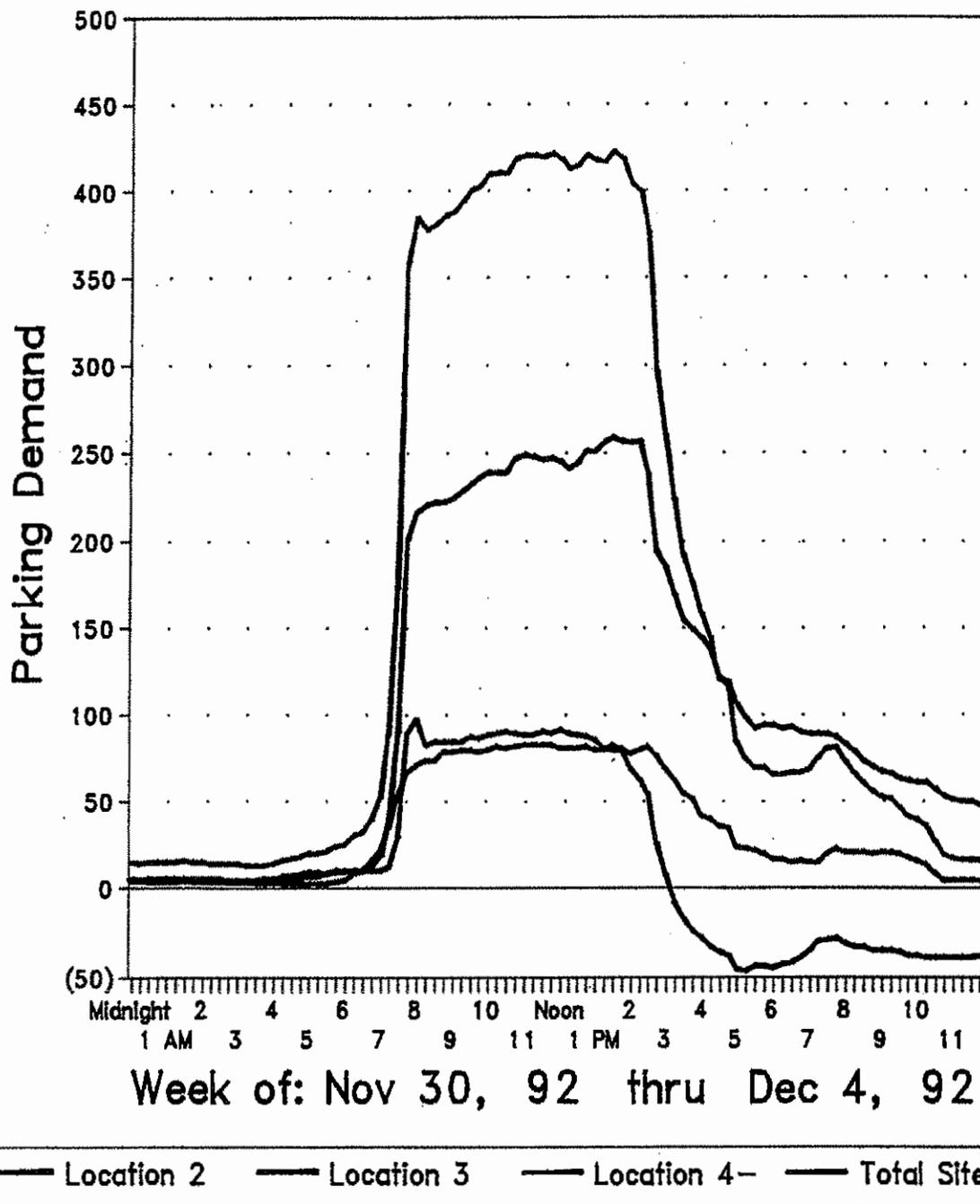
Supplemental parking information was available in the ITE Parking Generation publication, although as with the previously discussed trip generation publication, information was available only for public high schools. The ITE information described an average peak parking usage of about 0.19 parking spaces per student, with a maximum rate of 0.22 spaces per student. This maximum rate would equate to approximately 179 parking spaces utilized during peak usage for the current school enrollment of 815 students. This rate could be factored to approximate peak usage for private high schools, assuming that parking utilization increases

D-124 cont.

proportionally with site trip generation. The site-specific trip generation rates derived earlier are approximately 83 percent higher during the AM peak hour (when peak parking utilization at high schools typically occurs) than ITE trip generation rates for public high schools. Applying this adjustment factor to the maximum ITE parking rate of 0.22 spaces per student, an adjusted, private high school parking rate of 0.40 spaces per student can be approximated. Utilization of this adjusted rate would produce a peak parking utilization of approximately 328 spaces. Again, the school currently provides in excess of this number of spaces. Therefore, current parking spaces provided on-campus are expected to be sufficient to meet even the "worst case" site utilization.

Parking utilization surveys were conducted at the school on the same Tuesday, Wednesday and Thursday as the manual traffic counts. These surveys, consisting of observing and tabulating the number of vehicles actually parked in the various parking facilities, were conducted at 6:15 am, prior to most of the campus population arrival; twice during the school day between the beginning and end of daily classes, at 9:30 am and 1:30 pm; and twice following the end of classes, at 4:30 and 6:00 pm. From these observed data points, automated vehicular counting equipment was used to calculate parking demand based on vehicular accumulation at the school. Parking demand calculations were made for all parking locations, as shown on Figure 3. The total school parking demand, for each day of the week is shown on Figure 4. These observations indicated that peak parking demand for the site occurred during the 9:30 AM "sweep". At that time, approximately 83 percent of the faculty spaces were occupied, 81 percent of the student spaces were utilized, and 50 percent of the visitor spaces were in use, for a total on-site parking utilization of 81 percent (401 occupied spaces). During this time, approximately 46 student vehicles were observed using the Coldwater Canyon Avenue on-street parking spaces.

D-124 cont.



D-124
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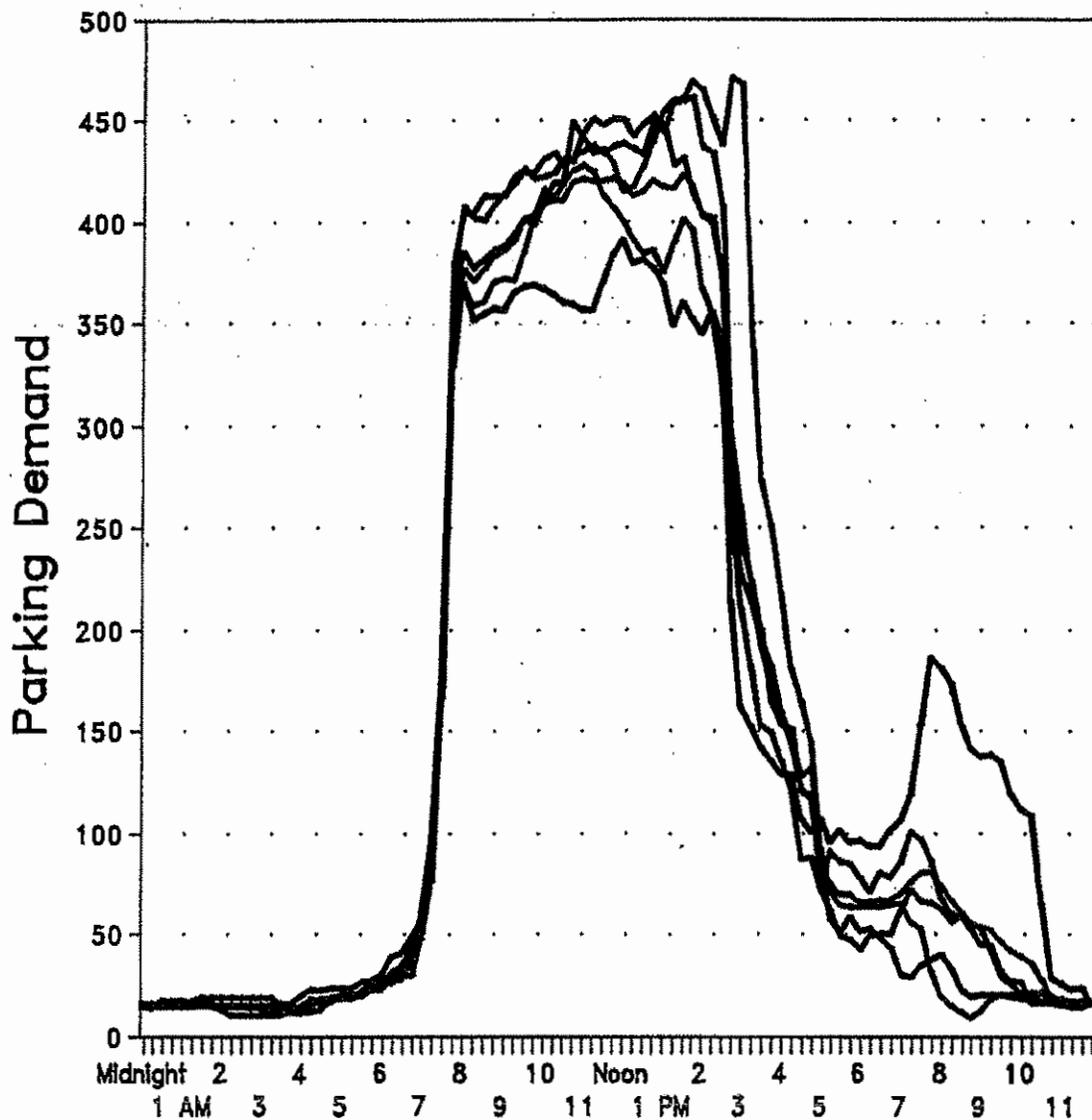
FIGURE 3

**HARVARD-WESTLAKE
PARKING ACCUMULATION
BY PARKING LOCATION**



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Week of: Nov 30, 92 thru Dec 4, 92

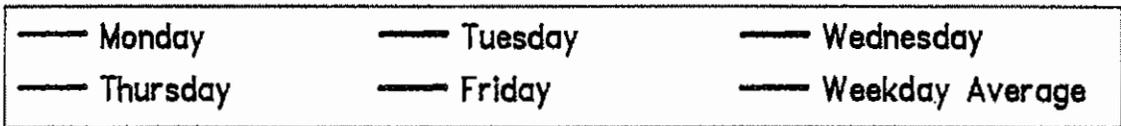


FIGURE 4

**HARVARD—WESTLAKE
TOTAL PARKING ACCUMULATION
BY DAY OF THE WEEK**



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D-124
cont.

Parking utilization remained fairly constant through the end of the school day (79 percent utilization at 1:30 pm), then dropped as students and faculty left the campus during the evening. By 4:30 pm, faculty usage was down to 47 percent, and student spaces were about 27 percent occupied, mostly due to participation in extracurricular activities. Only nine on-street parking spaces were in use by students at 4:30 pm. By 6:00 pm, only 17 percent of faculty and 10 percent of the student spaces remained occupied. All student vehicles had left the Coldwater Canyon Avenue spaces by 6:00 pm.

Access to the campus is provided by three driveways along Coldwater Canyon Avenue, as shown in Figure 5. The northernmost driveway accesses faculty and staff parking spaces, and is also used as a "drop-off" location for parents delivering students to school. The central driveway provides the main access to the school campus, and its' intersection with Coldwater Canyon Avenue is signalized. This driveway allows access to the remaining faculty and staff parking spaces, the visitor parking spaces, and can be used to reach all of the student parking spaces provided on-campus. The southernmost driveway is actually Hacienda Drive, a short residential street. Hacienda Drive provides access to the two southernmost student parking lot locations. Many of the arrival and departure trips at the two southern parking lots "cut-through" campus, to utilize the signalized intersection at the School's main driveway, due to high traffic volumes on Coldwater Canyon Avenue.

Summary of Findings

In summary, the Harvard-Westlake School campus generates approximately 2,090 daily trips, with about 613 occurring during the AM peak hour and 252 during the PM peak hour of the adjacent street traffic. Approximately 20 percent of this traffic was due to faculty and staff, 45 percent due to parents dropping-off or picking up students, and 35 percent due to the student drivers themselves.

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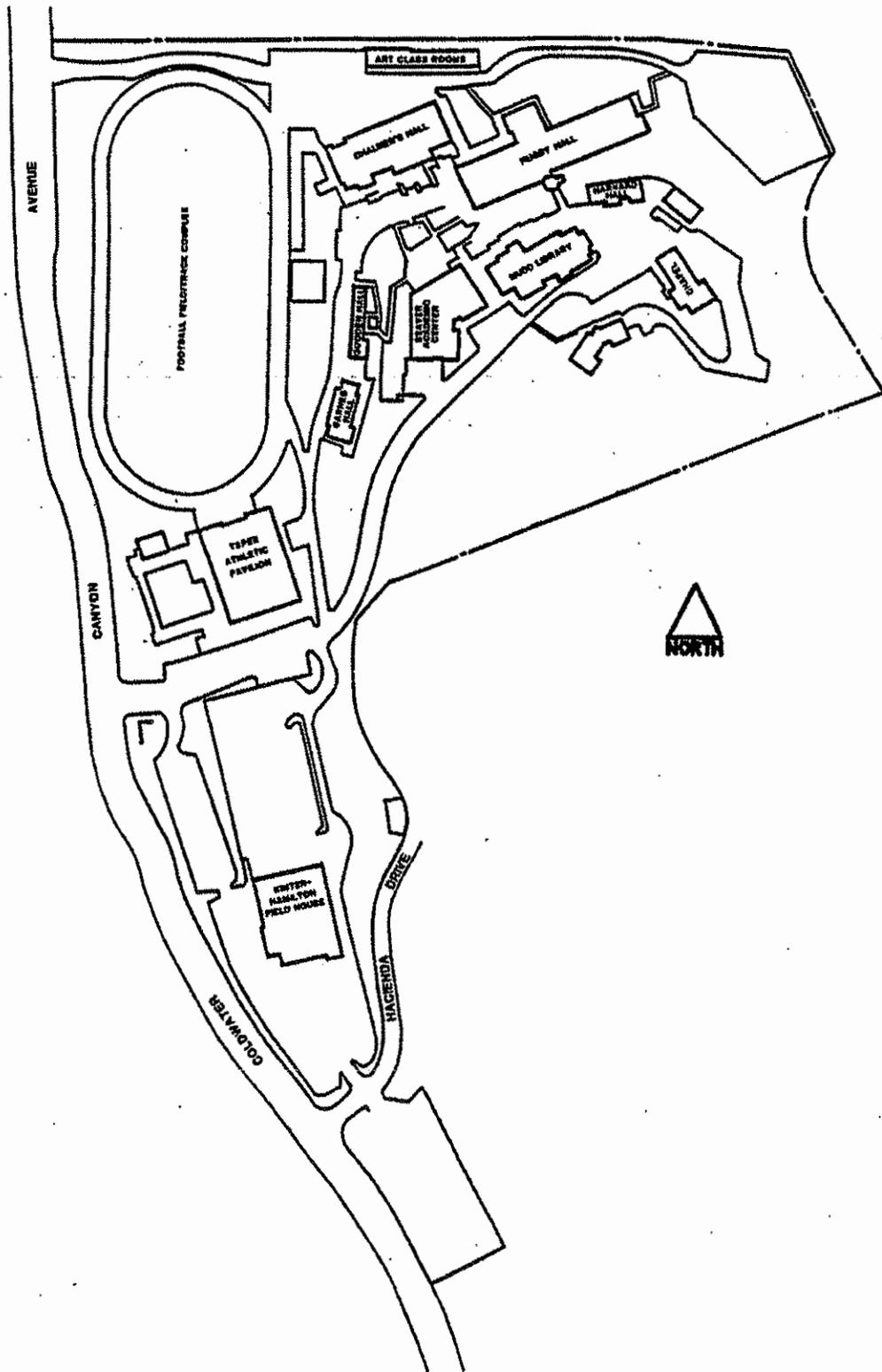


FIGURE 5

D-124
cont.

**HARVARD-WESTLAKE SCHOOL
CAMPUS LAYOUT AND ACCESS**



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Approximately 59 percent of the total campus population lives to the south of the site, although directional distributions into and out of the site itself are skewed to the north, 70 percent to 30 percent, as a result of close freeway access to the north.

Peak parking utilization occurred at about 9:30 AM, when 81 percent of the total of 493 parking spaces, or 401 spaces, are occupied. Current parking provided on-site is sufficient to meet LAMC requirements. As this survey shows, the site currently provides adequate parking and has surplus parking at all time periods.

D-124 cont.

ATTACHMENT 3

LAW OFFICES OF
PAUL, HASTINGS, JANOFSKY & WALKER

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

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February 16, 1994

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WRITER'S DIRECT DIAL NUMBER

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OUR FILE NO.

19809.53690

ZA 93-579

BY MESSENGER

Mr. Robert Janovici
Chief Zoning Administrator
Room 600, City Hall
200 N. Spring Street
Los Angeles, CA 90012

Re: Application for Plan Approval for
Proposed Science Building,
Harvard/Westlake Upper School Campus

Dear Mr. Janovici:

The purpose of this correspondence, prepared on behalf of Harvard-Westlake School (the "School"), is to submit the accompanying application for plan approval for construction of a science building (the "Science Building") on the Harvard-Westlake Upper School Campus (the "Campus"), which is located on Coldwater Canyon in North Hollywood.

Science Building Proposal

The Science Building, which will have a floor area of approximately 31,000 square feet (see separately provided Site Plan), is proposed to replace older facilities as part of the School's curriculum enhancement. Students currently use a 12,500 square-foot science facility known as Harvard Hall (see Attachment A).

D-125

Mr. Robert Janovici
February 16, 1994
Page 2

The Science Building is to be built on the site now occupied by Gooden Hall and Barnes Hall (see Attachment A and separately provided Drawing T-1), which contain a total of 6,400 square feet. This proposal would not increase student enrollment.

Justification for Plan Approval

The Campus is utilized as a coeducational, private high school for grades 10 through 12. As depicted on Attachment A, the Campus is developed with various school buildings and structures, athletic facilities and on-site parking for 436 automobiles.

The proposed Science Building will be located in the interior of the Campus over 145 feet from the nearest single-family residence, which is located on the hill southeast of the Science Building (see separately provided Drawing MP-1), and the pad elevation would be approximately 40 feet below that of the nearest home. The area between the new Science Building and the nearest home is occupied by a street, large trees and other mature landscaping (see Aerial Photograph, Attachment B, and Drawing MP-1), thereby forming an effective visual barrier and noise barrier. Additionally, we have obtained the written consent of the owner of the nearest home (see Attachment C).

D-125

Pursuant to Sections 12.24F and 12.24G of the Los Angeles Municipal Code (L.A.M.C.), the Campus is a "deemed to be approved" site for a private high school, and School development and uses may be expanded under these sections, provided plans therefor are submitted to and approved by the Zoning Administrator.

Parking Requirements

A Campus parking study completed by Crain and Associates in December, 1992 ("Crain Study," Attachment D) 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.

The Crain Study concludes that only 280 parking spaces are needed for the Campus, using the cumulative number of fixed seats in the three largest areas of assembly

Mr. Robert Janovici
February 16, 1994
Page 3

(Taper Athletic Pavilion, Rugby Hall and Kinter-Hamilton Field House).

The study further notes that, in the unlikely event that the football bleachers (330 seats) were fully utilized at the same time Taper, Rugby and Kinter-Hamilton were at capacity, a total of 346 parking spaces would be required.

Lastly, using applicable trip generation criteria, the Crain Study concludes that for 815 students, approximately the current enrollment, 328 peak-hour parking spaces would be required.

As noted, there are now 436 parking spaces on the Campus. Accordingly, the current Campus parking far exceeds applicable parking requirements.

Zoning Administrator Jurisdiction

In support of the Zoning Administrator's continued jurisdiction over Campus plan approvals, there are numerous uses and conditions of the Campus that make the School a "special school" pursuant to established administrative practice of the City of Los Angeles, as indicated on the attached list (see Attachment E). These special features, which justify considering the School more than an institution of learning, include the fact that the Campus is used for activities every weekend by an organization called Activities for Retarded Children, various homeowners associations regularly use School facilities for meetings, the Campus track is used by Fire Department personnel for fitness training, the swimming pool is used for training by the U.S. Olympic Water Polo Team and School-owned housing adjacent to the Campus is used by School faculty and staff.

To summarize, given the long-standing jurisdiction of the Zoning Administrator over Campus plan approvals and the special uses and conditions of the School, we believe that the Zoning Administrator should review and act on the subject plan approval for the proposed Science Building, and that such approval should be granted as a deemed to be approved conditional use.

PAUL, HASTINGS, JANOFSKY & WALKER

Mr. Robert Janovici
February 16, 1994
Page 4

If you have any questions regarding this matter,
please call me.

Very truly yours,

John C. Funk
of PAUL, HASTINGS, JANOFSKY & WALKER

JCF:lns
Enclosures
cc: Thomas C. Hudnut

**HARVARD WESTLAKE SCHOOL
PROPOSED SCIENCE BUILDING
STATISTICAL OVERVIEW
February 1, 1994**

GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • ENGINEERING

EXISTING CONDITIONS

1.	Art Complex - to be removed Existing uses to be accommodated within existing campus facilities Gooden Hall	4,000 sf
2.	Administrative Office - to be removed Existing uses to be accommodated within existing campus facilities Barnes Hall	2,400 sf
<hr/>		
	Total Building Area to be Removed	6,400 sf
3.	Existing Science Building Harvard Hall	12,500 sf

PROPOSED SCIENCE BUILDING

1.	First Floor Plan	16,297 sf
2.	Second Floor Plan	15,136 sf
<hr/>		
	Total Enclosed Area	31,433 sf
3.	Exterior Covered Walkways	3,956 sf
4.	Exterior Open Walkways	1,628 sf
<hr/>		
	Total Exterior Walkways	5,584 sf

EXISTING STUDENT POPULATION

Grades 10, 11 and 12 823 students

Future Student Enrollment to Remain Unchanged

FACULTY AND STAFF

1.	Faculty	93
2.	Administration/Staff	43
<hr/>		
	Total	136

ATTACHMENT 4

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207
WWW.SMMC.CA.GOV



September 23, 2013

Ms. Emily Dwyer
City of Los Angeles Planning Department
200 N. Spring Street, Room 750
Los Angeles, California 90012

**Harvard-Westlake Parking Improvement Plan
Notice of Preparation Comments
ENV-2013-1950-EAF**

Dear Ms. Dwyer:

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

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

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 Ms. Emily

D-128

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 cont.

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

The direct, and long-term indirect, 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

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 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

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

Ms. Emily Dwyer
Harvard-Westlake Parking Improvement Plan
Notice of Preparation Comments
ENV-2013-1950-EAF
September 23, 2013
Page 3

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

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

Please direct any questions to Paul Edelman of our staff at 310-589-3200 ext. 128 or at the above letterhead address.

Sincerely,

IRMA MUÑOZ
Chairperson

SANTA MONICA MOUNTAINS CONSERVANCY

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November 4, 2013

Ms. Diana Kitching
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, California 90012

**Harvard-Westlake Parking Improvement Plan
Draft Environmental Impact Report Comments
ENV-2013-1950-EAF (SCH NO. 2013041033)**

Dear Ms. Kitching:

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.

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

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

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 5-15 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

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

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

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

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. 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. 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-142

D-143

D-144

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

Ms. Diana Kitching
Harvard-Westlake Parking Improvement Plan
Draft Environmental Impact Report Comments
ENV-2013-1950-EAF (SCH NO. 2013041033)
November 4, 2013
Page 4

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

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

Please direct any questions to Paul Edelman of our staff at 310-589-3200 ext. 128 or at the above letterhead address.

Sincerely,

IRMA MUÑOZ
Chairperson

ATTACHMENT 5

REFER TO COMMENT LETTER G

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Ms. Emily Dwyer
Planning Assistant
Department of City Planning
Plan Implementation Division – Major Projects
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Los Angeles, CA 90012

August 16, 2013

Beachwood Canyon Neighborhood
Bel Air Knolls Property Owners
Bel Air Skycrest Property Owners
Bel Air Ridge Association
Benedict Canyon Association
Brentwood Hills Homeowners
Brentwood Residents Coalition
Cahuenga Pass Property Owners
Canyon Back Alliance
Crests Neighborhood Assn.
Franklin Ave./Hollywood Bl. West
Franklin Hills Residents Assn.
Highlands Owners Assn.
Hollywood Dell Civic Assn.
Hollywood Heights Assn.
Hollywoodland Homeowners
Holmby Hills Homeowners Assn.
Kagel Canyon Civic Assn.
Lake Hollywood HOA
Laurel Canyon Assn.
Lookout Mountain Alliance
Los Feliz Improvement Assn.
Mt. Olympus Property Owners
Mt. Washington Homeowners All.
Nichols Canyon Assn.
N. Beverly Dr./Franklin Canyon
Oak Forest Canyon Assn.
Oaks Homeowners Assn.
Outpost Estates Homeowners
Pacific Palisades Residents Assn.
Residents of Beverly Glen
Roscomare Valley Assn.
Shadow Hills Property Owners
Sherman Oaks HO Assn.
Studio City Residents Assn.
Sunset Hills Homeowners Assn.
Tarzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Upper Nichols Canyon NA
Whitley Heights Civic Assn.

Re: Harvard-Westlake School Parking Improvement Plan,
ENV-2013-1950-EAF

Dear Ms. Dwyer:

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.

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.

CHAIRPERSONS EMERITUS
Shirley Cohen
Jerome C. Daniel
Patricia Bell Hearst
Alan Kishbaugh
Gordon Murley
Steve Twining
Polly Ward

CHAIRMAN IN MEMORIUM
Brian Moore

REFER TO COMMENT LETTER G

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.

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.

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.

Sincerely,

Marian Dodge

Marian Dodge

cc:

Paul Krekorian, Councilmember, CD-2
Michael LoGrande, Director, Department of City Planning
Studio City Neighborhood Council
Santa Monica Mountains Conservancy

REFER TO COMMENT LETTER G

P.O. Box 27404
Los Angeles, CA 90027
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Ms. Diana Kitching, Planning Assistant
Department of City Planning
Plan Implementation Division – Major Projects
200 Spring St., Rm. 750
Los Angeles, CA 90012

December 10, 2013

Beachwood Canyon Neighborhood
Bel Air Knolls Property Owners
Bel Air Skycrest Property Owners
Bel Air Ridge Association
Benedict Canyon Association
Brentwood Hills Homeowners
Brentwood Residents Coalition
Cahuenga Pass Property Owners
Canyon Back Alliance
Crests Neighborhood Assn.
Franklin Ave./Hollywood Bl. West
Franklin Hills Residents Assn.
Highlands Owners Assn.
Hollywood Dell Civic Assn.
Hollywood Heights Assn.
Hollywoodland Homeowners
Holmby Hills Homeowners Assn.
Kagei Canyon Civic Assn.
Lake Hollywood HOA
Laurel Canyon Assn.
Lookout Mountain Alliance
Los Feliz Improvement Assn.
Mt. Olympus Property Owners
Mt. Washington Homeowners All.
Nichols Canyon Assn.
N. Beverly Dr./Franklin Canyon
Oak Forest Canyon Assn.
Oaks Homeowners Assn.
Outpost Estates Homeowners
Pacific Palisades Residents Assn.
Residents of Beverly Glen
Roscomare Valley Assn.
Shadow Hills Property Owners
Sherman Oaks HO Assn.
Studio City Residents Assn.
Sunset Hills Homeowners Assn.
Terzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Upper Nichols Canyon NA
Upper Riviera Homeowners Assn.
Whitley Heights Civic Assn.

Re: **Harvard-Westlake Parking Expansion Project Draft**
Environmental Impact Report ENV-2013-0150-EIR,
SCN-2013041033, October 10, 2013

Dear Ms. Kitching:

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 skybridge over the west side of Coldwater Canyon.

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

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Polly Ward

CHAIRMAN IN MEMORIAM
Brian Moore

REFER TO COMMENT LETTER G

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.

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. 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.*

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

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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.

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.

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.*

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

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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.

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.

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.

Sincerely,

Marian Dodge

Marian Dodge

cc:

Paul Krekorian, CD 2

Tom LaBonge, CD 4

Michael LoGrande, Director, Department of City Planning

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Studio City Neighborhood Council

Santa Monica Mountains Conservancy

ATTACHMENT 6



Land Protection Partners

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Adverse Biological Impacts of Proposed Harvard-Westlake School Parking Garage and Rooftop Sports Field

Travis Longcore, Ph.D.
Catherine Rich, J.D., M.A.

December 6, 2013

1 Introduction

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.

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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. 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. 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.

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2 Baseline Conditions

2.1 *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).

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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.

2.2 *Rare Species Not Described*

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)).

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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.

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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*, Ruby-crowned Kinglet, *Regulus calendula*, and California Towhee, *Melospiza crissalis*).

2.3 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.

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3 Impact Analysis

3.1 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>).

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3.2 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/cd12/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

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; or
3. 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.

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.”

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

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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.

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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.

3.3 *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 Global 3 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”).

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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.

- 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 in which they were collected;
- 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;
- The number of individuals in each special status plant population as counted (if population is small) or estimated (if population is large);
- If applicable, information about the percentage of individuals in each life stage such as seedlings vs. reproductive individuals;
- 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
- Digital images of the target species and representative habitats to support information and descriptions.

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The botanical surveys fail to meet these guidelines but instead are geared toward compliance with the City's Protected Tree Ordinance.

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):

- A discussion of the significance of special status plant populations in the project area considering nearby populations and total species distribution;
- A discussion of the significance of special status natural communities in the project area considering nearby occurrences and natural community distribution;
- A discussion of direct, indirect, and cumulative impacts to the plants and natural communities;
- A discussion of threats, including those from invasive species, to the plants and natural communities;
- A discussion of the degree of impact, if any, of the proposed project on unoccupied, potential habitat of the species;
- A discussion of the immediacy of potential impacts; and,
- Recommended measures to avoid, minimize, or mitigate impacts.

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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.

3.4 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:

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'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).

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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.

3.5 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.

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3.6 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, Kempnaers 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.

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Luminance, and the visibility of lights themselves (whether or not they increase *illumination*, 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 field on the proposed parking garage). The adverse effects of these lights (decreased density of Black-tailed Godwit nests) were experienced up to 300 m (984 ft) 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 2011, van Langevelde et al. 2011, 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 Hänel 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.

3.6.1 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.

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3.6.2 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) (Ścieżor 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, Ścieżor et al. 2012). The environmental documentation for the project does not account for either scattering of light by fog or reflection by clouds.

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3.6.3 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).

3.6.4 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).

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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.

3.6.5 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

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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 cont.

3.6.6 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).

D-173

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:

- 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);
- 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);
- 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);

- 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
- 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).

D-173 cont.

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.

3.7 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.

D-174

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 (Öhrstrom 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.

4 Mitigation Measures Are Inadequate to Offset Significant Impacts

4.1 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

D-175

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 cont.

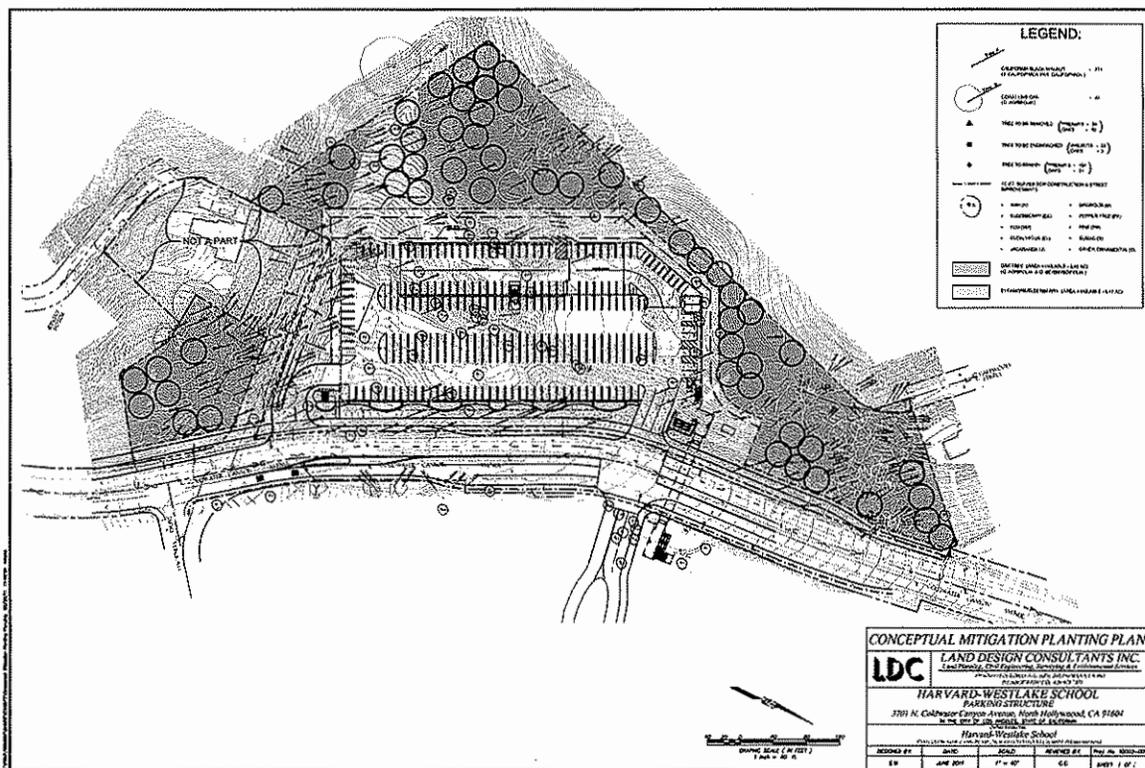


Figure 1. Project proponent’s conceptual mitigation planting plan with annotations (black circles) noting locations that could conceivably accommodate a mature Coast Live Oak or California Walnut with a 40-foot diameter canopy (54 locations). The DEIR proposes planting 516 trees in this area, which is far too dense and those “mitigation” trees would not survive to maturity.

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.

D-176

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.

4.2 Project Design Feature

The "Project Design Feature" PDF-BIO-1 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

4.3 Mitigation Measures

MM-BIO-1 consists of several parts.

D-178

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 cont.

3. 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

4. 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

5. 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

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

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

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.

D-184

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
cont.

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

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.

D-186

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.

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

D-187

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.

D-187 cont.

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.

5 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.

6 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.

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ATTACHMENT 7

November 7, 2013

Douglas P. Carstens
Chatten-Brown & Carstens
2200 Pacific Coast Highway, Suite 318
Hermosa Beach, CA 90254

SUBJECT: Review and Analysis of the Geology and Soils Portions of the Harvard-Westlake School Parking Improvement Plan DEIR (dated September 2013) and the Supporting Geotechnical Report (Appendix E1, dated July 27, 2010 and February 5, 2013) by Geotechnical Professional Inc. (GPI)

Dear Mr. Carstens:

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.

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:

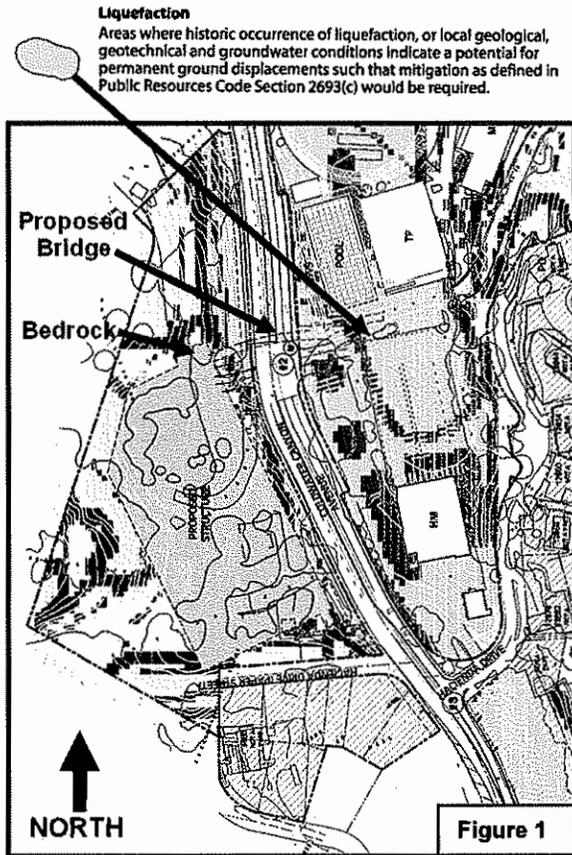
"The pedestrian bridge would reach a height of approximately 41 feet in the center (approximately 18 feet as measured from the bottom of the bridge to the top of the bridge). The height at the top of the elevator on either end of the bridge would be approximately 65 feet on the west side and approximately 46 feet on

D-189

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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."

D-190
cont.



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.

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

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

D-192

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.

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

D-193

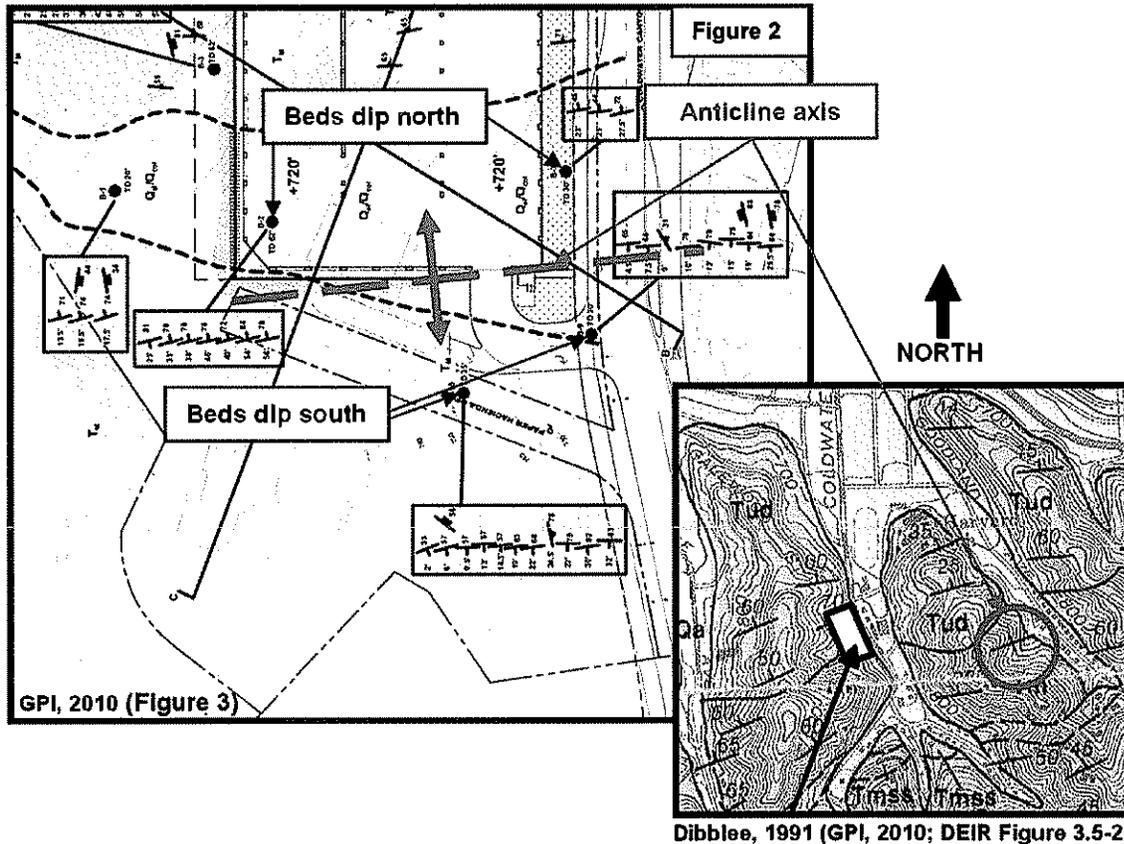
failure surfaces) with an out-of-slope component leaves unsettled the overall stability of these proposed high cut slopes. This unanalyzed condition would potentially create unstable slopes affecting construction safety and possibly longer term slope stability. Combined with the current cross-sections being in the less critical locations, this leaves open the question of the feasibility of the proposed cut slopes.

D-193
cont.

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, 2007, Special Publication 117A).

D-194

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



D-195

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.

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

D-196

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 cross-section 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
cont.

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:

D-197

"Two retaining walls are also 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."

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:

D-198

"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.

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.

D-199

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 cont.

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

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."

D-201

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."

D-201 cont.

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 if 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 cont.

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.

D-202

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.

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.

D-203

REFERENCES

- Barley, A. D. and D.K.V. Mothersille, 2005, Durability of Materials Used in Different Environments For Soil Nails, 54 pages, (as modified for reprinting).
- California Geological Survey (CGS), 2008, Special Publication 117A Guidelines For Evaluating And Mitigating Seismic Hazards In California, John G. Parrish, Ph.D., *State Geologist*, available at <http://www.conservation.ca.gov/cgs/shzp/webdocs/sp117.pdf>.
- Federal Highway Administration (FHWA), 1998, Manual for Design & Construction Monitoring of Soil Nail Walls, 568 pages.

Geotechnical Professionals Inc. (GPI), 2010, Preliminary Geotechnical Investigation Proposed Parking Structure Harvard-Westlake School 3700 Coldwater Canyon Avenue, North Hollywood, California, prepared for Innovative Design Group, 17848 Sky Park Circle, Irvine, California 92614, dated July 27, 2010.

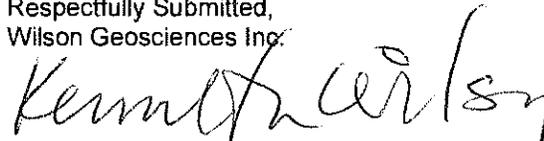
Geotechnical Professionals Inc. (GPI), 2013, Update Letter: Preliminary Geotechnical Investigation Proposed Parking Structure Harvard-Westlake School 3700 Coldwater Canyon Avenue, Los Angeles, California, prepared for Innovative Design Group, 17848 Sky Park Circle, Irvine, California 92614, dated February 6, 2013.

Shiu, Y.K. and W.M. Cheung, 2002, Long-Term Durability of Steel Soil Nails--Geo Report No. 135 Geotechnical Engineering Office Civil Engineering Department, the Government of the Hong Kong Special Administrative Region, (also GEO Special Project Report No. SPR 3/2002), 66 pages.

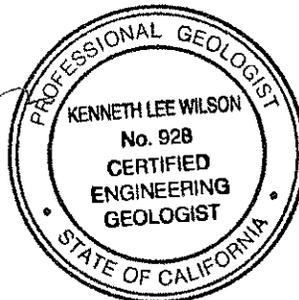
Sirius Environmental, 2013, Chapter 3.5 Geology and Soils Portions Only and Chapter 2.0 Project Description, Draft Environmental Impact Report Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan Area, Harvard-Westlake Parking Improvement Plan Case Number: ENV 2013-0150-EIR, State Clearinghouse No. 2013041033, APPLICANT: Harvard-Westlake School, ON BEHALF OF: The City of Los Angeles Department of City Planning Environmental Analysis Section, dated September 2013, total 65 pages.

Thank you for the opportunity to offer the above comments.

Respectfully Submitted,
Wilson Geosciences Inc.



Kenneth Wilson, Principal Geologist
Professional Geologist No. 3175
Certified Engineering Geologist No. 928





December 13, 2013

Diana Kitching
Los Angeles Department of City Planning
200 N. Spring Street, Rm 850
Los Angeles, CA 90012

VIA U.S. MAIL and EMAIL

RE: Case Number: ENV 2013-0150-EIR

Dear Ms. Kitching,

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

This documentation demonstrates the failure of current lighting technology to contain the light within the current field/campus. 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-2

E-3

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

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.

E-5

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.

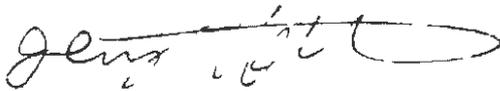
Please find the following enclosures supporting these violations and disturbances:

- 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

E-6

We hope this information is useful in the City's environmental review of this project.

Sincerely,



Jennifer Rothman,
President
Save Coldwater Canyon! Inc.
13547 Ventura Blvd, #620
Sherman Oaks, CA 91423

CC:
Councilmember CD2, Paul Krekorian
Chief of Staff, CD2, Areen Ibranossian
Land Use Director, CD2, Karo Torossian
Nicholas Hendricks, City Planning Department
Michael LoGrande, City Planning Department
Studio City Neighborhood Council Board



**EXHIBIT 2. CONTENTS OF DVD WITH NOISE & LIGHT DISTURBANCES
FROM TED SLAVIN FIELD**

I. DVD Enclosed with following Contents:

<u>Video File Name</u>	<u>Location</u>	<u>Date</u>	<u>Length</u>
------------------------	-----------------	-------------	---------------

Field_083013_night Filmed by Alex Izbicki 8:10pm	From Galewood House 1	08/30/13	42 secs
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Field_083013_daylight Filmed by Alex Izbicki 6:58pm	From Galewood House 1	08/30/13	24 secs
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Lights_083013 From Galewood House
Filmed by Alex Izbicki 9:27pm

08/30/13 47 secs



Field_SatPractice From Galewood House 1
Filmed by Alex Izbicki 10:36am

09/29/13 22 secs



E-7
cont.

Oct18_2013_backyard From Galewood House 2
Filmed by Sarah Boyd 7:50pm

10/18/13 18 secs



Oct18_2013_Drums From Galewood House 2 10/18/13 18 secs
Filmed by Sarah Boyd 7:55pm



E-7cont.

Oct18_2013_fr bathroom From Galewood House 2 10/18/13 8 secs
Filmed by Sarah Boyd 8:10pm





**EXHIBIT 3. PHOTOGRAPHS OF LIGHT DISTURBANCES FROM
TED SLAVIN FIELD**

II. PHOTOS:

Fig 1-3 by Dominik Leconte_Nov 27, 2013 approx 7:10pm

Fig 4-5 by Sarah Boyd_Oct 18, 2013 approx 8:00pm and 9:15pm



Figure 1 View of Slavin Field from Van Noord House

11/27/13

E-7 cont.



Figure 2 View from Van Noord House (w Flash)

11/27/13



Figure 3 Alt view from Van Noord House

11/27/13



**Figure 4 - View from Galewood House 2 (compare field lights to residential hillside above field)
Oct 18, 2013**



Figure 5 - View from Alcove Ave & Halkirk

Oct 18, 2013

10/29/13

John Amato, Vice President
Harvard-Westlake School
3700 Coldwater Canyon Ave
Studio City, CA 91604

Dear Mr. Amato:

I am a resident of 12927 Galewood Street. On Saturday, September 28, 2013, at approximately 8:15 AM in the morning, I was awoken from the noise from your athletic field. I was disturbed by the continuous crowd cheers and chants as well as the referee's consistent whistles. I was not able to go back to sleep as this noise continued into the late morning. I need my sleep to be able to function optimally at my job and this early morning disturbance impacted that sleep.

In addition, on the evening of Friday, August 30, 2013, the lights and noise from your athletic field lit up my backyard and prevented me from enjoying the peace and quiet of the evening as well as the night sky. The lights were so bright -- from field lights all the way down the hill -- that the inside of my house was lit up. In addition, the noise from the field, including that from the crowd, the referee's whistles, the amplified sound of the announcer and the pre-recorded bass driven music during which must have been the half time show, prevented me from using my backyard that evening and the noise could be heard from inside my house, ruining the quiet enjoyment of my home.

E-7 cont.

These are just two specific recent examples of a pattern of disturbance into my neighborhood from the football field. Over the years, there have been many more instances than I have included in this letter.

I respectfully request that you remedy this light and noise disturbance as soon as possible. Thank you.

Your neighbor,



Alex Izbicki

cc: Richard B. Commons, President

Dear Mr. Amato,

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 an 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-10:15 pm, we had to leave our home for the evening due to the 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.

Thank-you,

your neighbor,

Cathy Tardio

E-7 cont.



HARVARD-WESTLAKE SCHOOL

John Amato
Vice President

October 16, 2013

Mrs. Cathy Tardio
12934 Galewood Street
Studio City, CA 91604

Dear Cathy,

Thank you very much for your letter concerning various activities on the Harvard-Westlake campus. I am truly sorry that these events hindered you in any way and will work diligently to remedy the situation.

I would love to have a telephone conversation (Direct Line-310-288-3255) with you regarding the issues you raised in your note to me last week. Developing a positive and productive relationship with you and other neighbors is important to me. Please contact me at your earliest convenience.

Best,

John Amato

E-7 cont.

December 10, 2013

Mr. John Amato, VP
Harvard-Westlake School
3700 Coldwater Canyon Ave
Studio City CA 91604

Dear Mr. Amato,

Subject: Ted Slevin Field Lights & Noise

I am the new owner and resident of 3901 Van Noord Ave. My property is directly across Ted Slevin field on the west side of Coldwater Canyon Blvd. Multiple rooms of our house face directly Coldwater Canyon Blvd and Ted Slevin field.

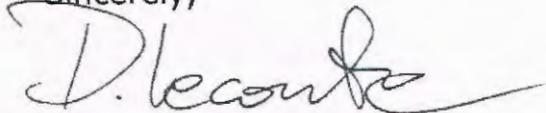
Having recently moved in, I can only attest to the noise and light during the past 11 weeks. Although I knew I was purchasing a home close to a school, I had no idea what a nuisance the field lights would be on such a regular basis. The field lights shine directly into multiple rooms of my home, but especially into the dining room. The severity of the glare has been so high that they have practically ruined multiple family meals.

I am also astounded by the level of noise coming from the Ted Slavin field. During official school events such as games and practice times it's impossible to carry a conversation in our yard due to the level of noise. Moreover, even inside the house we have to turn up the volume on the TV not to hear the constant whistles, cheers, yelling (including at times 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 awoken by severe yelling from the field when there was a game being played on the field for several hours. Last I checked Thanksgiving is an official holiday!

I certainly expected that the school would comply with the LA Noise Ordinances but I have been sorely disappointed.

I respectfully request that the school remedy this light and noise disturbance immediately. Thank you for your understanding in this matter.

Sincerely,



Dominik J. Leconte
3901 Van Noord Ave
Studio City, CA 91604

CC: Richard B. Commons, President

E-7
cont.



Sarah Boyd <savecoldwatercanyon@gmail.com>

Ted Slevin Field Lights

1 message

d leconte <domleco@yahoo.com>

Wed, Dec 11, 2013 at 5:43 PM

Reply-To: d leconte <domleco@yahoo.com>

To: Save Coldwater Canyon! <savecoldwatercanyon@gmail.com>

Cc: D Leconte <domleco@yahoo.com>

To SaveColdWaterCanyon:

I am the owner and current resident at 3901 Van Noord Ave. My house is directly across from Harvard-Westlake's Ted Slevin field and I can specifically attest to the field lights and noise being a major nuisance to our family.

E-7
cont.

As one of the proofs, I'm attaching pictures that I personally took on the evening of 11/27/2013 which show how intrusive and jarring the field lights really are. At times they are simply blinding, and not only when we are in our yard, but also when we are inside the house.

Sincerely,

Dominik J. Leconte and family
3901 Van Noord Ave
Studio City, CA 91604



Sarah Boyd <savecoldwatercanyon@gmail.com>

Harvard/Westlake Project

1 message

kathi holland <kmbholland@hotmail.com>

Tue, Oct 29, 2013 at 7:47 PM

To: Save Coldwater Canyon! <savecoldwatercanyon@gmail.com>

Dear Mr. Amato, in spite of our meetings , I can not condone your project.
The existing field has become noisier and problematic to us. At 7:10 P.M. With windows closed...
I can hear activity on Field. Can not imagine what will happen to our home and neighborhood if this project goes through.
At 7:28 ,I am still Drums and noise. Now hearing honking cars trying to leave existing parking lot.
If your project goes through , It will not only devalue many homes in our neighborhood ...
Will create constant problems on Coldwater Canyon. Yours Truly, Kathi Holland

Kathi
Sent from my iPad

E-7 cont.

October 28, 2013

John Amato, Vice President
Harvard-Westlake School
3700 Coldwater Canyon Ave
Studio City CA 91604

Dear Mr. Amato:

I am a resident of Van Noord street. On the following dates: August 30, Sept 12, and October 18, 2013, until well after 9pm, the noise from the Ted Slavin field, including amplified sound, prevented me from using my backyard and could be heard *inside* my house, ruining the quiet enjoyment of my home.

These loud noises included crowd cheers, chanting, drums, music from the marching band, whistles and loudspeaker announcements.

I am particularly aware of the Thursday Sept 12 game, because it was unusual that it was so noisy and so late on a *Thursday* -- my parents were in town visiting and we sat in my backyard after 7:15pm, trying to enjoy our new outdoor furniture in the warm September night. However, the noise from the game made us retreat inside after less than a half hour. This noise was still audible from my house so I had to close the windows.

E-7
cont.

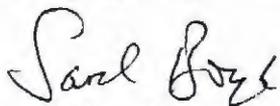
This is not the first time I am writing about this noise intrusion -- I first contacted the school many years ago, in April 2008, through our neighborhood watch spokesperson, Jeffrey Berk. This was after the field had just started being used late into the evening, with amplified noise. At that time I surveyed my Van Noord neighbors, and received many responses. Here are some excerpts:

"can not only hear it but see it" "11:30 is very late for noise"
"11:30 is way too late" "turn down the volume" "feel like i
can't open my windows on fall friday nights" "loudspeaker is
unnecessarily loud"

Noise from that field has been a nuisance each and every year since then, especially during football season.

I respectfully request that you remedy this noise disturbance as soon as possible. Thank you.

Your neighbor,



Sarah Boyd
3958 Van Noord Ave
Studio City, CA 91604

cc: Richard B. Commons, President

December 10, 2013

Harvard-Westlake School
3700 Coldwater Canyon Ave
Studio City, CA 91604

Dear Mr. Amato,

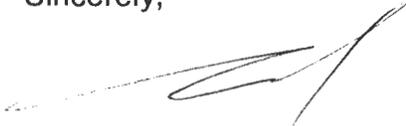
I am writing about the noise level and light emanating from your current football field. Since I moved to Van Noord Ave in November of 2008, I have often been surprised by the volume and bright lights coming from the football field.

I hesitate to even bring this up, because when we bought the house we were of course aware that we were in somewhat close proximity to a school. However, the noise is even worse than we had imagined before we moved in. When my children were babies, the noise during a football game was often so loud it literally woke them up from their sleep. It's incredibly disruptive.

Now that the school is considering a second field, I'm concerned about the noise level for everyone in the area (even if there is no PA or bleachers) and I can only imagine what those neighbors closer to that field will experience.

I respectfully request that you consider the effects your current field has on the neighborhood and do something to mitigate the level of noise that is created on a regular basis.

Sincerely,



Sally Wood
3945 Van Noord Ave
Studio City CA 91604

E-7 cont.

Attn: Sarah Boyd
SAVE COLDWATER CANYON! INC.
13547 Ventura Blvd. #620
Sherman Oaks, CA 91423

Dear Sarah,

Here is the log I kept in Fall of 2011 of the many noise, light and other disturbances caused by the School to my home at 12838 Halkirk Street. I made the school aware of these issues at our December 2011 meeting with Mr. Hudnut, then president.

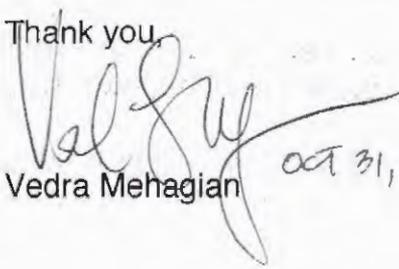
While Tom Hudnut was there, he did try to help with some of our issues. They changed the starter guns that were used on the field to an electronic start, so no more sounds of gunfire in our neighborhood. Before his departure, and definitely since he's been gone, the field continued, and continues to be a nuisance and disrupts the quality of life on Halkirk Street and Alcove Ave, where we own another house. In fact, I would go so far as to say that the neighborhood has never been the same since Fall of 2007 when the lights were put in, much to the surprise of the neighborhood.

Sometime last year, I started another log as we kept hearing games and practices every Sunday, as it seems to continue 7 days a week. Here are a few highlights.

In October of 2012, we finally got them to stop washing the buses on Sundays at 7am with the loud generators and pressure washers. On Feb 17, 2013 the Sunday games/practice seemed to begin again, every Sunday. March 24, 2013 was another Sunday game. June 8, 2013, was the return from grad night, Saturday morning at 6:30am the buses and kids started filling the canyons with noise. After grad night, on Sunday June 9th, another pool practice, and game on the field, all before 8am.

Again I will say since 2007, with the stadium lights installed, our neighborhood hasn't been the same. These more recent early morning noise disturbances are intrusive to the use and enjoyment of our home, so can hardly imagine another field/stadium, and with more lights in our neighborhood.

Thank you,


Veda Mehagian

Oct 31, 2013

E-7 cont.

Aug 31 10:30pm City was working on poles for HW before school started
Workers on poles yelling at each other until 11:30 pm bringing
out neighbors to see what was going on and why they had to yell

Sept 2 Game went after 10pm

Sept 9 Game-lights off at 10:15pm

Sept 10 Saturday-another game

Sept 11 Pressure washing 8am stopped @8:45 after calling, leaf blowers, buses,
loud speaker, and testing music till after 2pm

Sept 12, 5:45am bus/truck yelling, beeps.

Sept 12, 6:45am Called security, unloading truck

Sept 15, 4:45am truck/bus/beeps

Sept 20, 8pm lights, activities still going, buses,

Sept 21, 6:30am numerous cars, driving in/out walkie talkies, more cars

Sept 22, 10pm buses with beeps

Sept 23, 6:30am cars driving in/out

Sept 24, Saturday 7:45am buses/beeps

Sept 26, Idle bus, over 15 minutes

Sept 27, 8:55pm buses/beeps

Sept 28, Very loud drumming for considerable length of time

Sept 30, again 6am car drives in, loud muffler 6:45am more cars/truck drive in

Sept 30, 11:40pm more cars driving in

Oct 1, "HOMECOMING HELL" after 11pm

Oct 2, Sunday Tear down before 8am, LOUD, Called JD @ 9:30am

Oct 2, 8:15pm more bus/truck noise

Oct 3, 6:08am truck/bus/beeps 6:40am more cars/bus 7am leaf blower

Oct 3, 10:40pm-11:40pm cars entering/exiting, LOUD

Oct 4, 6:30am buses, beeps, cars 7:10am leaf blower starts

Oct 6, 4:40am, 5:20am, 6:20am BUSES TOO EARLY

Oct 14, 5:45am, 6:07am bus, trucks, beeps

Oct 14, 11:23pm bus/beeps

Oct 15, Saturday 8am, buses, kids, beeps

Oct. 17, 4:45 am beeps

The leaf blower starts at 7am now, used to be 8am

As you notice the times are getting earlier for activity, sometimes in the wee
hours, and the games and late night buses entering the North gate have

Also gotten earlier and later... This is a start... Time for a retaining wall
Noise reduction as the quality of life has changed.

Leaf blowing Monday, Nov. 11 11:00 am for an hour.

E-7 cont.

**SAVE COLDWATER CANYON
FORM LETTER**

244 e-mails/letters were received with the following comments.

(this includes 15 people who submitted two form letters sometimes with additional comments)

Subject: RE: Case Number: ENV 2013-0150-EIR

Dear Diana Kitching, City Planning Department,

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. I'm 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-1
- Designated "desirable open space" land should be protected, not developed | F-2
- 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-3A
- The private bridge will be an eyesore and a blight on the aesthetics of this canyon road - a designated scenic highway. | F-3B
- Overflow school-related parking on residential streets is not a problem | F-4
- 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-5
- The School has not provided sufficient proof of need for either of its project goals (750-car garage and additional football-sized field) | F-6
- 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-7
- 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-8
- Buses do not need to move off Coldwater -- they are safe where they are and do not bother motorists or residents | F-9
- 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-10
- 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-11

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-12

Sincerely,

Some people added to the form letter expressions of opposition to the project as well as concerns regarding:

- | | |
|---|-------------|
| 1. aesthetics | F-13 |
| 2. traffic (left turn movement across traffic and increased congestion, including during the peak hour) | F-14A |
| 3. cumulative traffic impacts | F-14B |
| 4. community was already impacted by 3 years of construction on Coldwater Canyon Avenue as a result of DWP construction | F-14C |
| 5. request for a Metro bus on Coldwater Canyon | F-14D |
| 6. suggested use of bus on game nights to shuttle people | F-14E |
| 7. safety | F-14F |
| 8. development west of Coldwater Canyon in open space area | F-15 |
| 9. potential for more development at Harvard-Westlake and increased enrollment | F-16 |
| 10. commercial development in an R1 zone, project would be out of scale and character with the neighborhood | F-17 |
| 11. lack of community benefit | F-18 |
| 12. economic factors including impact to property values | F-19 |
| 13. impact to noise, quality of life and quiet enjoyment | F-20 |
| 14. Impact to the St. Michael's church that operates seven days a week | F-20 |
| 15. impact to habitat and wildlife, overload to stressed environment | F-15 cont'd |
| 16. air quality | F-21 |
| 17. need for more parking and need for a practice field | F-21 |
| 18. past CUP violations | F-22 |

These additional comments are reproduced (in bold) with the names of the commenters below.

1. From: Adam <info@savecoldwatercanyon.com>
Date: Fri, Nov 22, 2013 at 8:50 P
Adam
Save Coldwater
Studio City, CA, 9160
2. From: Andrew <info@savecoldwatercanyon.com>
Date: Fri, Nov 22, 2013 at 9:07 PM
Andrew
Save Coldwater
Studio City, CA, 91604
3. From: Bob <info@savecoldwatercanyon.com>
Date: Sun, Nov 24, 2013 at 10:51 PM
Bob
Bob@savecoldwatercanyon.com
Save Coldwater
Studio City, CA, 91604
4. From: Sahil Gupta <info@savecoldwatercanyon.com>
Date: Fri, Nov 22, 2013 at 8:33 PM
Sahil Gupta
2108
Los Angeles, CA, 90007
5. From: Ryan Johnson <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 4:06 PM
I can't believe that this proposed project will take 2 years to complete! Coldwater will be a mess!!
Ryan Johnson
rjohnsonrj@gmail.com
3811 Legion Lane
Los Angeles, Ca, 90039
6. From: Michael Mann <info@savecoldwatercanyon.com>
Date: Fri, Nov 22, 2013 at 8:32 PM
Michael Mann
3970 Van Noord Avenue
Studio City, CA, 91604
7. From: Michael Mann <info@savecoldwatercanyon.com>
Date: Fri, Nov 22, 2013 at 9:18 PM
I do not think that Harvard Westlake is giving back to the community at all with this project.
Michael Mann
12321 Riverside Drive
Valley Village, CA, 91607
8. From: Perry katz <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:16 PM
Perry katz
Pkatz1@aol.com
3917 van noord avenue
Studio city, Ca, 91604
9. From: David Subar <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:17 PM
David Subar
dsubar@interna.com
4007 Van Noord Avenue
STUDIO CITY, CA, 91604
10. From: Barbara Davilman <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:21 PM
Barbara Davilman
bdavilman@gmail.com
4002 van noord avenue
Studio City, CA, 91604
11. From: Kevin Flaherty <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:21 PM
Kevin Flaherty
whytheory@sbcglobal.net
3320 Coy Dr.
Sherman Oaks, CA, 91423
12. From: Kathleen Nielsen <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:23 PM

Kathleen Nielsen
caitnielsen@earthlink.net
13004 Greenleaf St.
Studio City, CA, 91604

13. From: Anne Mosell <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:31 PM
Anne Mosell
Amosell@pacbell.net
4033 van noord ave
Studio city, Ca, 91604
14. From: Vicki Stern <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:33 PM
Vicki Stern
mad4cat2@gmail.com
4018 Mary Ellen Ave
Studio City, CA, 91604
15. From: Robert <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:35 PM
It's absurd that this parking structure is being built. It is completely unnecessary and would hurt the community, not to mention the wildlife around.
Robert
m12schouweiler@yahoo.com
3944 Vantage Ave
Studio city, California, 91604
16. From: Dr. Jo Perry <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:39 PM
I urge you to stop this oversized, environmentally-destructive and invasive project.
Dr. Jo Perry
joaperry@gmail.com
3730 Mound View Avenue
Studio City, CA, 91604
17. From: Emily Laskin <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:40 PM
This proposed project should not go forward. The negative impact on the natural environment, the community and traffic on Coldwater cannot be overstated. We will fight this project and vote out of office any public official who supports it.
Emily Laskin
emilyjlaskin@gmail.com
13014 Woodbridge Street
Studio City, CA , 91604
18. From: Karen Andrews <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:40 PM
A ridiculous proposal which should be stopped immediately!
Karen Andrews
fiddledee@roadrunner.com
12607 Miranda Street
Valley Village, CALIFORNIA, 91607
19. From: benjamin hendricks <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:44 PM
This proposal stinks to high heaven and obviously violates the spirit of long-established rules. We are watching to see what you do.
benjamin hendricks
seagoat@gmail.com
3377 Coy Dr.
Sherman Oaks, ca, 91423
20. From: Elaine Thomas <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:45 PM
Elaine Thomas
elaine.makeup@pacbell.net
12301 Collins Street
Valley Village, CA, 91607
21. From: Marty Mcguire <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:48 PM
Marty Mcguire
sfxdesign@mac.com
449 W. Grandview Ave
Sierra Madre, Ca, 91024
22. From: Kalli staebling <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:53 PM
Kalli staebling

9poppies@gmail.com
3377 coy dr
Sherman oaks, Ca, 91423

23. From: Dickran Sarkisian <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 5:54 PM
Dickran Sarkisian
dickran@sbcglobal.net
4030 Ethel Ave
STUDIO CITY, CA, 91604
24. From: Laurie Provost <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:07 PM
As a Hollywood historian w/ a husband who grew up in Beverly Hills, we find the project appalling. Why? The lack of responsibility or concern on every level: neighbors, congestion, nature, property values. It's all for H-W and nothing for anyone else
Laurie Provost
laurie.jakewithme@juno.com
627 Montclair Dr
Santa Rosa, CA, 95409
25. From: Keith Steinbaum <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:18 PM
In our nation's song, America the Beautiful, why is the phrase, 'Purple Mountain's Majesty' often ignored when it comes to money interests? But the preserving of our Santa Monica Mountains showed courage. Show it again.
Keith Steinbaum
kasteinbaum@aol.com
18935 La Amistad Place
Tarzana, CA, 91356
26. From: Karyn Zarubica <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:18 PM
Thank you for doing the right thing!!
Karyn Zarubica
kzaru@sbcglobal.net
4949 Mammoth Ave
Sherman Oaks, CA, 91423
27. From: shaun smith <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:22 PM
shaun smith
neotravels@yahoo.com
cleon ave
north hollywood, ca, 91601
28. From: Wendy Vanguard <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:22 PM
Wendy Vanguard
wendyvanguard@gmail.com
12021 Laurel Terrace Dr.
Studio City, CA, 91604
29. From: Nathan Mendel <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:29 PM
I believe this is a classic want vs. need scenario. At the last public comment meeting the garage supporters continuously mentioned what a great school HW is. That greatness has never been in question, and in fact was developed w/ current parking.
Nathan Mendel
ngmendel@yahoo.com
12965 Blairwood Drive
Studio City, CA, 91604
30. From: Alexander Trugman <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:43 PM
Alexander Trugman
wagnertrugman.alex@gmail.com
12184 Laurel Terrace Drive
Studio City, California, 91604
31. From: Debra Miller <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 6:57 PM
I have to say that there is so little open space left in our canyons that it makes me feel uneasy about letting this institution get any larger. Perhaps the rich kids could take a bus (I know shocking) walk or ride a bike.
Debra Miller
debramiller51@gmail.com
4487 Colbath Ave. #311
Sherman Oaks, CA, 91423
32. From: Doron Kauper <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 6:57 PM

This project will NOT enhance our community in any way. Please don't turn our town into Disneyland. We love the charm of the canyon, the wildlife, the trees and the beautiful natural feeling. Imagine the traffic, the eyesore, the vanishing wildlife.

Doron Kauper
rose@homeopathyway.com
Ventura Canyon Avenue
Sherman Oaks, California, 91423

33. From: Mark Trugman <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 6:59 PM

Mark Trugman
mark.trugman@gmail.com
12184 Laurel Terrace Drive
Studio City, CA, 91604

34. From: Jacquie Jones <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 7:02 PM

Jacquie Jones
Dj2j@aol.com
5826 Bucknell Ave.
Valley Village, CA, 91607

35. From: Aaron Epstein <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 7:03 PM

Aaron Epstein
aaronep@pacbell.net
4945 Gentry Avenue
N. Hollywood, CA, 91607

36. From: Whitney Wagner <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 7:26 PM

Whitney Wagner
Whitneywagner1@yahoo.com
12184 Laurel Terrace dr
Studio city, Ca, 91604

37. From: Barbara Robbin <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 7:32 PM

Barbara Robbin
blrsc@hotmail.com
11201 Dona Lola Drive
Studio City, CA, 91604

38. From: Karen Abrams <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 7:34 PM

Harvard's claim they will improve traffic flow on Coldwater negates the fact that those extra lanes will stop at the lot, then bottleneck into the preexisting lane which will slow southbound canyon traffic back to a standstill. How does that help?

Karen Abrams
Karen@thinktheta.com
4038 Van Noord Ave.
Studio City, California, 91604

39. From: Dany Carol, MS, PA-C <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 7:44 PM

This project is not only unnecessary, worse, it is completely inappropriate to the residential area and beautiful canyon environment that will be adversely impacted by yet more traffic and more noise. The law: "...quiet enjoyment of ones premises".

Dany Carol, MS, PA-C
dany@danycarol.com
POB 3483
Glendale, CA, 91221

40. From: Nira Casey <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 8:05 PM

Nira Casey
nira_cc@yahoo.com
4139 Vanetta Place
Studio City, CA, 91604

41. From: Mary Zakrasek <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 8:32 PM

Mary Zakrasek
sungold@sbcglobal.net
3729 Ventura Canyon Avenue
Sherman Oaks, CA, 91423

42. From: Susan Clark <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 8:58 PM

This selfish greedy proposal will devalue property, cause havoc on a main road into LA, destroy habitat, ruin Saint Michaels magnificent church organ, pollute the air, create unbelievable noise levels and for what!! No no no!!

Susan Clark

Georgnbay@aol.com

13400 riverside drive

Sherman oaks, Cal, 91423

43. From: Brooks Taylor <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 9:08 PM

Let's not start or set a precedent for future eyesores to our canyon drives. This will create a bigger nightmare to the commute south than you can ever imagine. There was never any reason to turn left heading south until now.

Brooks Taylor

bttune@roadrunner.com

14149 Emelita St.

Sherman Oaks, CA, 91401

44. From: Michael Laskin <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 9:41 PM

Michael Laskin

chezlaskin@sbcglobal.net

13014 Woodbridge Street

Studio City, CA, 91604

45. From: Joanna di Paolo <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 9:54 PM

The impact this will have on wildlife, the surrounding neighborhood, important old stands of trees, and the disruption it will cause to neighboring canyons should be enough to compel the city to JUST SAY NO to this selfish, vanity project!

Joanna di Paolo

jalexid@att.net

8947 Hollywood Hills Rd

Los Angeles, CA, 90046

46. From: Victoria Mudd <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 10:01 PM

Victoria Mudd

Earthwrx@earthlink.net

3742 Ventura Cyn

Sherman oaks, Ca, 91423

47. From: Ruth Wald <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 10:03 PM

Ruth Wald

rw1950@aol.com

2221 Sunset Crest Drive

Los Angeles, California, 90046

48. From: Donna Mann <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 10:07 PM

This effects the neighbors that live close to the school, and have will have a tremendous negative impact to thousands of canyon commuters everyday. We recently under went extreme construction when the city worked on the water line. It was horrible.

Donna Mann

Donnamannre@aol.com

3970 Van Noord Ave

Studio city, Ca, 91604

49. From: Zarah Kulczycki <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 10:13 PM

Zarah Kulczycki

zarahkul@gmail.com

12741 Bloomfield St

Studio City, CA, 91604

50. From: Claudette Sutherland <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 10:24 PM

It's an overload in an already stressed setting.

Claudette Sutherland

nolaavis1@gmail.com

4616 Van noord Ave

Sherman Oaks, ca, 91423

51. From: Margaret MacMillan <info@savecoldwatercanyon.com>

Date: Mon, Nov 25, 2013 at 10:31 PM

Margaret MacMillan

maggie.macmillan@gmail.com

5908 varna Ave.

Valley Glen, CA, 91401

52. From: Susan Estin <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 10:32 PM
Susan Estin
Sueestin@aol.com
12523 milbank st
Studio city, Ca, 91604
53. From: Jack Laufer <info@savecoldwatercanyon.com>
Date: Mon, Nov 25, 2013 at 10:55 PM
Jack Laufer
Jack3212@aol.com
5656 Vesper Ave
Sherman Oaks, Ca, 91411
54. From: John Schouweiler <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 12:05 AM
John Schouweiler
john.schouweiler@gmail.com
3944 Vantage Avenue
Studio City, CA, 91604
55. From: Sheri Kessel <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 12:19 AM
Keep Coldwater Canyon residential and rustic.
Sheri Kessel
Bopgal17@yahoo.com
13014 Ventura bl
studio city, Ca, 91604
56. From: Sheila STewart <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:47 AM
Sheila STewart
Redshe@mac.com
5334 Ben Avenue
Valley Village, CA, 91607
57. From: Paula tiso-mercier <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 4:16 AM
Paula tiso-mercier
mepaulatee@verizon.net
12506 woodbine
Los angeles, Ca, 90066
58. From: Debra Engilman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 6:41 AM
Please do not let this be a done deal this is not environmental safe needed or necessary
Debra Engilman
debengilman@gmail.com
4148 Mary Ellen ave
Studio city, California, 91694
59. From: Diana Hanson <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 8:01 AM
I have lived in my home since 1979. Through the years the school has become a busier and nosier neighbor. I believe they should build the parking structure on their current campus and leave the space as it was meant to be.
Diana Hanson
diana@dianahanson.com
3905 Van Noord Avenue
Studio City, CA, 91604
60. From: miriam stone <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 8:06 AM
miriam stone
wantsomewater@gmail.com
4052 alta mesa dr
studio city, ca, 91604
61. From: Bruce Steinbaum <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 8:16 AM
This project must be opposed. If it is allowed to proceed, the legacy of those who approved it will forever be tarnished.
Bruce Steinbaum
bruce@skmanagement.com
15910 Ventura Blvd
Encino, CA, 91436
62. From: Jay Stern <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 8:57 AM
Jay Stern
Jaygstern@aol.com

4018 Mary Ellen Avenue
Studio City, CA, 91604

63. From: Elizabeth Kenney <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 9:00 AM
This would really decrease property values in this area as well as create a terrible driving condition in the mornings and afternoon. Not to mention the environmental impact.
Elizabeth Kenney
casurfer@roadrunner.com
12832 Halkirk Street
Studio City , CA, 91604
64. From: Janet Jordan <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 9:00 AM
Janet Jordan
janetjordan@roadrunner.com
12832 Halkirk Street
studio city , ca, 91604
65. From: Ed Begley <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 9:04 AM
Ed Begley
ed@edbegley.com
3850 Mound View Ave.
Studio City, CA, 91604
66. From: Linda Hunt <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 9:26 AM
Linda Hunt
linda@admarketing.com
5017 Bakman Ave #23
North Hollywood, Ca. , 91601
67. From: Robert Beiser <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 9:30 AM
Robert Beiser
rob@decorativecarpets.com
4235 Mary Ellen Ave. #102
Studio City, CA, 91604-1859
68. From: Chris Hatfield <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 9:31 AM
Chris Hatfield
Hatfieldvoice@gmail.com
5908 Varna Ave
Valley Glen, CA, 91401
69. From: Jeffrey Jacobs <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 10:03 AM
I have inspected HW docs that were sent to L. A Blding and Safety over 20yrs.. Those documents indicated that HW had sufficient parking and would not increase enrollment. When did the enrollment increase to 900? I just heard about it at the SCNC.
Jeffrey Jacobs
jjacobs9@aol.com
3950 Van Noord Ave.
Studio City, Ca., 91604
70. From: Chouket WEGLEIN <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 10:33 AM
Chouket WEGLEIN
chouket_w@hotmail.com
3712 Berry Drive
STUDIO CITY, California, 91604
71. From: Tami Armitage <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 11:08 AM
Tami Armitage
tarmitage@sbcglobal.net
12854 Landale St
Studio City, CA, 91604
72. From: Elana Leaf <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 11:48 AM
Elana Leaf
elanaleaf@gmail.com
1000 1/2 N. Croft
Los Angeles, California, 90069
73. From: connie beck <info@savecoldwatercanyon.com>

Date: Tue, Nov 26, 2013 at 12:45 PM
connie beck
conniebeck28@gmail.com
3900 longridge ave.
Sherman Oaks, california, 91423

74. From: Rose Leibowitz <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 12:58 PM
Rose Leibowitz
rleibowi@sbcglobal.net
4245 Sepulveda Blvd
Sherman Oaks, Ca, 91403

75. From: Jeffrey M Pollakoff <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 1:21 PM
It is absolutely wrong to destroy this unique area of the Valley for the obvious blight that would result. Please do not let some privileged few ruin it for the rest of us. Thanks.
jeff
Jeffrey M Pollakoff
jeffpollakoff@att.net
4721 kester ave #5
Sherman Oaks, CA, 91403

76. From: Karen Leaf <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 1:53 PM
Please do not proceed with this ill advised development.
Karen Leaf
karenwleaf@gmail.com
13048 Hesby St.
Sherman Oaks, California , 91423

77. From: Carl Kleinman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 2:05 PM
Carl Kleinman
carlkleinman@yahoo.com
3933 Van Noord Ave
Studio City, CA, 91604

78. From: Patricia Bates <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 2:14 PM
Bottom line - this is a terrible thing to do to a residential neighborhood!
Patricia Bates
batesbird@gmail.com
16811 Weddington St
Encino, CA, 91436

79. From: Stephanie Kleinman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 2:17 PM
I urge you to stop the new Harvard-Westlake School Parking Garage and field. Traffic in our neighborhood is already congested and an additional 750 cars will not help. Kids run stop signs and speed down our streets.
Stephanie Kleinman
admin@easymade.com
3933 Van Noord Ave
Studio City, California, 91604

80. From: Travis Schneider <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 2:27 PM
Travis Schneider
bootswallace@aol.com
4144 Tujunga Ave. #201
Studio City, CA, 91604

81. From: Masami Fukuhara <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 2:34 PM
Masami Fukuhara
masamif@titta.com
3720 Alta Mesa Drive
Studio City, California, 91604

82. From: Kris Ohlenkamp <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:16 PM
Kris Ohlenkamp
kris.ohlenkamp@sbcglobal.net
4999 Medina Drive
Woodland Hills, CA, 91364

83. From: Guido Zwicker <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:32 PM
Colwater Canyon is already overloaded with traffic. This project will worsen things to an unacceptable degree.

Guido Zwicker
guido@researchg.com
3720 Alta Mesa Dr
Studio City, California, 91604

84. From: Walt Gorse <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:33 PM
Walt Gorse
walt@mgtnavigator.com
13439 Chandler Blvd.
Sherman Oaks, CA, 91401

85. From: jamie jacobs <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:36 PM
jamie jacobs
jamiemichellejacobs@gmail.com
3950 van noord ave
studio city, ca, 91604

86. From: Michael Maiman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:41 PM
I live in Valley Village/Studio City area and constantly drive over Coldwater Canyon into the City. The amount of traffic that will be impacted if this project is allowed to go through will alter the lives of people in our community for many years.
Michael Maiman
expert@MKLbiz.com
4921 Laurelgrove Ave
Valley Village, CA, 91607

87. From: susan shapiro <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:48 PM
susan shapiro
susie.shapiro26@gmail.com
13341 Aetna St.
Van Nuys, CA, 91401

88. From: Amy Kleinman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:52 PM
Amy Kleinman
alkleinma@gmail.com
3933 Van Noord Ave
Studio City, CA, 91604

89. From: Frieda Maiman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 3:58 PM
This massive project is totally incongruous with the hillside, and will ruin this area of Studio City. I'm opposed to this project for the following reasons: [form letter follows]
Frieda Maiman
friedamaiman@sbcglobal.net
4921 Laurelgrove Avenue
Valley Village, California, 91607

90. From: Debra Kane <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 4:01 PM
Debra Kane
debby.kane@gmail.com
5722 Sunnyslope Avenue
Van Nuys, CA, 91401

91. From: Andrew Wagner-Trugman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 4:22 PM
Andrew Wagner-Trugman
awt234@nyu.edu
12184 Laurel Terrace Drive
Studio City, Ca, 91604

92. From: Caitlin Cohen <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 5:30 PM
Caitlin Cohen
caitlincohen@gmail.com
caitlincohen@gmail.com
Studio City, California, 91604

93. From: joyce rosenblum <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 5:50 PM
check with the community
joyce rosenblum
joy2beme2@aol.com
1133 Iliff st
pacific palisades, ca, 90272

94. From: Kelly Ekizian <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 6:22 PM
Please don't ruin Coldwater Canyon by permitting overbuilding and additional congestion.
Kelly Ekizian
kce3730@hotmail.com
3730 Goodland Ave.
Studio City, CA, 91604
95. From: Rita Silverman <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 6:25 PM
Please help preserve what little natural beauty is left in Coldwater Canyon. Thank you.
Rita Silverman
bubberita@gmail.com
5927 colbath ave
valley glen, CA, 91401
96. From: arnie sperling <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 6:31 PM
arnie sperling
alsperling@aol.com
1339 chautauqua blvd
pacific palisades, CA, 90272
97. From: lynn sperling <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 6:32 PM
lynn sperling
alsperling@aol.com
1339 chautauqua blvd
pacific palisades, CA, 90272
98. From: Howard Marylander <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 7:00 PM
Howard Marylander
howardhmi@verizon.net
1114 Princeton St. #8
Santa Monica, CA, 90403
99. From: Minako Arai <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 9:18 PM
Minako Arai
lovemina0307xoxo@gmail.com
14320 Addison St. #212
Sherman Oaks, CA, 91423
100. From: Linda Cole <info@savecoldwatercanyon.com>
Date: Tue, Nov 26, 2013 at 10:52 PM
To the City, Councilmember Krekorian and others.
**This proposed parking structure is completely indicative of private greed over the protection of woodland and wildlife.
Please take immediate action to prevent it from being developed.**
Linda Cole
lcole914@yahoo.com
4646 Natick Ave. #102
Sherman Oaks,, CA, 91403
101. From: Norma Johnsonn <info@savecoldwatercanyon.com>
Date: Wed, Nov 27, 2013 at 7:38 AM
Norma Johnsonn
njj1818@aol.com
14686 Valley Vista Blvd
Sherman Oaks, Ca, 91403
102. From: Hugh A. Lipton <info@savecoldwatercanyon.com>
Date: Wed, Nov 27, 2013 at 9:13 AM
I've lived in this community for over 30 years and hate to see it further destroyed by 'development'. The tranquil beauty of the neighborhood will only be further destroyed.
Hugh A. Lipton
4949fanz@msn.com
13008 Dickens St.
Studio City, CA., 91604
103. From: Miriam Reisman <info@savecoldwatercanyon.com>
Date: Wed, Nov 27, 2013 at 11:37 AM
Miriam Reisman
m.reisman@sbcglobal.net
14609 Deervale Place
Sherman Oaks, CA, 91403
104. From: Lois Lee <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 12:17 PM

We really don't need the extra traffic in the valley. Please preserve our wildlife. Thank you.

Lois Lee

Loislee.1@netzero.com

5460 White Oak Avenue

Encino, Ca, 91316

105. From: Kate Carlson <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 12:19 PM

This would add extra time to my already daunting commute. Plus there is still construction on Coldwater Canyon, now North of Ventura, which is creating traffic at that intersection all the way to the 101 and SB, too. Don't add more traffic, please!

Kate Carlson

kate.carlson310@gmail.com

12946 Valleyheart Dr.

Studio City, CA, 91604

106. From: Sheri Clemente <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 12:34 PM

Sheri Clemente

shericlemente@yahoo.com

12927 Galewood Street

Studio City, CA, 91604

107. From: Kris Kelly <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 1:05 PM

Do not build this garage...have some respect for the wild life....haven't we encroached on them enough???

Kris Kelly

info@thekriskellyfoundation.org

9903 Santa Monica Blvd #474

Beverly Hills, CA, 90212

108. From: Debra Laabs <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 2:34 PM

Debra Laabs

reddeb@sbcglobal.net

17129 Lorne Street

Lake Balboa, CA, 91406

109. From: Kenny Panchuk <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 3:41 PM

Kenny Panchuk

cc@f-rico.com

6523 Satsuma Ave

North Hollywood, CA, 91606

110. From: flora petrushkina <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 3:48 PM

flora petrushkina

ffpetrus@aol.com

ffpetrus@aol.com

sherman oaks, California, 91401

111. From: Marsha Swsiller <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 5:55 PM

Marsha Swsiller

mswiller@aol.com

4745 Lemona Avenue,

SHERMAN OAKS, CA, 91403

112. From: Jody Church <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 7:13 PM

I have been a resident over 30 years. I use Coldwater Canyon often for my commute. Everyone must heed the detriment of expansion. Carpool!!!!

Jody Church

jochurch@roadrunner.com

4213 Goodland ave

studio city, ca, 91604

113. From: Jay Cywan <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 8:16 PM

Jay Cywan

jaymircy@aol.com

4630 Wortser Avenue

Sherman Oaks, CA, 91423

114. From: Rosemary Ringwald <info@savecoldwatercanyon.com>

Date: Wed, Nov 27, 2013 at 8:24 PM

I have been a resident of Studio City since 2002 and my grandparents lived on Galewood Street from 1936 until my

grandmother's death in 1995. Do not allow this development. It will devalue property values and hurt the area overall.

Rosemary Ringwald
Rlringwald@yahoo.com
11340 Dona Teresa Dr.
Studio City, Ca, 91604

115. From: Laura Campaniolo <info@savecoldwatercanyon.com>
Date: Wed, Nov 27, 2013 at 8:58 PM
Laura Campaniolo
llc316@att.net
6532 Costello Ave
Valley Glen, CA, 91401
116. From: Roy Belson <info@savecoldwatercanyon.com>
Date: Thu, Nov 28, 2013 at 10:34 AM
The Harvard Westlake proposal is a disaster to protection of our natural resource and beauty of Coldwater canyon. Zev ,You almost stopped all construction in and four cities around Santa Monica National park,send a letter to Zev Yaroslavsky.
Roy Belson
roybelson@gmail.com
13425 Ventura blvd
Sherman oaks , ca, 91323
117. From: Burt Sacks <info@savecoldwatercanyon.com>
Date: Thu, Nov 28, 2013 at 11:07 AM
Burt Sacks
rxburt@aol.com
5330 Lindley ave #108
encino, ca, 91316
118. From: Betsy Soo <info@savecoldwatercanyon.com>
Date: Fri, Nov 29, 2013 at 1:47 PM
PLEASE do not allow Harvard Westlake to destroy our peaceful neighborhood. Students from the school are already driving up to the proposed parking structure to smoke and leaving behind used condoms and debris. Thank you,
Betsy Soo
Betsy Soo
betsysoo@aol.com
13049 Greenleaf St.
Studio City, Ca., 91604
119. From: Jarrett Jacobs <info@savecoldwatercanyon.com>
Date: Fri, Nov 29, 2013 at 9:09 PM
Jarrett Jacobs
Jarrett930@yahoo.com
3950 Van Noord Ave
Studio City, CA, 91604
120. From: Jd Ferraro <info@savecoldwatercanyon.com>
Date: Sun, Dec 1, 2013 at 9:55 AM
Jd Ferraro
Junkferraro@gmail.com
4302 St Clair Ave
Studio City, CA, 91604
121. From: Vera Halpern <info@savecoldwatercanyon.com>
Date: Sun, Dec 1, 2013 at 3:47 PM
We are opposed to the Parking garage and lighted field.
Vera Halpern
vera@verahalpern.com
4163 Greenbush Ave.
Sherman Oaks,, CA, 91423
122. From: Laura Glass <info@savecoldwatercanyon.com>
Date: Mon, Dec 2, 2013 at 6:24 AM
Laura Glass
sprpoochma@aol.com
4307 Babcock Avenue
Studio City, CA, 91604
123. From: Sharon Krischer <info@savecoldwatercanyon.com>
Date: Mon, Dec 2, 2013 at 5:03 PM
I lived in the 3900 block of Van Noord Ave. for 36 years. I cannot imagine the traffic, noise and inconvenience to all the homeowners in that area. (designated R1) I still use Coldwater Cyn all the time and traffic is horrendous on the Cyn.
Sharon Krischer
sgkrischer@roadrunner.com
10913 Whipple St.
Studio City, Ca., 91602
124. From: Molly Flanegin <info@savecoldwatercanyon.com>

- Date: Mon, Dec 2, 2013 at 6:56 PM
Molly Flanegin
mflanegin@mac.com
8868 Lookout Mountain ave
Los Angeles, CA, 90046-1820
125. From: Ceil greenberg <info@savecoldwatercanyon.com>
Date: Tue, Dec 3, 2013 at 5:26 PM
Ceil greenberg
Ceil.greenberg@sbcglobal.net
3201 Overland Abe.
Los Angeles, CA, 90034
126. From: paul steinbaum <info@savecoldwatercanyon.com>
Date: Tue, Dec 3, 2013 at 9:02 PM
I travel over Coldwater Canyon every day to visit clients, Clients who will be very negatively impacted by the proposed expansion / encroachment by Harvard Westlake. I am totally opposed to placing any lights on top of the lot.
paul steinbaum
psteinbaum@gmail.com
1014 N. Doheny Drive #9
West Hollywood, CA, 90069
127. From: Linda Delaney <info@savecoldwatercanyon.com>
Date: Wed, Dec 4, 2013 at 9:05 AM
Linda Delaney
asklinda2@gmail.com
333 N. Palm Dr. #105
Beverly Hills, CA, 90210
128. From: Dianne Gorse <info@savecoldwatercanyon.com>
Date: Thu, Dec 5, 2013 at 2:38 PM
Dianne Gorse
dgorsey@yahoo.com
13439 Chandler Blvd.
Sherman Oaks, , CA, 91401
129. From: Mike Donohew <info@savecoldwatercanyon.com>
Date: Thu, Dec 5, 2013 at 3:09 PM
I have lived on Van Noord for almost 50 years and continue to hike in the hills around this area....I believe this unwanted addition to our neighborhood would severely damage the beauty, quaintness and specialness of our community....
Mike Donohew
donohewm@aol.com
3976 Van Noord Ave
Studio City, Ca., 91604
130. From: Laurie Cohn <info@savecoldwatercanyon.com>
Date: Fri, Dec 6, 2013 at 3:14 PM
Once open space is developed, we can never get it back. We cannot afford to lose any more of our rare, precious open space in Studio City. Thank you.
Laurie Cohn
Imarbe@sbcglobal.net
4227 Bellaire Ave
Stuido City, CA, 91604
131. From: Patty Kirby <info@savecoldwatercanyon.com>
Date: Fri, Dec 6, 2013 at 3:18 PM
Patty Kirby
patty@slaros.org
4434 Carpenter Ave.
Studio City, CA, 91607
132. From: Helen Giroux <info@savecoldwatercanyon.com>
Date: Fri, Dec 6, 2013 at 3:46 PM
Enough with destroying open space!!!!!!!!!!!!
Helen Giroux
hrgnyc@hotmail.com
4331 Babcock Avenue
Studio City, CA, 91604
133. From: Janet Albaugh <info@savecoldwatercanyon.com>
Date: Fri, Dec 6, 2013 at 5:11 PM
When I bought my house , very near Harvard-Westlake, I thought the proximity of the school would be an asset. Instead this new proposal makes it a monster. Road work on Coldwater has made coming and going a nightmare for over a year. Enough!
Janet Albaugh
janalbaugh@roadrunner.com
4055 Alta Mesa Drive
Studio City, CA, 91604

134. From: Jody Church <info@savecoldwatercanyon.com>
Date: Sat, Dec 7, 2013 at 3:41 PM
Jody Church
jochurch@roadrunner.com
4213 Goodland Ave
Studio City, CA, 91604
135. From: Christopher White <info@savecoldwatercanyon.com>
Date: Mon, Dec 9, 2013 at 10:35 AM
When I visit my friend on Coldwater the traffic is usually horrible. To add more construction and more traffic will destroy what little tranquility that exists in this area.
Christopher White
kitwhite@mac.com
37 Wrangler Road
Simi Valley, Ca, 93065
136. From: Aaron KOWAN <info@savecoldwatercanyon.com>
Date: Mon, Dec 9, 2013 at 4:40 PM
This Must be STOPPED!!
Aaron KOWAN
Coolaaron21@yahoo.com
3663 potosi ave
Studio city, Ca, 91604
137. From: Stacey Freeman <info@savecoldwatercanyon.com>
Date: Mon, Dec 9, 2013 at 7:11 PM
We have already endured many many months of construction and inconvenience on Coldwater Canyon. Two more years of construction is intolerable.
Stacey Freeman
stacey.freeman@umusic.com
4038 Van Noord Ave.
Studio City, California, 91604
138. From: Jonathan Green <info@savecoldwatercanyon.com>
Date: Tue, Dec 10, 2013 at 11:22 AM
Jonathan Green
j.g.green@roadrunner.com
4041 Alta Mesa Drive
Studio City, CA, 91604
139. From: Kevin Maguire <info@savecoldwatercanyon.com>
Date: Tue, Dec 10, 2013 at 12:37 PM
Kevin Maguire
Kevinmaguire@sbcglobal.net
3635 potosi avenue
Studio city, Ca, 91604
140. From: Brian McGarry <info@savecoldwatercanyon.com>
Date: Wed, Dec 11, 2013 at 3:06 PM
Brian McGarry
brian.mcgarry@nbcuni.com
4025 Mary Ellen Ave.
Studio City, CA, 91604
141. From: Tasha & Rocco Cretacci <info@savecoldwatercanyon.com>
Date: Wed, Dec 11, 2013 at 3:21 PM
Tasha & Rocco Cretacci
t_kolokotrones@yahoo.com
1813 Pacific Ave
Manhattan Beach, CA, 90266
142. From: Diane Lucero <info@savecoldwatercanyon.com>
Date: Thu, Dec 12, 2013 at 7:48 AM
Diane Lucero
dianesemail@aol.com
12932 Woodbridge Street
Studio , Ca, 91604
143. From: Jeff Stuart <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 9:10 AM
This project is far too ambitious and disrespects the neighborhood around the school. The school is using its educational aspect to disguise the fact that it is a business, and this is an expansion of that business that is out of proportion.
Jeff Stuart
jeffstuart@earthlink.net
4106 Alcove Avenue
Studio City, CA, 91604
144. From: Jayne Hamil <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 9:12 AM

Jayne Hamil
isomata@juno.com
13308 Galewood St.
Sherman Oaks, California, 91423

145. From: Liza and Perry Botkin <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 9:25 AM
Liza and Perry Botkin
lbotkin@earthlink.net
12999 Blairwood Drive
Studio City, CA, 91604
146. From: Andrea Nunez <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 9:29 AM
It is wrong on every level to allow this project to move forward simply for the convenience of a small number of families, many of whom DO NOT LIVE IN THE VALLEY. I urge you in the strongest possible way to join me in opposing this project.
Andrea Nunez
andrea_shields@yahoo.com
13959 Victory Bl. #9
Valley Glen, CA, 91401
147. From: Julien Egger <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 9:34 AM
Julien Egger
julienegger@hotmail.com
6856 Sunny Cove
Hollywood Hills, CA, 90068
148. From: Julianne Belleve <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 9:37 AM
I am a member of St. Micheal's and All Angels. Part of the reason that I choose to worship at is the feeling that it is an oasis in the busy city we live in. The addition of such a huge structure so close to the church impact that feeling of peace.
Julianne Belleve
jewelybelle@gmail.com
5882 Hermitage Ave #5
Valley Village, CA, 91607
149. From: Deborah Amelon <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 10:10 AM
A soccer field is unnecessary as college coaches do not recruit from high school leagues but from the club level where players must travel to prove themselves at a national level to be recruited.
Deborah Amelon
Amelon5@roadrunner.com
3648 Goodland Drive
Studio City, CA, 91604
150. From: Carol Felman <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 10:11 AM
Carol Felman
cfelman@earthlink.net
13025 Dickens Street
Studio City, Ca, 91604
151. From: Aaron Epstein <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 10:15 AM
Aaron Epstein
aaronep@pacbell.net
4945 Gentry Avenue
N. Hollywood, CA, 91607
152. From: Ruth Wald <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 10:44 AM
Ruth Wald
rw1950@aol.com
2221 Sunset Crest Drive
Los Angeles, CA, 90046
153. From: Emily Laskin <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 10:45 AM
The loss of natural habitat, along with the gross inconvenience to S.City residents, businesses and visitor is not acceptable. The parking lot will be a blight to the area all in the service of 16 - 18 year old drivers from other areas of the city.
Emily Laskin
emilyjlaskin@gmail.com
13014 Woodbridge Street
Studio City, CA, 91604
154. From: . <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 10:53 AM

As a homeowner and business owner in Studio City for over twenty years, we respectfully request this short sighted proposal be rejected. There is no reasonable justification for the destruction the parking lot and described building will cause.

bonnie.lane@yahoo.com
11945 Ventura Blvd.
Studio City, California, 91604

155. From: Dickran Sarkisian <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 11:10 AM
Dickran Sarkisian
dickran@sbcglobal.net
4030 Ethel Ave
STUDIO CITY, CA, 91604
156. From: Benjamin Hyun <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 11:14 AM
Councilmember Krekorian,
As a Studio City resident, and daily commuter on Coldwater Canyon, I urge you to stop Harvard Westlake's project on the major throughfare. Respectfully,
Benjamin Hyun
benjamin_hyun@hotmail.com
4237 Longridge Ave
Studio City, California, 91604
157. From: I live south of Ventura/Coldwater & commute daily thru the area. This is a rich school trying to bring in more \$ at the expense of established neighborhoods. <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 12:13 PM
The school does not own Coldwater Canyon. I live south of Ventura/Coldwater & commute daily thru the area. This is a rich school trying to bring in more \$ at the expense of established neighborhoods.
vi@bhdrl.com
4106 Alcove Ave
Studio City, California, 91604
158. From: Violeta Leja <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 12:21 PM
Coldwater Canyon is not owned by the School.
Violeta Leja
vi@bhdrl.com
4106 Alcove Avenue
Studio City, CA, 91604
159. From: tabatha sheltra <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 12:56 PM
i Have Deer In My Yard That i Have named. One Of There Names Is Ralph. Click on my link to see ,Ralph aka Mr. Bill.
https://www.youtube.com/watch?v=XqPiZrUX67k&feature=youtube_gdata_player
tabatha sheltra
tabbyj@sbcglobal.net
12920 Galewood street
studio city, california, 91604
160. From: Kathleen Nielsen <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 1:27 PM
Kathleen Nielsen
caitnielsen@earthlink.net
13004 Greenlef St.
Studio City, CA, 91604
161. From: KLary Pucci <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 1:33 PM
The fact that Harvard-Westlake School has more money than its opposition should not dictate the decision to be made. Denying their build-out is the right thing to do!
KLary Pucci
klarypucil@yahoo.com
3969 Van Noord Ave
Studio City, CA, 91604
162. From: Patrick and Brigid Casey <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 2:11 PM
Patrick and Brigid Casey
pat.kc@hotmail.com
4031 Coldwater Canyon Ave.
Studio City, CA, 91604
163. From: Gail Phillips <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 2:34 PM
Gail Phillips
gailphillips@gvplaw.com
4025 Alta Mesa Drive
Studio City, CA, 91604

164. From: Susan Clark <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 2:34 PM
**I've attended Saint Michael s since 1984 and have lived near by since 1975.
Mu husband the late Alex Karras-a football icon would be horrified that a high school would ruin hills and trees ,destroy
the air,church community for short sighted greed**
Susan Clark
georgnbay@aol.com
13400 riverside drive
Sherman oaks, Cal, 91423
165. From: Violeta Leja <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 3:05 PM
The school doesn't own Coldwater Canyon.
Violeta Leja
vi@bhdrl.com
4106 Alcove Avenue
Studio City, California, 91604
166. From: Chouket weglein <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 4:08 PM
Chouket weglein
chouket_w@hotmail.com
3712 Berry Drive
STUDIO CITY, California, 91604
167. From: Gary Green <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 5:35 PM
Gary Green
garygreenlives@gmail.com
3981 Avenida del Sol
Studio City, CA, 91604
168. From: Stephany Yarbrough <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 5:45 PM
Stephany Yarbrough
stephany.yarbrough@gmail.com
12919 Bloomfield St #4
Studio City, CA, 91604
169. From: Deborah Shields <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 7:51 PM
Deborah Shields
debbyls1225@gmail.com
12918 Valleyheart Drive #3
Studio City, CA, 91604
170. From: Rachel Zugsmith <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 7:59 PM
Rachel Zugsmith
Rshmaz@aol.com
3929 Mary Ellen Ave.
Studio City, CA , 91604
171. From: Donna Miller <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 8:54 PM
Donna Miller
drdonnacnhp@aol.com
8154 Beeman Ave.
N. Hollywood, CA, 91605
172. From: Margie Randolph <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 10:14 PM
**I live across the street from H W & have never seen student\'s cars parked in front of my home. So they don\'t need extra
parking . During games they can use shuttles. DWP road work was a nightmare. Don\'t put us through this again. It\'ll be
WORSE!**
Margie Randolph
margierey7@yahoo.com
3901 Coldwater Canyon Ave.
Studio City, California, 91604
173. From: Ilyanne Morden KICHAVEN <info@savecoldwatercanyon.com>
Date: Fri, Dec 13, 2013 at 11:11 PM
**Harvard Westlake needs to stick to their charter numbers and reduce the number of student to be in alignment with its
current design. There is already too many cars and too much traffic on Coldwater Canyon.**
Ilyanne Morden KICHAVEN
ikichaven@gmail.com
4129 Greenbush avenue
Sherman Oaks , Ca , 91423

174. From: eric rollman <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 9:18 AM
eric rollman
rollman@sbcglobal.net
6767 Forest Lawn Drive; Suite 210
Los Angeles, ca, 90068
175. From: Mike Kichaven <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 9:49 AM
HW doesn't \"need\" 750 spaces to manage its existing population. Build it and HW will move ALL cars there, leaving open parking lots ripe for new buildings. I have enough trouble now getting to my business on the westside. NO MORE EXPANSION.
Mike Kichaven
kichaven@mac.com
4129 Greenbush Av.
Sherman Oaks, CA, 91423
176. From: Sheila Goldner <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 9:59 AM
Create a Metro Bus Line to go over Coldwater Canyon to Beverly Hills and back. All we need is for people to stop depending on their cars for transportation and take the bus.
Sheila Goldner
ar320@lafn.org
11509 Hatteras Street
North Hollywood, CA, 91601
177. From: Marino Giammarco <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 10:00 AM
If I wanted the congestion of living in the city I would have moved there! This doesn't benefit the neighborhood or our community.
Marino Giammarco
Misterg42@yahoo.com
3935 Mary Ellen Avenue
Studio City, Ca, 91604
178. From: Isabel Charleston <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 10:21 AM
Isabel Charleston
bytedesign@aol.com
8154 Beeman Ave
North Hollywood, CA, 91605
179. From: Colleen Lopez <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 10:24 AM
Colleen Lopez
yapake@msn.com
13539 Branford sT.
Arleta, CA, 91331
180. From: Frank Hill <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 10:37 AM
Run a bus. Get people out of their cars.
Frank Hill
au760@lafn.org
11509 Hatteras Street
North Hollywood, California, 91601-1623
181. From: Janet Keller <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 2:34 PM
Janet Keller
Janetkellergreen@gmail.com
1127 Pacific Street
Santa Monica, CA, 90405
182. From: Keith Henry <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 8:43 PM
Keith Henry
keithbh@earthlink.net
13050 Galewood St.
Studio City, CA, 91604
183. From: Harold Kassarjian <info@savecoldwatercanyon.com>
Date: Sat, Dec 14, 2013 at 8:45 PM
In short this is an inappropriate project that simply must not happen . It is conceived for the wrong reason and will do irreparable harm to the community.
Harold Kassarjian
hkassarj@ucla.edu
12933 Soodbridge St.

Studio City, CA, 91604-1455

184. From: Brooks Taylor <info@savecoldwatercanyon.com>
Date: Sun, Dec 15, 2013 at 8:32 AM
You can not start a traffic tie up by having left turns across traffic of commuters trying to get through the canyon. Also, do we want to start a precedent of other variances to build other structures across the adjacent canyon roads?
Brooks Taylor
Bttune@roadrunner.com
14149 Emelita St.
Sherman Oaks, CA, 91401
185. From: Pam Feinstein <info@savecoldwatercanyon.com>
Date: Sun, Dec 15, 2013 at 9:13 PM
This project will have a huge environmental impact. Don't let it go forward!
Pam Feinstein
katietou@aol.com
4334 Stern Avenue
Sherman Oaks, CA, 91423
186. From: Alison McGarry <info@savecoldwatercanyon.com>
Date: Sun, Dec 15, 2013 at 11:14 PM
Alison McGarry
crashmcgarry@yahoo.com
4025 Mary Ellen Ave
Studio City, CA, 91604
187. From: Marla McGuire <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 7:55 AM
Marla McGuire
sdfxdesign@mac.com
449 W. Grandview Ave
SIERRA MADRE, Ca, 91024
188. From: Doug and Kristin Gayer <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:11 AM
The residents who live on Coldwater have already endured over 3 years of construction on our street! Two more years of construction for a parking garage that is not a necessity is too much of a burden on our beautiful neighborhood.
Doug and Kristin Gayer
Kcgayer@yahoo.com
4009 Coldwater Canyon Ave.
Studio City, CA, 91604
189. From: MILTON FRIEDMAN <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:19 AM
MILTON FRIEDMAN
milton@thediamondline.com
11634 amanda drive
studio city, ca, 91604
190. From: andrew lasken <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:23 AM
andrew lasken
andrew.lasken@gmail.com
12026 hoffman st #405
studio city, ca, 91604
191. From: Kalli Staehling <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:43 AM
My husband and I bought our house on desirable open space land. With too much development in our city already, we wanted a more peaceful neighborhood- and the peace of the wildlife surrounding. Please do not proceed with this project!
Kalli Staehling
9poppies@gmail.com
3377 Coy Dr
Sherman Oaks, CA, 91423
192. From: Jonathan Green <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:03 AM
Cities are zoned to keep residential and business areas separate because no one wants this sort of thing in their neighborhood. This is our home. It's sacred. HW is enrolled beyond their capacity and this is the wrong solution.
Jonathan Green
j.g.green@roadrunner.com
4041 Alta Mesa Drive
Studio City, CA, 91604
193. From: Tyne Anderson <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:04 AM
Tyne Anderson
Tiptotall@aol.com
3931 coldwater canyon ave.

Studio city , Ca , 91604

194. From: bryan taylor <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:13 AM
bryan taylor
mrbryantaylor@yahoo.com
4311 alcove avenue apt 2
studio city, ca, 91604
195. From: Liza and Perry Botkin <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:20 AM
Liza and Perry Botkin
lbotkin@earthlink.net
12999 Blairwood Drive
Studio City, CA, 91604
196. From: Roz Wolfe <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:22 AM
This is an outrage! Closing Coldwater Canyon will disrupt the flow of traffic for thousands of residents who have already had their lives disrupted over the water main. It will ruin the hillside and destroy protested oak and walnut woodland.
Roz Wolfe
roz.wolfe@internastional.gc.ca
4245b St. Clair Ave.
Studio City, CA, 91604
197. From: Sheila Stewart <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:46 AM
Sheila Stewart
Redshe@mac.com
5334 Ben Avenue
Valley Village, CA, 91607
198. From: ELKE HEITMEYER <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:46 AM
ELKE HEITMEYER
heimeyer@earthlink.net
4092 Deervale Dr.
Sherman Oaks, CA, 91403
199. From: Walter Afanasieff <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:53 AM
**I moved here 5 years ago and have experienced Coldwater Canyon and Ventura Blvd street construction for 4 years now!
I cannot imagine what nightmare this Harvard Westlake project will cause! Traffic is only the beginning!
We will move!!! For sure!!**
Walter Afanasieff
dudey58@me.com
12985 Galewood St
Studio City, California, 91604
200. From: nicole haeusser <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:58 AM
This project does not benefit the neighbors and community in any way! It will harm our way of life, with the noise and construction pollution, and not to mention the traffic. Please do not allow this in our residential neighborhood.
nicole haeusser
haeusser@ucla.edu
4001 Alcove Ave
studio city, ca, 91604
201. From: vedra mehagian <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:05 AM
This project only benefits HW, in no way is this good for our neighborhood and community. We are in a residential neighborhood, with no street lights or sidewalks, and to consider putting in a LAX style parking structure is beyond comprehension.
vedra mehagian
vedra4@yahoo.com
12838 halkirk street
studio city, ca, 91604
202. From: Skip Haynes <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:08 AM
**This is obviously a developers grab. The environment is far, far more important than a football team. There will be a very heavy price to pay for our development over environment policies - politically and environmentally.
If the bridge is built it should be a wildlife corridor not a parking lot - just as Jonie Mitchell said.
It's amazing to me that such smart people are behaving in such an ignorant manner.**
Skip Haynes
animalco@pacbell.net
8305 Yucca Trail
Los Angeles, CA, 90046

203. From: Michael Wolfe <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:31 AM
In addition to the environmental impact. We have been dealing with the Coldwater Water pipe installation for a few years now. Another construction project of this magnitude is unfair to the residents of this community.
Michael Wolfe
mwolfehrsolutions@gmail.com
4245 St. Clair Ave
Studio City, CA, 91604
204. From: Leni Isaacs Boorstin <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:47 AM
The proposed parking structure and bridge is incongruous with the location. Please seek other alternatives to building an out-of-scale- parking lot on the west side of Coldwater Canyon.
Leni Isaacs Boorstin
leni.i.boorstin@gmail.com
Sincerely,
Leni Isaacs Boorstin, 4007 Avenida del Sol, Studio City, CA 91604
205. From: David Eisenberg <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:52 AM
David Eisenberg
davidaeisenberg@gmail.com
1130 S Flower St #206
Los Angeles, CA, 90015
206. From: Max Eisenberg <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:56 AM
Max Eisenberg
max723@aol.com
4150 Elmer Ave.
Studio City, CA, 91602
207. From: viviana suner <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 11:21 AM
viviana suner
vivianasuner@yahoo.com
13690 westward dr
fontana, ca, 92337
208. From: Barbara Meloni Halsey <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 11:43 AM
Barbara Meloni Halsey
Bmelonih@gmail.com
2705 Outpost Dr
Los Angeles, CA, 90068
209. From: Steffi Gaines <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 11:43 AM
This project will be a massive traffic problem for all who travel and live in our canyons. Please reconsider this project.
Steffi Gaines
steffanigaines@yahoo.com
8107 McKim Court
Los Angeles, Cailifornia, 90046
210. From: Debra Miller <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 11:46 AM
For some reason Studio City has taken the side of more cars, not less. Perhaps its time to consider ways to encourage healthful, environmental and economical alternatives.
Debra Miller
debramiller51@gmail.com
4487 Colbath Ave. #311
Sherman Oaks, CA, 91423
211. From: Denise Maiman <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 12:10 PM
Denise Maiman
denisemaiman@roadrunner.com
3907 Carpenter Ct.
Studio City, CA, 91604
212. From: alan fiske <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 12:27 PM
alan fiske
afiskeservices@sbcglobal.net
12920 galewood st.
studio city, CA, 91604
213. From: David Subar <info@savecoldwatercanyon.com>

- Date: Mon, Dec 16, 2013 at 12:29 PM
David Subar
Dsubar@interna.com
4007 Van Noord Ave
Studio City, CA, 91604
214. From: Arielle O\ Dowd <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 12:36 PM
Arielle O\ Dowd
arielleodowd@gmail.com
4505 colfax ave #7
Studio City, CA, 91602
215. From: David and Charleen Richardson <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 1:09 PM
We are pleading with you to do the right thing here.
David and Charleen Richardson
batleft@aol.com
3546 Longridge Avenue
Sherman Oaks, CA, 91423
216. From: Daniel Harrison <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 1:14 PM
Please do not follow through on the parking lot! This will only cause damage. We beg you...please
Daniel Harrison
danielcraigharrison@gmail.com
4505 Colfax Ave
Studio City, CA, 91602
217. From: Marla Bechtel <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 1:38 PM
Marla Bechtel
marla.bechtelt@yahoo.com
2232 East Mountain street
Pasadena, CA, 91104
218. From: Alicia Czyzewski <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 1:55 PM
Alicia Czyzewski
czyzali@sbcglobal.net
4424 coldwater canyon avnue
#4, Studio City, CA , 91604
219. From: Zachary Rynew <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 1:57 PM
Coldwater Canyon is not an area where a shopping mall sized parking structure should exist. It encourages more traffic, noise and other problems related to congestion. I will be very disappointed in Councilman Krekorian if this moves forward.
Zachary Rynew
zrynew@gmail.com
11756 Otsego St.
Valley Village, CA - California, 91607
220. From: Sonia Johns <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 2:09 PM
Sonia Johns
Sonia.choi.dc@gmail.com
12966 Galewood street
Studio city , Ca, 91604
221. From: DISHA WEBB <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 2:20 PM
DISHA WEBB
DPATELWEBB@GMAIL.COM
1700 S RIDGELEY DR
LA, CA , 90019
222. From: Maureen Flannigan <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 6:19 PM
Where does the expansion end? Whitsett Tennis and Golf is going and becoming apartments. Now more parking garages? Please don't. Protect our environment and health. Thanks.
Maureen Flannigan
mamamojo_2001@yahoo.com
Valleyheart Dr.
Studio City, CA, 91604
223. From: soozin kazick <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 6:37 PM
soozin kazick

ashleyandfarley@yahoo.com
3686 ventura canyon avenue
Sherman Oaks, CA, 91423

224. From: Ed and Ingrid Kelly <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 6:45 PM
Ed and Ingrid Kelly
ejk01@aol.com
13030 Greenleaf Street
Studio City, CA, 91604
225. From: Brooke Schwartz <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 6:50 PM
I was born and raised in the hills just above the proposed parking lot and it would be a travesty to the wildlife and city for Harvard Westlake to be allowed to expand.
Brooke Schwartz
brooklyn77@mac.com
4949 cartwright ave
north hollywood, California, 91601
226. From: Hilda Plecas <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:31 PM
Hilda Plecas
Mrsplecas@gmail.com
12203 Moorpark st
Studio city, Ca , 91604
227. From: J.B. Taylor <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:36 PM
J.B. Taylor
vintage_la@yahoo.com
Route 9
Garrison, NY, 10524
228. From: Alan Simon <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:41 PM
Alan Simon
electura@mindspring.com
13809 Ventura Blvd
Sherman Oaks, CA, 91423
229. From: e. hoyt <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:44 PM
e. hoyt
elh430@gmail.com
4554 Irvine Ave.
Studio City,, CA, 91602
230. From: Jude Eaton <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 8:58 PM
Jude Eaton
Judeeaton@gmail.com
17223 bullock st
Encino, Ca, 91316
231. From: Melanie Greco <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:15 PM
Please do not approve this project.
Melanie Greco
holland_greco@yahoo.com
10740 Kling St.
Toluca Lake, CA, 91602
232. From: Julie Taron <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:43 PM
We don't need more concrete blocks to displace trees, wildlife and watershed.
Julie Taron
julietaron@yahoo.com
5763 Aldea Ave.
Encino, CA, 91316
233. From: TOM <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:46 PM
This is not about the safety of Harvard students, this is about the expansion of the student enrollment in the next five years to exceed 1000. The conditional use permits that are violated and ignored must be of utmost importance to your office.
TOM
tardio4@hotmail.com
12934 Galewood St.
Studio City, ca , 91604

234. From: Cathy Tardio <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 9:53 PM
Your approval of this garage will result in many years of increased expansion of the student enrollment, more school buildings constructed, more noise, more traffic congestion on Coldwater. Support residents, not business that has 65 kids from SC.
Cathy Tardio
tardio4@hotmail.com
12934 Galewood St.
Studio City, ca , 91604
235. From: Taryn Tardio <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:09 PM
Support the residents that supported you.
Taryn Tardio
taryntardio@msn.com
12934 Galewood St.
Studio City, ca , 91604
236. From: Anisa <info@savecoldwatercanyon.com>
Date: Mon, Dec 16, 2013 at 10:42 PM
Anisa
veranisa@mac.com
8210 Blackburn
Los Angeles, Ca, 90048
237. From: Crisann Morgan <info@savecoldwatercanyon.com>
Date: Tue, Dec 17, 2013 at 9:35 AM
We need less development and more conservation. This helps no one and is a blight on the community. It doesn't benefit the community in any way.
Crisann Morgan
crisannmorgan@gmail.com
12121 Huston Street
Valley Village, California, 91607
238. From: Adalsteinn <info@savecoldwatercanyon.com>
Date: Tue, Dec 17, 2013 at 1:30 PM
Adalsteinn
adalsteinndan@yahoo.com
5055 Buffalo Ave
sherman oaks, CA, 91423
239. From: Megan Cavallari <info@savecoldwatercanyon.com>
Date: Tue, Dec 17, 2013 at 2:25 PM
Please protect the environment. The parking lot and lighted field and bridge must be stopped!
Megan Cavallari
megancavallari@gmail.com
3256 Berry Dr
Studio City, California, 91604
240. From: scott ryan <info@savecoldwatercanyon.com>
Date: Tue, Dec 17, 2013 at 2:32 PM
scott ryan
scottryan@gmail.com
5508 AUCKLAND AVE
toluca lake, CA, 91601
241. From: Sivahn Gottlieb <info@savecoldwatercanyon.com>
Date: Wed, Dec 18, 2013 at 3:59 AM
PLEASE STOP DESTROYING THE LAND! ALL YOU PEOPLE CARE ABOUT IS MONEY. JUST CHILL, SMOKE WEED, AND BE HAPPY WITH THE THINGS YOU PEOPLE ALREADY HAVE.
Sivahn Gottlieb
tinsyqueensy@aol.com
5555 Carpenter Ave.
North Hollywood, CA, 91607
242. From: Anna Maguire <info@savecoldwatercanyon.com>
Date: Wed, Dec 18, 2013 at 9:56 AM
Anna Maguire
amaguire711@aol.com
11762 Moorpark ST Unit G
Studio City, CA, 91604
243. From: Kent Ecklund <info@savecoldwatercanyon.com>
Date: Wed, Dec 18, 2013 at 4:36 PM
Save the natural hillsides
Kent Ecklund
kent.ecklund@yahoo.com
5543 Denny Avenue

North Hollywood, CA, 91601

244. From: Malcolm Jackson <info@savecoldwatercanyon.com>
Date: Thu, Dec 19, 2013 at 2:46 PM
Keep LA Beautiful! Do not allow our beautiful nature spaces to be destroyed any more, protect them!
Malcolm Jackson
mj@deepplanet.com
929 19th St Apt 2
Santa Monica, California, 90403
245. Karen Harlan
karen@isko.com
10646 Mt Gleason Ave
Tujunga, CA 91042
246. Karen Madigan
karekane05@yahoo.com
4859 Coldwater Canyon Ave
Sherman Oaks, CA 91423
247. Lorna Paisley
lpaisley@sbcglobal.net
6952 Balboa Blvd
Lake Balboa, CA 91406
248. Owen Salkin
owensalkin@gmail.com
Owen Salkin
4157 Mammoth Ave
Sherman Oaks, CA 91423
249. Donald Webb
dondoveeb@yahoo.com
6053 Buffalo Ave
Valley Glen, CA 91401



P.O. Box 27404
 Los Angeles, CA 90027
 323-663-1031

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Ms. Diana Kitching, Planning Assistant
 Department of City Planning
 Plan Implementation Division – Major Projects
 200 Spring St., Rm. 750
 Los Angeles, CA 90012

December 10, 2013

Beachwood Canyon Neighborhood
 Bel Air Knolls Property Owners
 Bel Air Skycrest Property Owners
 Bel Air Ridge Association
 Benedict Canyon Association
 Brentwood Hills Homeowners
 Brentwood Residents Coalition
 Cahuenga Pass Property Owners
 Canyon Back Alliance
 Crests Neighborhood Assn.
 Franklin Ave./Hollywood Bl. West
 Franklin Hills Residents Assn.
 Highlands Owners Assn.
 Hollywood Dell Civic Assn.
 Hollywood Heights Assn.
 Hollywoodland Homeowners
 Holmby Hills Homeowners Assn.
 Kagel Canyon Civic Assn.
 Lake Hollywood HOA
 Laurel Canyon Assn.
 Lookout Mountain Alliance
 Los Feliz Improvement Assn.
 Mt. Olympus Property Owners
 Mt. Washington Homeowners All.
 Nichols Canyon Assn.
 N. Beverly Dr./Franklin Canyon
 Oak Forest Canyon Assn.
 Oaks Homeowners Assn.
 Outpost Estates Homeowners
 Pacific Palisades Residents Assn.
 Residents of Beverly Glen
 Roscomare Valley Assn.
 Shadow Hills Property Owners
 Sherman Oaks HO Assn.
 Studio City Residents Assn.
 Sunset Hills Homeowners Assn.
 Tarzana Property Owners Assn.
 Torreyson Flynn Assn.
 Upper Mandeville Canyon
 Upper Nichols Canyon NA
 Upper Riviera Homeowners Assn.
 Whitley Heights Civic Assn.

Re: **Harvard-Westlake Parking Expansion Project** Draft
 Environmental Impact Report ENV-2013-0150-EIR,
 SCN-2013041033, October 10, 2013

Dear Ms. Kitching:

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 skybridge over the west side of Coldwater Canyon.

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

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 Shirley Cohen
 Jerome C. Daniel
 Patricia Bell Hearst
 Alan Kishbaugh
 Gordon Murley
 Steve Twining
 Polly Ward

CHAIRMAN IN MEMORIUM
 Brian Moore

G-1

G-2

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
cont'd

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. 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-3

G-4

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.

G-5

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)

G-5
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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.

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

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

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

G-8

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
cont'd

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

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

Sincerely,

Marian Dodge

Marian Dodge

cc:

Paul Krekorian, CD 2

Tom LaBonge, CD 4

Michael LoGrande, Director, Department of City Planning

Nick Hendricks, Department of City Planning

Studio City Neighborhood Council

Santa Monica Mountains Conservancy

P.O. Box 27404
Los Angeles, CA 90027
323-663-1031
president@hillsidefederation.org
www.hillsidefederation.org



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Ms. Emily Dwyer
Planning Assistant
Department of City Planning
Plan Implementation Division – Major Projects
200 Spring Street, Rm. 750
Los Angeles, CA 90012

August 16, 2013

Re: Harvard-Westlake School Parking Improvement Plan,
ENV-2013-1950-EAF

Dear Ms. Dwyer:

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.

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.

Beachwood Canyon Neighborhood
Bel Air Knolls Property Owners
Bel Air Skycrest Property Owners
Bel Air Ridge Association
Benedict Canyon Association
Brentwood Hills Homeowners
Brentwood Residents Coalition
Cahuenga Pass Property Owners
Canyon Back Alliance
Crests Neighborhood Assn.
Franklin Ave./Hollywood Bl. West
Franklin Hills Residents Assn.
Highlands Owners Assn.
Hollywood Dell Civic Assn.
Hollywood Heights Assn.
Hollywoodland Homeowners
Holmby Hills Homeowners Assn.
Kagel Canyon Civic Assn.
Lake Hollywood HOA
Laurel Canyon Assn.
Lookout Mountain Alliance
Los Feliz Improvement Assn.
Mt. Olympus Property Owners
Mt. Washington Homeowners All.
Nichols Canyon Assn.
N. Beverly Dr./Franklin Canyon
Oak Forest Canyon Assn.
Oaks Homeowners Assn.
Outpost Estates Homeowners
Pacific Palisades Residents Assn.
Residents of Beverly Glen
Roscomare Valley Assn.
Shadow Hills Property Owners
Sherman Oaks HO Assn.
Studio City Residents Assn.
Sunset Hills Homeowners Assn.
Tarzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Upper Nichols Canyon NA
Whitley Heights Civic Assn.

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Jerome C. Daniel
Patricia Bell Hearst
Alan Kishbaugh
Gordon Murley
Steve Twining
Polly Ward

CHAIRMAN IN MEMORIUM
Brian Moore

G-11

G-12

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
cont'd

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

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

Sincerely,

Marian Dodge

Marian Dodge

cc:

Paul Krekorian, Councilmember, CD-2
Michael LoGrande, Director, Department of City Planning
Studio City Neighborhood Council
Santa Monica Mountains Conservancy



RESIDENTS OF BEVERLY GLEN, INC.

December 10, 2013

Dear Diana Kitching, City Planning Department
diana.kitching@lacity.org

RE: Case Number: ENV 2013-0150-EIR (Harvard-Westlake “Parking Improvement” Plan)

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:

H-1

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 consideration of their project:

1. 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

2. 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

More specifically, RoBG would like the City to have the DEIR address the impacts in the following ways:

A. 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

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.

H-4B

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.

2) It significantly undercounts the number of vehicle trips during excavation of 135,000 cubic yards of soil.

H-4C

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

4) 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

B. 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

1) 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

2) 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

3) 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

4) 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 all L.A. hillsides, including those in our community.

H-10

5) 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

6) 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

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

Sincerely,



Tensie Palmer
President
Residents of Beverly Glen, Inc.
president@beverlyglen.org

CC:

Councilmember Koretz – paul.koretz@lacity.org
Councilmember Krekorian - councilmember.krekorian@lacity.org
Councilmember Labonge - tom.labonge@lacity.org



October 3, 2013

John Amato
Vice President
Harvard Westlake School
700 N. Faring Road
Los Angeles, CA 90077

Dear John,

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.

Warm regards,

A handwritten signature in blue ink that reads "Craig Prizant".

Craig Prizant
TreePeople
Sr. Director Development and Marketing



October 21, 2013

The Honorable Paul Krekorian
City of Los Angeles
200 N. Spring Street, Suite 435
Los Angeles, CA 90012

SUBJECT: Harvard-Westlake Studio City Campus Parking Improvement Plan – SUPPORT

Dear Councilmember Krekorian,

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.

J-1

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.

Sincerely,

David Adelman
Chair

Stuart Waldman
President

From: <karen@thinktheta.com>
Date: Sat, Dec 14, 2013 at 11:19 AM
Subject: Case Number: ENV 2013-0150-EIR
To: diana.kitching@lacity.org
Cc: Councilmember.Krekorian@lacity.org, karo.torossian@lacity.org, areen.ibranossian@lacity.org,
nick.hendricks@lacity.org, michael.logrande@lacity.org, board@studiocitync.org,
savecoldwatercanyon@gmail.com

From: <karen@thinktheta.com>
Date: Mon, Dec 16, 2013 at 4:12 PM
Subject: Case Number: ENV 2013-0150-EIR
To: diana.kitching@lacity.org
Cc: Councilmember.Krekorian@lacity.org

Dear Ms. Kitching and Councilmember Krekorian,

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.

Thank you for your time.

Sincerely,
Karen Abrams
4038 Van Noord Ave.
Studio City, CA 91604

Theta Healing with Karen Abrams
2001 Barrington Ave.
Suite 111
Los Angeles, CA 90025
www.thinktheta.com 310-738-3858

Letter L

From: **Janet Albaugh** <janalbaugh@roadrunner.com>
Date: Sun, Dec 15, 2013 at 11:01 AM
Subject: Harvard Westlake parking structure/athletic field
To: diana.kitching@lacity.org

Dear Ms. Kitching,

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.

Sincerely,
Janet Albaugh, homeowner
4055 Alta Mesa Drive
Studio City, CA 91604

L-1

Letter M

From: Karen Andrews <fiddledee@roadrunner.com>
Subject: **Oppose plan Coldwater cyn**
Date: November 9, 2013 at 1:59:45 PM PST
To: board@studiocitync.org

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.

Karen Andrews

M-1

Letter N

From: **Parker Andrews** <wpfa@hotmail.com>

Date: Wed, Dec 11, 2013 at 3:02 PM

Subject: RE: ENV 2013-0150-EIR

To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>

Cc: "Councilmember.Krekorian@lacity.org" <councilmember.krekorian@lacity.org>, "areen.ibranossian@lacity.org" <areen.ibranossian@lacity.org>, "karo.torossian@lacity.org" <karo.torossian@lacity.org>, "nick.hendricks@lacity.org" <nick.hendricks@lacity.org>, "michael.logrande@lacity.org" <michael.logrande@lacity.org>, "jwalker@studiocitync.org" <jwalker@studiocitync.org>, "lsarkin@studiocitync.org" <lsarkin@studiocitync.org>, "gsteinberg@studiocitync.org" <gsteinberg@studiocitync.org>, "dwelvang@studiocitync.org" <dwelvang@studiocitync.org>, "jdrucker@studiocitync.org" <jdrucker@studiocitync.org>, "lshackelford@studiocitync.org" <lshackelford@studiocitync.org>, "souellette@studiocitync.org" <souellette@studiocitync.org>, "rvilla@studiocitync.org" <rvilla@studiocitync.org>, "ssayana@studiocitync.org" <ssayana@studiocitync.org>, "rkessler@studiocitync.org" <rkessler@studiocitync.org>, "rniederberg@studiocitync.org" <rniederberg@studiocitync.org>, "bmahoney@studiocitync.org" <bmahoney@studiocitync.org>, "lcahandavis@studiocitync.org" <lcahandavis@studiocitync.org>, "jepstein@studiocitync.org" <jepstein@studiocitync.org>

Dear Diana Kitching,

Please find attached PDF of our comments regarding Harvard-Westlake's proposed project in Studio City, case number ENV-2013-0150-EIR .

Thank you,

Parker and Carol Andrews
12971 Galewood St.
Studio City, CA 91604-4046
wpfa@hotmail.com

Parker and Carol Andrews
12971 Galewood St.
Studio City, CA 91604
wpfa@hotmail.com

Diana Kitching
City Planning Department
diana.kitching@lacity.org

December 11, 2013

Re: ENV-2013-0150-EIR Harvard-Westlake Parking Garage

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

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

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

N-3

Diana Kitching
Page 2
December 11, 2013

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 4-level parking garage.

N-3 cont.

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

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

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.

N-6

For these and numerous other reasons, we strongly urge you to OPPOSE the Harvard-Westlake 4 level parking garage disaster.

Thank you,

Parker and Carol Andrews
12971 Galewood Street
Studio City, CA 91604-4046
wpfa@hotmail.com

Parker and Carol Andrews
12971 Galewood St.
Studio City, CA 91604
wpfa@hotmail.com

Emily Dwyer
Environmental Review Coordinator
Emily.Dwyer@lacity.org

May 13, 2013

Re: ENV-2013-1050-EIR Harvard-Westlake Parking Garage

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 a 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

N-7

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
cont'd

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

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

• 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

• 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...

N-10A

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
cont'd

• 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 forth coming Environmental Impact Report. Not only is the proposed project adjacent to the "Desirable Open Space Special Boundary" but also is along side 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

• 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

N-12

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
cont'd

• 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

• 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

• 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

• 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

N-16

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
cont'd

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.

N-17

For these, among other reasons, Harvard-Westlake's proposed project should NOT be allowed to proceed.

Sincerely,

Parker and Carol Andrews

12971 Galewood Street
Studio City, CA 91604-4046
wpfa@hotmail.com

RECEIVED
CITY OF LOS ANGELES

NOV 15 2013

ENVIRONMENTAL
UNIT

November 12, 2013
11584 Acama St.
Studio City, CA 91604

TO: Diana Kitching
FROM: The Beckner Family
RE: Howard Westlake Parking Project
Case Number: ENV 2013 - 0158 - EIR, State Clearing House
No. 2013041633

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.

0-1

Please help us get heard.

The Beckners, members
St. Michael of All Angels
Episcopal Church
(3646 Coldwater Cyn., Studio City)

Letter P

LENI ISAACS BOORSTIN
4007 AVENIDA DEL SOL
STUDIO CITY, CALIFORNIA 91604

December 16, 2013

via fax: 213.978.1343

Ms. Emily Dwyer
Planning Assistant
Department of City Planning
Plan Implementation Division – Major Projects
200 Spring Street, Rm. 750
Los Angeles, CA 90012

Dear Ms. Dwyer,

RE: ENV – 2013 - 1950 - EAF

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.

P-1

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.

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

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

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

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

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

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.

P-7

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.

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:

- Car pool incentives.
- Promote public transit use.
- Have remote parking lot, if needed.
- Develop a shuttle service or Dash bus up Coldwater.
- Encourage bike riding.

P-8

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?)

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

Public benefit within the neighborhood:

- 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.
- Build sidewalks from Ventura Boulevard up to the school. (As a neighbor, I would be so appreciative.)
- End use of parking lot on Avenida del Sol, and change ½ of it back to a play yard for the school and neighborhood.
- Build the parking lot underground to enhance the sense of open space or, at least, diminish the sense of its opposite!
- 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

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.

P-11

Thank you for your consideration. I am opposed to Harvard-Westlake's plan as it is proposed.

Respectfully,

Leni Isaacs Boorstin
Leni.i.boorstin@gmail.com
213.550.7689

cc: The Honorable Krekorian via fax 213.978.3092
Mr. Amato, Vice President, Harvard-Westlake School

Letter Q

December 15, 2013

RE: Case Number: ENV 2013-0150-EIR, State Clearinghouse No. [2013041033](#).

Dear Ms. Kitching,

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:

1) Land Use

a) 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

b) Residential use

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.

Q-2

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.

Q-2 cont.



Figure 1 - View of project site from Alta Mesa Dr.

(c) Kathryn Donohew 2013

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.

Q-2 cont.

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.

2. 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.

Q-3

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.



Figure 2 - Rufous Hummingbird

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 walnuts 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*.

Q-4

The Project therefore has a significant and negative impact on Biological Resources in the project site.

2) 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.

Q-5

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.



Figure 3 - view from Galewood on game night 10/18/13

COMPARE hillside lights from homes (above) vs field lights from Ted Slavin field.

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

Q-5
cont'd

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
cont'd

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).

Q-6

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
cont'd

3) 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.

Q-6A

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.

4) 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

Q-7

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.

5) Insufficient Need on the part of the school

The school needs neither a giant, 750-car parking garage nor a second football-sized field.

a) 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.

Q-8

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.



Figure 4 - photo from Google Earth (2011) Buses just N of main campus entrance have wide berth from throughlane traffic; students walk safely to and from school.

- 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,

Q-8 cont.

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?

b) Field

Q-8 cont.

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 far-reaching, 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?

6) 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

Q-9

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 cont.

7) 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.

Q-10

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.

8) 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.

Q-11

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 in the rulings that were made, and the School should be held to those commitments.

Q-11 cont.

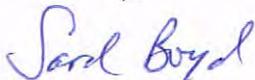
Therefore: (1) if the School had only the number of people they are allowed to have, they would clearly not need any more parking because it has already been determined that they have way more than adequate parking at the allowed levels of enrollment and staff; and (2) the School should not be given 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.

CONCLUSION

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 properly 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

Sincerely,



Sarah Boyd
3958 Van Noord Ave
Studio City CA 91604

Letter R1

To Diana Kitching
Los Angeles Dept. of City Planning
200 N. Spring Street,
Room 750
Los Angeles, CA. 90012

William L. Dean
3646 Coldwater Canton Avenue
Studio City, CA. 91604
Ph. (818) 784 2837
"e" mail wldeanpe@sbcglobal.net
November 14, 2013

Subject: Harvard Westlake Parking Improvement Plan.
Draft Environmental Impact Report.
ENV-2013-015-ERI SCH. NO. 2013041033
Comment Review Period To December 16th 2013

RECEIVED
CITY OF LOS ANGELES

DEC 06 2013

Dear Ms. Kitching,

ENVIRONMENTAL
UNIT

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.

R1-1

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.

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

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.

R1-3

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.

During my engineering and construction 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 weighs 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.

R1-4

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.”

1) 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 school's 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

2) 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

3) 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 46 ft. 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

4) 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

R1-8

In conclusion we find that Harvard-Westlake school has sufficient parking to suit the Conditional Use Permit previously issued by our city planning commissioners.

From William L. Dean PE (Calif.)

Letter R

From: **William L. Dean** <wldeanpe@sbcglobal.net>

Date: Thu, Dec 12, 2013 at 8:07 PM

Subject: Is it right that our elected representatives provide variances to our treasured rules and codes?

To: Eric Garcetti <councilmember.garcetti@lacity.org>, Henry Gill <hgill@katmairesearch.com>, Inc Save Coldwater Canyon <savcoldwatercanyon@gmail.com>, "Jennifer E. Rothman" <jennifer.rothman@lls.edu>, Karen Hoo <karen.hoo@lacity.org>, Nicholas Hendricks <nick.hendricks@lacity.org>, Paul Koretz <Paul.Koretz@lacity.org>, Paul Krekorian <councilmember.krekorian@lacity.org>, Tom LaBonge <tom.labonge@lacity.org>, Diana Kitching <Diana.kitching@lacity.org>
Cc: Brad Sherman <Brad.Sherman@mail.house.gov>

Dear Friends, Thursday, December 12th 2013

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.

R-1

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.

From William L. Dean PE (Calif.)

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?

Letter S

From: **William L. Dean** <wldeanpe@sbcglobal.net>
Date: Mon, Oct 21, 2013 at 3:33 PM
Subject: Harvard- Westlake Parking Improvement Plan
To: Diana Kitching <Diana.kitching@lacity.org>

Dear Ms. Kitching, Monday October 21, 2013

Reference ENV - 2013-015 – EIR SCH NO [2013041033](#)

I am in receipt of a letter from the city of Los Angeles Dept. of city planning.

It states that the applicant is requesting 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

Thank you in anticipation of your response to this request,

FROM WILLIAM L. DEAN PE [\(818\) 784 2837](tel:(818)7842837)

14577 ROUND VALLEY DRIVE, SHERMAN OAKS, CA. 91403

S-1

From: **Kathryn Donohew** <kdlphotography@gmail.com>
Date: Sun, Dec 8, 2013 at 4:51 PM
Subject: Harvard Westlake building project
To: diana.kitching@lacity.org

December 8, 2013

Diane Kitching
Los Angeles Department of City Planning
200N. Spring Street, room 850
Los Angeles, CA. 90012

Re: Case Number: ENV 2013-0150-EIR

Dear Ms. Kitching:

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 cont.



T-1 cont.



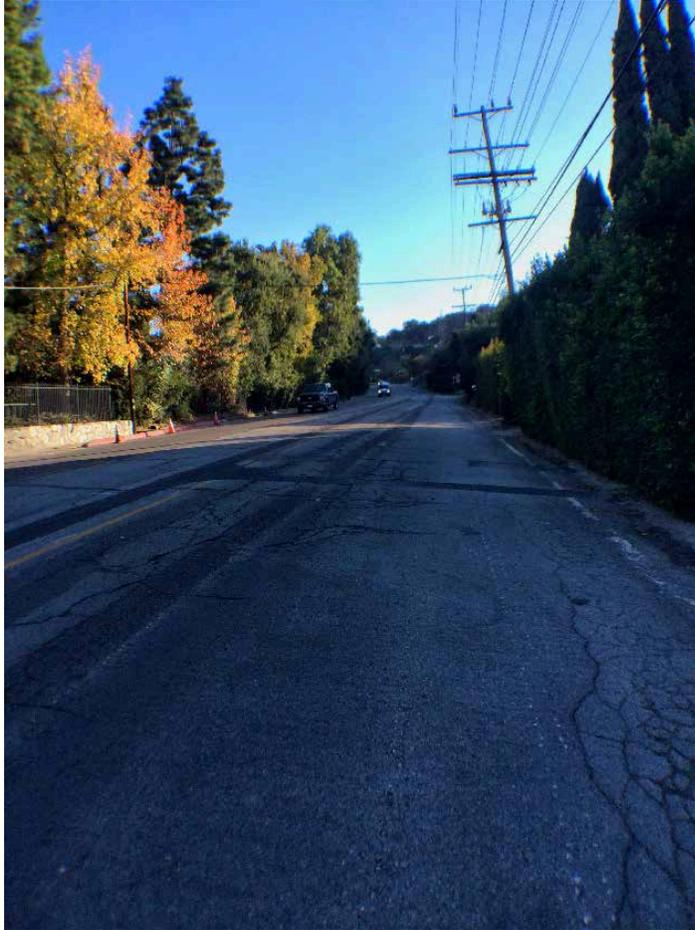
T-1 cont.



T-1 cont.



T-1 cont.



From: **Geneva DuVall** <geneva.betty2@gmail.com>
Date: Fri, Nov 8, 2013 at 7:24 PM
Subject: I OPPOSE the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-0150-EIR, State Clearinghouse No. 2013041033.
To: LA City - Diana Kitching <diana.kitching@lacity.org>
Cc: SCNC Board <board@studiocitync.org>, SCNC Land Use Chair - Lisa Sarkin <lsarkin@studiocitync.org>, Councilmember Krekorian <Councilmember.Krekorian@lacity.org>, Councilmember Krekorian land use advisor <karo.torossian@lacity.org>, Tom LaBonge <tom.labonge@lacity.org>, District Director - Jackie Keene <jackie.keene@lacity.org>

Dear Ms. Kitching,

I am writing to OPPOSE the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-0150-EIR, State Clearinghouse No. [2013041033](#).

U-1

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:

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

- 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.
- 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).
- 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-3

U-4

U-5

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

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,

U-7

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 cont.

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

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. 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-9

U-10

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

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. 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-12

U-13

Geneva "Betty" DuVall
[818-425-2989](tel:818-425-2989) - cell [anytime number]

Letter V

From: **Alan Dymond** <dymondscra34@gmail.com>
Date: Thu, Dec 12, 2013 at 4:59 PM
Subject: Case No. ENV-2013-1050 EAF
To: diana.kitching@lacity.org

December 12th 2013

Via Email and U.S.. Mail
Los Angeles Department of City Planning,
City Hall, 200 North Spring Street Room 750
Los Angeles, CA 90012

Diana.Kitching@LAcity.org

RE: Harvard-Westlake Parking Improvement Plan
Coldwater Canyon Studio City
CASE No: ENV-2013-1050-EIR

Dear Ms. Kitching:

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.

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.

V-1

V-2

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:

Greatly reduce the amount of dirt and bedrock necessary to be exported;

Eliminate the need for high "above ground" retaining walls;

Reduces noise from athletic/rally functions;

Reduces light pollution at higher elevations from flood lights;

Minimize impact on wild life activities:

Does not diminish value of single family residences in the adjacent and proximate area.

V-2
cont'd

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

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

Yours Sincerely

Alan Dymond
President
Studio City Residents Association.

Cc Councilmember Paul Krekorian

Letter W

From: **Carol Elkind** <carolbeth1@roadrunner.com>

Date: Tue, Dec 10, 2013 at 1:52 PM

Subject: my comments re: Harvard-Westlake proposal

To: diana.kitching@lacity.org, areen.ibranossian@lacity.org, karo.torossian@lacity.org, michael.logrande@lacity.org, nick.hendricks@lacity.org, jwalker@studiocitync.org, lsarkin@studiocitync.org, souellette@studiocitync.org, rvilla@studiocitync.org

Dear Sir or Mam,

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 H-W proposal.

Thank you! for your consideration in reading the attached, and for your efforts in the service of our city.

Regards, Carol Elkind

Dec. 10, 2013

Re: the current Harvard-Westlake proposal (to build a 3 story parking garage w/sports field atop, on the west side of Coldwater canyon Blvd., and a pedestrian bridge).

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.

W-1

W-2

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 H-W; 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.

Carol DeGroote Elkind, Resident, 3419 Longridge Ave. Sherman Oaks, CA 91423
carolbeth1@roadrunner.com

W-2
cont'd

Letter X

From: **SHIRLEY ENGEL** <shirleyaengel@yahoo.com>

Date: Wed, Nov 27, 2013 at 6:28 AM

Subject: HARVARD-WESTLAKE'S SHOULD BE ESTOPPED FROM BUILDING ON THE WEST SIDE OF COLDWATER

To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>

Cc: "councilmember.krekorian@lacity.org" <councilmember.krekorian@lacity.org>, "areen.ibranossian@lacity.org" <areen.ibranossian@lacity.org>, "karo.torossian@lacity.org" <karo.torossian@lacity.org>, "michael.logrande@lacity.org" <michael.logrande@lacity.org>, "board@studiocitync.org" <board@studiocitync.org>, Save Coldwater Canyon! <savecoldwatercanyon@gmail.com>

RE: Case #ENV2013-0150-EIR

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 EXPANDNG. 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

A LARGE GARAGE DOES OT 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 APPOINTENTS 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

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.

X-3

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?

Letter Y

From: <efhailey@aol.com>

Date: Wed, Nov 13, 2013 at 11:56 PM

Subject: I OPPOSE Harvard- Westlake Parking Improvement Plan, Case Number: ENV 2013-0150-EIR, State Clearinghouse No. 2013041033

To: diana.kitching@lacity.org

Cc: board@studiocitync.org, lsarkin@studiocitync.org, "Councilmember Krekorian"@lacity.org, karo.torossian@lacity.org, tom.labonge@lacity.org, jackie.keene@lacity.org

Dear Ms. Kitching,

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

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. The massive hillside excavation could pose potential danger in the event of an earthquake. 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-2

Y-3

Y-4

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

Sincerely,
Elizabeth Forsythe Hailey

Signed: Elizabeth Forsythe Hailey

Letter Z

From: **Adam Gilbert** <adam.gilbert@sbcglobal.net>

Date: Thu, Dec 5, 2013 at 5:05 PM

Subject: Harvard Westlake School - ENV-2013-015-EIR SCH NO. 2013041033

To: "karo.torossian@lacity.org" <karo.torossian@lacity.org>

Cc: "jwalker@studiocitync.org" <jwalker@studiocitync.org>, "jshaw@hw.com" <jshaw@hw.com>, "diana.kitching@lacity.org" <diana.kitching@lacity.org>

Dear Karo:

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:

- 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;
- The driveway intersection will be realigned to improve visibility for everyone, an improvement over the existing conditions; and
- 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.

Sincerely,

Adam Gilbert
140 S. Martel Avenue
Los Angeles, CA 90036

Sorry, I live in CD5.

Letter AA

From: **Tom Holland** <tomholland_480@hotmail.com>

Date: Mon, Nov 25, 2013 at 3:15 PM

Subject: Saving Coldwater Canyon -- RE: Case Number: ENV 2013-0150-EIR

To: diana.kitching@lacity.org

Cc: kathi holland <kmbholland@hotmail.com>, Councilmember.Krekorian@lacity.org, areen.ibranossian@lacity.org, karo.torossian@lacity.org, nick.hendricks@lacity.org, michael.logrande@lacity.org, board@studiocitync.org, savecoldwatercanyon@gmail.com

Dear Diana Kitching, City Planning Department.

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

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

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.

AA-1C

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.

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

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

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

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

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

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

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.

AA-7

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.

Tom Holland

Letter BB

From: **Susan Jacobs** <susanj719@roadrunner.com>

Date: Mon, Dec 2, 2013 at 2:41 PM

Subject: Against Harvard-Westlake Proposed Parking Structure & Garage

To: diana.kitching@lacity.org

Diana Kitching -

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

· 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.

BB-2

· 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-3

· 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.

· 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.

BB-4

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.

Sincerely,

Susan Jacobs

3950 Van Noord Ave.
Studio City, CA 91604

Letter CC

From: **JJ**

Date: Wed, Nov 27, 2013 at 2:59 PM

Subject: Harvard-Westlake's proposed parking structure

To: diana.kitching@lacity.org

Dear Ms. Kitching,

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.

CC-1

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.

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

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

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.

CC-4

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.

Thanks for listening,
Jim Johnson

PS; Please keep this email address private. Do not share it or add it to any mailing lists. Thanks.

From: **Daniel Justin** <rector@stmikessc.org>
Date: Wed, Oct 16, 2013 at 3:25 PM
Subject: Comments and Opposition to the Harvard-Westlake Parking Improvement Plan, Case Number: ENV-2013-0150-EIR, State Clearing House No. 2013041033
To: diana.kitching@lacity.org
Cc: board@studiocitync.org, lsarkin@studiocity.org, councilmember.Krekorian@lacity.org, karo.torossian@lacity.org, damian.carroll@lacity.org

Dear Ms. Kitching

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

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

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

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

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

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

DD-6

therefore there is no proposed plan of mitigation.

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

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

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.

DD-9

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.

You will also receive a hard copy of this letter sent via US Postal Service.

Sincerely,

Dan+

The Rev. Dan Justin

Rector
St. Michael and All Angels Episcopal Church
3646 Coldwater Canyon Ave
Studio City, CA 91604
[\(818\) 763-9193](tel:(818)763-9193)
rector@stmikessc.org
www.stmikessc.org

Letter EE

From: Peter Juzwiak <pjuzwiak@jlpfirm.com>

Date: Wed, Nov 6, 2013 at 5:51 PM

Subject: I OPPOSE the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-0150-EIR, State Clearinghouse No. 2013041033

To: diana.kitching@lacity.org

Cc: board@studiocitync.org, lsarkin@studiocitync.org, Councilmember.Krekorian@lacity.org, karo.torossian@lacity.org, tom.labonge@lacity.org, jackie.keene@lacity.org

Dear Ms. Kitching,

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 and a business owner within Studio City. I object to the parking plan for the following reasons:

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:

- 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.
- 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).
- 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.

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.

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.

EE-1

EE-2

EE-3

EE-4

EE-5

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. 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

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 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

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.

EE-8

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. 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.

EE-9

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.

Peter Juzwiak

Juzwiak & Lee Partners, LLP
12240 Ventura Blvd., Suite 101
Studio City, CA 91604
Phone: (818) 358-3400
Fax: (818) 691-0589
Mobile: (818) 284-3444
Email: pjuzwiak@jlpfirm.com

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Letter FF

From: <Ckprop@aol.com>

Date: Thu, Nov 7, 2013 at 3:33 PM

Subject: OPPOSE the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-015

To: diana.kitching@lacity.org

Cc: board@studiocitync.org, lsarkin@studiocitync.org, councilmember.krekorian@lacity.org, karo.torossian@lacity.org, tom.labonge@lacity.org, jackie.keene@lacity.org

Dear Ms. Kitching,

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

1. 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

2. 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

3. 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

4. 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

5. 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

Katherine Karras
13400 Riverside Drive, Ste 308
Sherman Oaks, CA 91423

Letter GG

From: Rosemarie Kauper <rose@homeopathyway.com>
Subject: PLEASE
Date: November 13, 2013 at 5:01:40 PM PST
To: board@studiocitync.org

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!
Thank You,
Rose Kauper

GG-1

Letter HH

From: **Beth Laski** <beth@bethlaski.com>

Date: Mon, Dec 16, 2013 at 6:08 PM

Subject: Vehement OPPOSITION to Harvard-Westlake's parking proposal nightmare

To: Councilmember.Krekorian@lacity.org, diana.kitching@lacity.org

Cc: areen.ibranossian@lacity.org, karo.torossian@lacity.org, michael.logrande@lacity.org,
nick.hendricks@lacity.org, jwalker@studiocitync.org, lsarkin@studiocitync.org,
souellette@studiocitync.org, rvilla@studiocitync.org

Dear Councilmember Krekorian and Ms. Kitching,

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

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

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.

HH-2B

Save Coldwater Canyon. You must say NO to this unnecessary and destructive project.

Respectfully,
Beth Laski
3360 Longridge Ave.
[818-300-5424](tel:818-300-5424)

Letter II

From: **d leconte** <domleco@yahoo.com>
Date: Mon, Dec 16, 2013 at 3:59 PM
Subject: ENV 2013-0150-EIR Harvard-Westlake Project
To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>
Cc: D Leconte <domleco@yahoo.com>

Dominik J. Leconte
3901 Van Noord Ave
Studio City, CA 91604

December 16, 2013

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

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

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 multi-story garages, football fields, private bridges, and ultra high retaining walls?

II-3

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

II-4

noise. 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

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

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

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

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

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

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 pre-school 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

II-11

damage caused by lower levels of pollutants and noise. 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

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

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

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

Sincerely yours,

Dominik J. Leconte

Letter JJ

From: **Kasia A. Leconte** <halokasia@yahoo.com>

Date: Mon, Dec 16, 2013 at 3:51 PM

Subject: Harvard Westlake should be stopped from building on the west side of Coldwater Canyon

To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>, "Councilmember.Krekorian@lacity.org" <Councilmember.Krekorian@lacity.org>, "areen.ibranossian@lacity.org" <areen.ibranossian@lacity.org>, "karo.torossian@lacity.org" <karo.torossian@lacity.org>, "nick.hendricks@lacity.org" <nick.hendricks@lacity.org>, "michael.logrande@lacity.org" <michael.logrande@lacity.org>, "savecoldwatercanyon@gmail.com" <savecoldwatercanyon@gmail.com>, "jwalker@studiocitync.org" <jwalker@studiocitync.org>, "isarkin@studiocitync.org" <isarkin@studiocitync.org>, "souellette@studiocitync.org" <souellette@studiocitync.org>, Dominik J Leconte <domleco@yahoo.com>

RE Case # ENV-2013-0150-EIR

State Clearinghouse No. [2013041033](#)

Katarzyna A. Smiechowicz
3901 Van Noord Ave
Studio City, CA 91604

Studio City, 12/15/13

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.

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

JJ-1

JJ-2

bridge is not going to help the traffic of Studio City at all, in fact the opposite.

JJ-2
cont.

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

Why doesn't Harvard-Westlake promote carpooling?!

Why doesn't Harvard-Westlake want to develop more parking spaces at their current campus campus, if they really need those spaces?

JJ-4

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

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

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

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

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

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!!!!

JJ-10

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!!!!!!!!

With my kind regards,

Katarzyna A. Smiechowicz
(Kasia A. Leconte)

Letter LL

From: <CatLincoln@aol.com>

Date: Thu, Nov 7, 2013 at 3:51 PM

Subject: OPPOSE the Harvard-Westlake Parking Improvement Plan, Case Number: ENV 2013-0150

To: diana.kitching@lacity.org

Cc: board@studiocitync.org, lsarkin@studiocitync.org, councilmember.krekorian@lacity.org, karo.torossian@lacity.org, tom.labonge@lacity.org, jackie.keene@lacity.org

Dear Ms. Kitching,

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

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.

KK-2

And there are many more reasons - they include:

Noise and Light Pollution.

Danger to Pedestrians and Bicyclists.

No Help With Traffic.

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.

Catherine Lincoln
13400 Riverside Drive
Sherman Oaks, CA 91423

From: **Bruce J. Lurie** <brucelurie@lurie-zepeda.com>

Date: Tue, Dec 3, 2013 at 5:29 AM

Subject: RE: Harvard-Westlake DEIR 2013-015-EIR – Submission of Comments and Information

To: Diana Kitching <diana.kitching@lacity.org>

Hi Diana,

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.

Best,

Bruce

Bruce J. Lurie
Lurie, Zepeda, Schmalz & Hogan
9107 Wilshire Blvd., Suite 800
Beverly Hills, CA 90210

[310-274-8700](tel:310-274-8700) Phone

[310-274-2344](tel:310-274-2344) ext. 105 Phone Direct

[310-274-2798](tel:310-274-2798) Fax [818-990-8668](tel:818-990-8668) Best Number to Call

From: **Bruce J. Lurie** <brucelurie@lurie-zepeda.com>

Date: Fri, Dec 13, 2013 at 12:25 PM

Subject: FW: Harvard-Westlake Parking Garage Proposal – Reports on Illegal Enrollment and Staff and on Illegal Construction RE: Case Number: ENV 2013-0150-EIR

To: "Diana Kitching (Diana.kitching@lacity.org)" <Diana.kitching@lacity.org>, "Nick.Hendricks@lacity.org" <Nick.Hendricks@lacity.org>, "michael.logrande@lacity.org" <michael.logrande@lacity.org>

Cc: "councilmember.Krekorian@lacity.org" <councilmember.Krekorian@lacity.org>, "areen.ibranossian@lacity.org" <areen.ibranossian@lacity.org>, "karo.torossian@lacity.org" <karo.torossian@lacity.org>

To:

Michael Logrande

Diana Kitching

Nick Hendricks

Los Angeles Department of City Planning

From: Bruce J Lurie

Lurie, Zepeda, Schmalz & Hogan

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.

Sincerely,

Bruce J. Lurie

Lurie, Zepeda, Schmalz & Hogan

9107 Wilshire Blvd., Suite 800

Beverly Hills, CA 90210

[310-274-8700](tel:310-274-8700) Phone

[310-274-2344](tel:310-274-2344) ext. 105 Phone Direct

LL-1

[310-274-2798](tel:310-274-2798) Fax

From: Bruce J. Lurie **Sent:** Sunday, December 08, 2013 5:12 PM **To:** 'jwalker@studiocitync.org'; 'lsarkin@studiocitync.org'; 'gsteinberg@studiocitync.org'; 'dwelvang@studiocitync.org'; 'jdrucker@studiocitync.org'; 'lshackelford@studiocitync.org'; 'souellette@studiocitync.org'; 'rvilla@studiocitync.org'; 'ssayana@studiocitync.org'; 'rkessler@studiocitync.org'; 'rniederberg@studiocitync.org'; 'bmahoney@studiocitync.org'; 'lcahandavis@studiocitync.org'; 'jepstein@studiocitync.org' **Cc:** savecoldwatercanyon@gmail.com **Subject:** Harvard-Westlake Parking Garage Proposal – Reports on Illegal Enrollment and Staff and on Illegal Construction RE: Case Number: ENV 2013-0150-EIR

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.

L-1
cont.

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,

Bruce J. Lurie
Lurie, Zepeda, Schmalz & Hogan
9107 Wilshire Blvd., Suite 800
Beverly Hills, CA 90210

[310-274-8700](tel:310-274-8700) Phone
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[310-274-2798](tel:310-274-2798) Fax

L-1
cont.

ATTACHMENTS

The commenter provided extensive attachments including the following reports:

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 numerous photographs and copies of Department of City Planning case files and permits 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, 200 North Spring Street, Major Projects and Environmental Unit, Room 750, Los Angeles, CA 90012.

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

Prepared by

Bruce J Lurie

Lurie, Zepeda, Schmalz & Hogan

For the benefit of the Department of City Planning, the Department of Building and Safety, the Los Angeles City Council, the Studio City Neighborhood Council, all other interested neighborhood and community organizations and the citizens of Los Angeles

December 2013

This analysis and report reveals and documents the following conclusions:

I. HARVARD-WESTLAKE HAS UNLAWFUL EXCESSIVE ENROLLMENT, FACULTY AND STAFF

Harvard-Westlake Has Violated The Conditions of Their Conditional Use Permit Limiting Enrollment, Faculty and Staff By Unlawfully Enrolling Approximately 900 Students and Employing 231 Faculty and Staff – Well in Excess of What is Permitted.

II. THE CITY PREVIOUSLY DETERMINED THERE IS NO NEED FOR ADDITIONAL PARKING AT ALLOWED LEVELS OF ENROLLMENT, FACULTY AND STAFF

The City Has Determined, and Harvard-Westlake Has Agreed, That At the Permitted Levels of Enrollment, Faculty and Staff, 436 Parking Spaces Has Been More Than Adequate. The School Now Has 578 Parking Spaces, and They Do Not Need, and Have No Lawful Right to Build, a New Parking Garage to Accommodate Their Illegal and Excessive Use of Their Property.

INTRODUCTION AND SUMMARY.

1. Harvard-Westlake’s excessive enrollment/faculty/staff violations. Harvard-Westlake School (the “School”) has been required by the City of Los Angeles (the “City”), in numerous rulings over many years to limit the School’s enrollment and staff. The purpose of these limitations was to minimize the impact of the School’s operations on the surrounding residential neighborhood and on Coldwater Canyon Avenue – as is required by law when a school is given permission to operate in a residential zone. In exchange for permission to build and/or expand facilities, the School repeatedly promised there would be no increase in enrollment. The School accepted, and is bound by, explicit enrollment and staff limitations imposed by the City. Despite the limitations imposed by the City and the promises by the School, the School has quietly increased its enrollment and staff in violation of the strict conditions imposed by the City. The increase in enrollment and staff by the School is not only a very serious violation of the law but also an enormous breach of the trust and confidence

placed in the School by the City and the community and warrants severe sanctions being imposed.

2. Limitations on enrollment, faculty and staff were ordered by the City. From 1973 to 1992 the School, and its predecessor, the Harvard School, without permission or authorization from the City, significantly expanded student enrollment and faculty/staff from 600 students and 30 instructors to 815 students and 144 faculty/staff. In a series of rulings from 1992 through 2006, the City strictly prohibited any increase in enrollment, faculty or staff.

3. Size and usage restrictions were, and are, required by law to protect the surrounding community. These restrictions on enrollment and faculty/staff were placed on the School in accordance with the requirements of the Los Angeles Municipal Code (“LAMC”), which requires the use of property by a school operating in a residential zone to be limited, properly conditioned and buffered from the surrounding residential neighborhood so that the school will be compatible with, and not adversely affect, adjacent properties.

4. The School was forced to admit its usage violations in its parking garage application. These very serious violations by the School were confirmed recently when the School sought permission to build a large parking garage on the hillside across Coldwater Canyon Avenue from the School campus. In order to obtain the numerous special permissions that would be necessary to construct such a facility, the School was required to submit a sworn affidavit under penalty of perjury revealing the number of students enrolled and the number of faculty and staff employed by the School. The School was forced to disclose that there were approximately 900 enrolled students as well as 231 faculty/staff – well above what is permitted by law.

5. The excessive enrollment, faculty and staff legally precludes the School from building the proposed new parking garage. If, instead of having more enrollment, faculty and staff than the School is legally permitted to have, the School had only the number of students, faculty and staff that they are allowed to have, the School would have no need whatsoever for the proposed new parking garage. The parking garage proposal can and should be rejected on that basis alone.

6. Severe sanctions must be imposed, including the prohibition of the parking garage project.

The School has committed extremely serious violations by exceeding the usage limitations imposed on the School by the City. Those limitations were repeatedly imposed following publicly noticed proceedings which took into account the interests of the surrounding community. The School has gone behind the backs of the community and the City by unilaterally increasing their enrollment, faculty and staff and usage of the property. Like any other property owner, the School is subject to sanctions for violating orders that are binding on them. And the School should certainly not be rewarded for their wrongful actions by being given numerous special permissions to build a parking garage to facilitate parking for the excess and unauthorized number of users of the campus.

DETAILED DISCUSSION AND SUPPORTING DOCUMENTATION

The following is a detailed discussion of the documents and other facts revealing the usage violations by the School, identifying the specific documentation evidencing the violations. Copies of pertinent documents, with relevant portions highlighted, are attached.

A. The Los Angeles Municipal Code, the General Plan and rulings by the City require that the School limit its impact on the surrounding residential neighborhood and that the School's activities be properly buffered from the neighborhood so as not to unduly impose on, or interfere with, the residents' use of their property. For that reason, the City placed limitations on the enrollment and staff at the School.

The School does not have an unfettered right to use its property. Rather, the School has been given special permission to operate as a school in a low-density residential zone under a Conditional Use Permit. In exchange for that privilege to operate a school in a residential neighborhood, the School has been required, at all times, to meet these requirements:

1. that **the project will enhance the built environment in the surrounding neighborhood** or will perform a function or provide a service that is essential or beneficial to the community, city, or region;

2. that **the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety;** and

3. that the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

Los Angeles Municipal Code section 12.24(E). [Emphasis added.]

Likewise, the Community Plan portion of the General Plan designates the School's site as "Very Low Density Residential." School use is permitted only when properly conditioned and buffered from impacts on the surrounding neighborhood.

In accordance with these legal restrictions, each time that the City has reviewed any application by the School to expand its usage of its property, the City has reviewed the proposed plans to make sure that the surrounding neighborhood would not be adversely affected. In each decision by the City between 1992 and 2006, the City has been required to, and has, made findings that the proposed modification or expansion of facilities would be properly buffered from the surrounding neighborhood and would not adversely affect or degrade adjacent properties (the "Protection of Surrounding Neighborhood Findings"). The City made these findings that changes in facilities would not adversely affect the surrounding neighborhood ***expressly because the School was not being permitted to increase its enrollment or staff.***

Despite the legal requirement that the School's use of its site be limited in its size and operations, specifically by limiting enrollment and staff, the School has unilaterally, and in violation of the limitations imposed by the City, increased its enrollment and staff. As a result, the operations of the School have increasingly had a serious negative impact on the surrounding neighborhood by increasing traffic and safety problems, creating increased demand for off-campus parking, generating noise and light pollution as well as increased emissions and degradation of air quality.

These problems would not have become so exacerbated if the School had abided by the enrollment and staff limitations placed on them. Instead, the School has violated those

restrictions and caused severe impacts on the surrounding neighborhood and adjacent properties. And now the School wants to be given special privileges to accommodate its unlawful and unauthorized expansion of students, faculty and staff by building a gigantic parking garage, which is only going to make the problem of the unlawful over-usage of the campus worse. The School proposes to build the parking garage on land on the west side of Coldwater Canyon Avenue which is not part of the School's CUP site and which is presently dedicated to conservation, open-space and very low density residential use. Instead of giving the School the extraordinary set of rights that would be required to build this massive project, the School should, instead, be subject to all appropriate sanctions as a result of the unlawful, excessive use of the School property.

B. From 1973 to 1992, without authorization from the City, the School significantly expanded its student enrollment, faculty and staff.

On March 28, 1973, the City Planning Commission reported that the School had 600 students and 30 instructors. At that time, the City Planning Commission gave the School's predecessor, the Harvard School, permission to replace its library and construct a field house, but no express permission was given to increase enrollment or staff.

On July 3, 1975, the City Planning Commission approved a storage building, stairways and pergolas and stated that there were, as of that time, approximately 670 students and 60 instructors. The determination stated that the "proposed plans will not increase enrollment."

Since the 1975 approval, the School has never requested, or been granted, permission to increase enrollment or staff levels. Yet, by the School's own admission on their website (see "History"), as of 1987, enrollment had grown to exceed 800 students. The School became a co-educational private school in 1989-1991 when the Harvard School for boys merged with the Westlake School for Girls and became Harvard-Westlake. The School never sought, nor obtained, permission for that merger or for any expansion of enrollment or staff or the increased intensity of use of the property that could result from the merger. As of 1992, following the merger, the School, without permission from the City, or input from the community, had unilaterally increased its enrollment to 815 students and 144 faculty and staff.

C. In a series of rulings made during the period from 1992 through 2006, the City expressly limited the School's enrollment and staff.

The Planning Commission, through the Zoning Administrator, in several rulings from 1992 through 2006, repeatedly prohibited any increase in enrollment. In December 1992, a study was conducted on behalf of the School and given to the City. The study determined that the School had 815 students and 144 faculty and staff. The School repeatedly promised that there would be no increase in the number of staff and enrolled students in conjunction with being given permission to build several new facilities. These enrollment and staff limitations were imposed on the School as fundamental conditions for the School's expansion of its property under its Conditional Use Permit ("CUP"). The School went forward with the expansion of its facilities and thereby accepted the enrollment and staff limitations, and those limitations became binding conditions of the School's CUP. These restrictions were expressly stated to be for the purpose of making sure that the School limited its intensity of use and was compatible with, and buffered from, the low-density, residential character of the surrounding canyon and hillside neighborhood.

In each ruling, the School was required by the City to comply with all prior conditions ("Prior Conditions Requirement")¹. The School was also notified that violation by the School of conditions imposed would subject the School to revocation of the authorizations being granted by the City ("Revocation Warning")² and that violation of conditions imposed on the School would subject the School to prosecution and criminal charges ("Prosecution Warnings").³

¹ Approvals by the City contained the following condition: "That all prior conditions/requirements imposed by the City be complied with except as provided herein."

² The School was notified: "Furthermore, this authorization shall be subject to revocation in the manner as provided under Section 12.24 .I of the Municipal Code if the conditions imposed are not strictly observed."

³ The School was given the following warnings:

(A) "Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code." and/or

(B) "VIOLATION OF THESE CONDITIONS, A MISDEMEANOR

"Section 12.24-J.3 of the Los Angeles Municipal Code provides:

'It shall be unlawful to violate or fail comply with any requirement or condition imposed by final action of the Zoning Administrator, Board or Council pursuant to this subsection. Such violation or failure to comply shall constitute a violation of this Chapter and shall be subject to the same penalties as any other violation of this Chapter.'

"Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment."

Notwithstanding the restrictions imposed by the City, the School is significantly exceeding the enrollment and staff limitations placed on them – even if the limitations were considered to be as high as the (unauthorized 1992 level of) 815 students and 144 faculty/staff. By their own admission under penalty of perjury, the School now has approximately 900 students and 231 faculty/staff – far more than the School is authorized by law to have. The consequence has been a much more intensive use in recent years of the School property than has been permitted by the City. As a matter of law, the School is subject to penalties as a result of those violations, including, but not limited to, revocation of its CUP, withdrawal of approvals that were conditionally granted, the imposition of additional conditions, immediate enforcement of these limitations, denial of future discretionary approvals, as well as remedial and punitive action as a result of the School’s many other construction-related approval and permitting violations (documented separately) and all other penalties applicable under the law.

D. The following documents show that the School asked for, and the Zoning Administrator, acting for the City, ruled, that conditions be imposed on the School limiting the School’s enrollment to, at most, 815 students and limiting the School to, at most, 144 faculty and staff and that the School has violated those conditions.

1. On May 29, 1992 the City granted conditional approval (the “1992 Conditional Approval”) of plans to permit closure of an existing patio area between two buildings for use as a classroom, Case No. ZA 92-0579 (PAD), but with no increase in enrollment and staff.

The 1992 Conditional Approval makes a Finding of Fact, at page 3, as follows:

“The current proposal involves no increase in enrollment or staff . . .” [Emphasis added.]

As of December 1992, according to the Crain Study (see below), the School enrollment was 815 students and there were 144 faculty and staff, so the 1992 Conditional Approval allowed ***no more than*** 815 students and ***no more than*** 144 faculty and staff.

The 1992 Conditional Approval contains the Prior Conditions Requirement, the Revocation Warning and the Prosecution Warnings as well as the Protection of Surrounding Neighborhood Findings.

2. The School commissioned a “Traffic Count and Parking Study” by Crain and Associates (“Crain Study”), which was issued in December 1992, and which confirmed that enrollment was 815 students and that there were 144 faculty and staff.

The Crain Study has an “Executive Summary”, which states, at page i:

“Current employment at the site consists of 144 faculty and staff, and enrollment is approximately 815 10th, 11th and 12th grade students. There is no plan to change these employment or enrollment levels.” [Emphasis added.]

The Crain Study states more specifically as follows at page 1:

“The school currently employs 144 faculty and staff, and has a student enrollment of 815. . . . Actual enrollment figures show 278 students in the 10th grade, 269 in the 11th grade, and 268 students in the 12th grade”

Thus, the figure of 815 students was a precise grade-by-grade tabulation of enrollment made by the Crain Study and was a calculated exact figure given to the City by the School of the actual current enrollment at that time as well as an exact statement of the total number of faculty and staff.

3. On February 16, 1994, the law firm of Paul, Hastings, Janofsky & Walker, on behalf of the School, sent a letter (the “1994 School Letter”) to the Zoning Administrator for the City, asking for approval of a proposed “Science Building”, making a commitment to leave future enrollment unchanged and stating that the 436 parking spaces existing at that time was more than adequate.

The 1994 School Letter has an attachment that refers to **“EXISTING STUDENT POPULATION”** of “823 students” and makes the following commitment:

“Future Student Enrollment to Remain Unchanged” [Emphasis added.]

In addition, the 1994 School Letter states:

“This proposal would not increase student enrollment.”

The 1994 School Letter also made it clear that based on the School’s promise that future enrollment would be unchanged, there was more than adequate parking provided on the campus based on enrollment of 815 students.

The 1994 School Letter states that the Crain Study:

“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.” [Emphasis added.]

The 1994 School Letter further states:

“The Crain Study concludes that only 280 parking spaces are needed for the Campus . . .”

and that even if events were going on in all facilities at once:

“. . . at capacity, a total of 346 parking spaces would be required.

and further states that:

“. . . for 815 students, approximately the current enrollment, 328 peak-hour parking spaces would be required.” [Emphasis added.]

The 1994 School Letter concludes:

“As noted, there are now 436 parking spaces on the Campus. Accordingly, the current Campus parking far exceeds applicable parking requirements. [Emphasis added.]

According to the DEIR for the parking garage proposal, the School now has 578 parking spaces. That is 142 parking spaces more than the 436 parking spaces which the School itself strongly argued, in 1994, “far exceeds applicable parking requirements” and was “more than adequate to meet the parking needs of the Campus.” Thus, if the School had lived up to, and honored, its promise and legal duty to make sure that enrollment did not exceed 815 students and that there were no more than 144 faculty and staff, the 578 parking spaces which the School asserts are currently provided would be way beyond the 436 parking spaces that, according to the School, “far exceeds applicable parking requirements” and was “more than adequate to meet the parking needs of the Campus.” Thus this whole outlandish parking garage proposal is based upon the School’s flagrant, unauthorized and unlawful increase in enrollment and staff levels and is completely contrary to what the School represented to the City and the citizens of Los Angeles in 1994. Nothing has changed since 1994 except that the School has unlawfully increased the number of students, faculty and staff and has unlawfully expanded the size of its physical facilities. (See separate report on unlawful and unpermitted construction activities by the School.)

4. On March 4, 1994, the City issued a conditional approval (the “1994 Conditional Approval”) of plans for construction of a new science building, Case No. ZA 92-0579 (PAD), and limited enrollment to no more than 815 students and prohibited an increase in staff as a condition of that approval.

The 1994 Conditional Approval contains the following condition, at page 1:

“5. No additional student enrollment is authorized under this action.” [Emphasis added.]

The 1994 Conditional Approval refers, at page 3, to the 1992 Conditional Approval, stating:

“That proposal involved no increase in enrollment or staff . . .” [Emphasis added.]

and then goes on to say:

“The current proposal likewise involves no increase in enrollment or staff . . .”
[Emphasis added.]

In addition, the Findings state, at page 4:

“A campus parking study completed by Crain and Associates in December, 1992 (“Crain Study”, Attachment D) . . . concludes that for **815 students, approximately the current enrollment**, 328 peak-hour parking spaces would be required.” [Emphasis added.]

The 1994 Conditional Approval also contains “Findings” which include the following at page 5:

“. . . no increase in enrollment will take place . . .” [Emphasis added.]

The 1994 Conditional Approval incorporates in its Findings, at page 3, the School’s application, i.e., the 1994 School Letter, which includes the School’s promise that there would be no increase in enrollment.

The 1994 Conditional Approval for the science building contains the Prior Conditions Requirement, the Revocation Warning and the Prosecution Warnings as well as the Protection of Surrounding Neighborhood Findings.

5. On October 4, 1996, John C. Funk, of Paul, Hastings, Janofsky & Walker, as attorney and agent for the School, submitted an application and affidavit under penalty of perjury (the "1996 Application") requesting approval to construct an art gallery addition to an existing building, Case No. ZA 96-0882 (PAD), and stated that enrollment was 815 students and that there would be no increase in enrollment or staff.

In support of the request, Mr. Funk, as agent for the School, stated, on the first page of the attached "Request, Justifications and Proposed Findings," as follows:

"the current gallery proposal which involved no increase in enrollment or staff . . ."
[Emphasis added. The word "no" underlined in original.]

The 1996 Application refers, at page 2 of the attached "Request, Justifications and Proposed Findings," to the 1992 Crain Study's conclusion:

"that for 815 students, approximately the current enrollment, 328 peak-hour parking spaces would be required." [Emphasis added.]

The 1996 Application then goes on to state:

"There has been no increase in enrollment since that time." [Emphasis added.]

The 1996 Application then requests, at page 3 of the requested findings, that a Finding Number 2 be made stating:

". . . no changes in enrollment or capacity are anticipated due to this proposal."
[Emphasis added.]

and further requests that a Finding Number 3 be made stating:

". . . no increase in enrollment will take place . . ." [Emphasis added.]

6. On October 30, 1996, the City conditionally approved (the “1996 Conditional Approval”) the addition of an art gallery, Case No. ZA 96-0882 (PAD), on the express condition that there be no increase in enrollment or capacity.

The 1996 Conditional Approval contains, at page 1, the following condition:

“4. No additional student enrollment is authorized under this action.” [Emphasis added.]

The 1996 Conditional Approval, at page 3, also states:

“The current gallery proposal involves no increase in student enrollment or staff . . .”
[Emphasis added.]

The 1996 Conditional Approval also contains, at page 5, the following Findings:

“2. . . . no changes in enrollment or capacity are anticipated due to this proposal.”

* * * *

“3. . . . no increase in enrollment will take place.” [Emphasis added.]

The 1996 Conditional Approval also contains the Prior Conditions Requirement and the Prosecution Warnings as well as the Protection of Surrounding Neighborhood Findings.

7. On or about April 21, 1997, Thomas C. Hudnut, as Headmaster, CEO and agent of the School, submitted an application and affidavit under penalty of perjury (the “1997 Application”) requesting approval to construct an extension to the existing library and stating there would be no increase in enrollment or capacity.

The 1997 Application includes an attached “Request and Findings”, which states:

“For *the total enrollment of 815 students, 96 faculty and 27 support and administrative staff*, 328 peak-hour parking spaces would be required. *There has been no increase in enrollment since the school has become a coeducational facility* [in 1991].” [Emphasis added.]

The 1997 Application requested that Findings be made, including:

“... no changes in enrollment or capacity are anticipated due to this proposal.

* * * *

“... no increase in enrollment will take place ...” [Emphasis added.]

8. On June 4, 1997, the City issued a conditional approval (the “1997 Conditional Approval”) for the School to construct an addition to its existing library, Case No. ZA 97-0377 (PAD), on the condition that there was to be no increase in student enrollment or capacity.

The 1997 Conditional Approval contained the following condition, at page 2:

“4. No additional student enrollment is authorized under this action.” [Emphasis added.]

The 1997 Conditional Approval also makes the following “Findings” at page 5:

“... no changes in enrollment or capacity are anticipated due to this proposal.

* * * *

“... no increase in enrollment will take place ...” [Emphasis added.]

The 1997 Conditional Approval contains the Prior Conditions Requirement and the Prosecution Warnings as well as the Protection of Surrounding Neighborhood Findings.

9. On July 17, 1997, the City issued a Letter of Clarification (the “1997 Clarification”), in response to a request from the School, confirming that, under the 1992 through 1997 conditional approvals, no increase in enrollment was authorized and that was made a condition of each approval.

In the 1997 Clarification, the Chief Zoning Administrator referred to each of the three cases involved in the 1992 Conditional Approval, the 1994 Conditional Approval, the 1996 Conditional Approval and the 1997 Conditional Approval [Case Nos. ZA 92-0579 (PAD), ZA 96-0882 (PAD) and ZA 97-0377 (PAD)] and stated:

“In all three cases, no enrollment increase was authorized and in fact, that was made a condition of each approval.” [Emphasis added.]

In the 1997 Clarification, the Chief Zoning Administrator made it clear that there was no need for additional parking as a result of the 1996 Conditional Approval and the 1997 Conditional Approval because:

“. . . no additional enrollment results from these actions.” [Emphasis added.]

10. On March 29, 1999, the City conditionally approved (the “1999 Conditional Approval”) plans for the expansion of the School’s gymnasiums and reconfiguration of the parking lot between the gymnasiums, Case No. ZA 99-0093 (PAD), on the condition that no additional student enrollment or capacity was authorized.

The 1999 Conditional Approval contains the following condition at page 2:

“4. No additional student enrollment is authorized under this action.” [Emphasis added.]

In the 1999 Conditional Approval, the Chief Zoning Administrator states that following the reconfiguration of the parking, the campus will have more than the number of parking spaces that were determined to be adequate in the 1992 Conditional Approval and states, at page 4:

“Since no additional enrollment results from this action, these observations still hold and no additional parking is required to be provided.” [Emphasis added.]

In the 1999 Conditional Approval, the Zoning Administrator makes the following findings at page 6:

“... no changes in enrollment or capacity are anticipated due to this proposal.”

* * * *

“The additions will not provide for an increase in enrollment...” [Emphasis added.]

The 1999 Conditional Approval also contains the Protection of Surrounding Neighborhood Findings.

11. On September 1, 2006, the City issued a conditional approval (the “2006 Conditional Approval”) for plans for the installation and operation of four light pole structures with light fixtures at the existing athletic field, Case No. CPC 2006-2375-PAD, and determined that there would be no changes in enrollment or capacity.

In the 2006 Conditional Approval, in Finding 2 at page 7, the City determined that:

“... no changes in enrollment or capacity are anticipated due to this proposal.”
[Emphasis added.]

The 2006 Conditional Approval did not allow any increase in enrollment or capacity in excess of the limitations set forth in the Conditional Approvals that were issued in the 1990s.

The 2006 Conditional Approval has the Prosecution Warnings as well as the Protection of Surrounding Neighborhood Findings.

[The 2006 Conditional Approval has numerous restrictions regarding lighting, noise and hours and days of usage of the athletic field. Since the lighting was installed, the School has repeatedly violated the conditions of the 2006 Conditional Approval by excessive light spillage, excessive noise and excessive use of the athletic field behind what is permitted by the 2006 Conditional Approval and by law. These violations are covered in a separate report.]

12. Since the 2006 Conditional Approval, there have been no changes or modifications whatsoever by the City in the enrollment, faculty, staff or capacity limitations previously set by the City, and the School is still legally bound by the conditions of its CUP to limit its capacity to, at most, 815 students and 144 faculty and staff.

In fact, the requirement that the School not increase its enrollment was reinforced by the City in 2011 when the School sought permission to construct its new swimming pool and Planning Department staff specifically mandated: “No class and student enrollment increases.” [See requirement imposed by Planning Department staff on plan document.]

13. On or about January 17, 2013, the School filed an application and affidavit, signed under penalty of perjury on or about January 5, 2013, by John Amato, as authorized agent of the School (the “2013 Application”), requesting permission to build a parking garage and related facilities and acknowledging and admitting that the School has approximately 900 students and 231 faculty and staff – well in excess of the number of students, faculty and staff permitted by the conditions of the School’s Conditional Use Permit.

In Attachment A to the 2013 Application, at page 2, the School states:

“The Harvard-Westlake Campus currently serves approximately 900 students.”

[Emphasis added.]

The 2013 Application further states, in Attachment A, at page 48:

“There will be no changes in the current student enrollment as a result of this project or application. **The current student enrollment is approximately 900, which is comprised of students in the 10th, 11th and 12th grades.**” [Emphasis added.]

In addition, the 2013 Application states as follows, in Attachment A, at page 49:

“Harvard-Westlake currently has 201 regular employees, including faculty and staff, plus 30 part-time employees, for a total of 231 employees.” [Emphasis added.]

Thus, the School has admitted, under penalty of perjury, that it has well over the permitted enrollment, faculty and staff levels. The School is, therefore, in violation of all of the prior conditional approvals. The School was, obviously, trying to convince the City that there are now so many users of the campus that the School needs the proposed parking garage while hoping that no one would notice that the School was violating the numerous conditions restricting permitted levels of enrollment, faculty and staff.⁴

The promise in the 2013 Application that “[t]here will be no changes in the current student enrollment as a result of this project or application” is a hollow promise that cannot be relied on. The School has made such promises numerous times before and broken those promises. We now know that the School clandestinely raised its enrollment and its faculty/staff levels knowingly, willfully and purposely in violation of the restrictions that the School had requested and agreed to abide by and which were binding on the School.

⁴ During the 2012-2013 school year, the School's website stated (see "Profile") that the School upper school campus had 879 students. Recently, that figure was changed to 869 students. Both of these figures are at odds with the "approximately 900" figure in Mr. Amato's affidavit. Regardless of which figure is used, the School is well in excess of the maximum 815 student enrollment level established in the 1990s and is in violation of their CUP.

E. The School Has Falsely And Defiantly Asserted That The School Is Not Subject to Any Enrollment Restrictions, Demonstrating That The School's Violations Are Willful And That The School Should Be Subject to Severe Penalties.

What does the School have to say about the enrollment/staff limitations that are binding on the School? The School, through their present attorneys, claims that they are somehow “grandfathered” and that the conditional use permit under which the School operates and all of the Conditional Approvals have magically and mysteriously ceased to become effective. The School now claims they can enroll as many students as they want. The School’s present position is completely contrary to everything that the School and their counsel have said and promised over the years and is contradicted by the restrictions imposed on the School by the City.

In the 1994 School Letter, John Funk of Paul, Hastings, Janofsky & Walker, the same law firm that now represents the School, conceded that expansion of use of the School property was subject to approval by the City and that the School operated pursuant to a “deemed to be approved conditional use.”

In the 1997 Application, submitted under penalty of perjury, the School described their use of the property as a “Deemed Approved Conditional Use Site.” Furthermore, the School requested a finding be made by the City stating:

“This site is a deemed to be approved Conditional Used Site pursuant to City Council Ordinance No. 78, 994 in 1937 . . .” [Emphasis added.]

As recently as the 2013 Application, the School stated, once again under penalty of perjury:

“The Harvard-Westlake Campus has been operating at 3700 Coldwater Canyon since 1937 under a deemed-to-be-approved Conditional Use.” [Emphasis added.]

The many Conditional Approvals issued by the City repeatedly described the School campus as a “deemed-to-be-approved” conditional use site. See, e.g., the 1994 Conditional Approval at page 4.

Thus, any contention by the School or the attorneys at the Paul, Hastings firm who presently represent the School that the School is not a conditional use site or that it is somehow no longer bound by the numerous conditions on enrollment, faculty and staff placed on the School are contradicted by the statements of the School and their counsel over the years and are completely fabricated, invented and false. **The School was only allowed to expand its facilities on the condition that enrollment and staff be limited. By going ahead with the expansion of facilities under the conditional approvals, the School accepted, and is bound by, the enrollment and staff limitations that were imposed on the School. Those limitations thereby became part of the School’s CUP and have been, and continue to be, binding on the School.**

CONCLUSION.

The School has now been forced to admit that the School has approximately 900 students – way more than the maximum of 815 students that the School is permitted to have under the conditions set by the City. The School has also admitted that it now has 231 faculty and staff – again, a great deal more than the maximum 144 faculty and staff that the School is permitted to have under the conditions set by the City. The School has been, and is continuing to, operate in violation of the most fundamental condition of its Conditional Use Permit, setting a limit on the number of people using the School site. The illegal excessive use of the School’s premises has had, and continues to have, a major detrimental impact on the surrounding neighborhood as well as the intensity of use of Coldwater Canyon Avenue. The School has violated the conditions under which it has been granted permission to operate as a school.

The School should not benefit from its egregious breach of the conditions set by the City by being given permission to build its grandiose parking garage – which will only lead to the School further unlawfully increasing its usage of the property. Other private schools, such as Buckley, have been strictly limited in their enrollment levels and their development has been rigorously controlled following submission of a master plan and considerable input by the community. Other private schools obey the enrollment restrictions set by the City. Harvard-Westlake is no different and does not have a special entitlement to break the rules. The School should not be permitted to continue with its unlawful levels of enrollment and faculty/staff. Rather, the School should be subject to an appropriate array of sanctions as a result of its excessive and unlawful violation of the enrollment/faculty/staff limitations imposed on the School.

Harvard-Westlake Enrollment/Staff Violations
Table of Conditional Approvals and Related Documents

From Section D:

1. The “1992 Conditional Approval” dated May 29, 1992.
2. The 1992 “Crain Study” dated December 1992.
3. The “1994 School Letter” dated February 16, 1994.
4. The “1994 Conditional Approval” dated March 4, 1994.
5. The “1996 Application” dated October 4, 1996.
6. The “1996 Conditional Approval” dated October 30, 1996.
7. The “1997 Application” dated April 21, 1997.
8. The “1997 Conditional Approval” dated June 4, 1997.
9. The “1997 Clarification” dated July 17, 1997.

10. The “1999 Conditional Approval” dated March 29, 1999.

11. The “2006 Conditional Approval” dated September 1 2006.

12. 2011 Planning Department requirement for: “No class and student enrollment increases.”

13. The “2013 Application” dated January 17, 2013.

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

1. The "1992 Conditional Approval" dated May 29, 1992.

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May 29, 1992

Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon
Studio City, CA 91604

Department of Building and Safety

Re: **CASE NO. ZA 92-0579(PAD)**
APPROVAL OF PLANS
3700 Coldwater Canyon
Studio City Planning Area
Zone : RE15-1-H
D. M.: 7325
C. D.: 13
CEQA : Exempt
Fish and Game: Exempt
Legal Description: Lot 1111,
Tract 1000

Approved (as further conditioned herein) is the above-noted request seeking:

approval of plans to permit closure of an existing patio area between two buildings on an existing high school site, for use as a classroom,

upon the following additional terms and conditions:

1. That all other use, height and area regulations of the Municipal Code be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. That the use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A".
3. That the authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. That all prior conditions/requirements imposed by the City be complied with except as provided herein.

The use hereby authorized is conditional upon the privileges' being utilized (i.e., the use approved being lawfully conducted on the site) within 180 days after the effective date hereof, and if they are not utilized or construction work (i.e., actual substantial physical improvements installed) is not begun within said time and carried on diligently to completion this authorization shall become void and any privilege or use granted hereby shall be deemed to have lapsed unless a Zoning Administrator has granted an extension of the time limit (the request for the extension having been submitted prior to the expiration of the grant and accompanied by the appropriate fee), after sufficient evidence has been submitted indicating that there was unavoidable delay in taking advantage of the grant. Once any portion of the privilege hereby granted is utilized, the other conditions thereof become immediately operative and must be strictly observed. Furthermore, this authorization shall be subject to revocation in the manner as provided under Section 12.24.1 of the Municipal Code if the conditions imposed are not strictly observed.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. The Zoning Administrator's determination in this matter will become effective after June 15, 1992, unless an appeal therefrom is filed with the Board of Zoning Appeals. Any appeal must be filed on the prescribed forms, accompanied by the required fee and received and receipted at a Public Office of the Department of City Planning on or before the above date or the appeal will not be accepted.

THE APPLICANT IS FURTHER ADVISED THAT ALL SUBSEQUENT CONTACT WITH THE ZONING ADMINISTRATOR REGARDING THIS DETERMINATION, INCLUDING CLARIFICATION, SIGN-OFFS OF CONDITIONS AND PLANS OR FOR BUILDING PERMIT APPLICATIONS, ETC., SHALL BE ACCOMPLISHED BY APPOINTMENT ONLY.

FINDINGS OF FACT

After thorough consideration of the statements and plans contained in the application, and knowledge of the property involved, I hereby find that the construction of the classroom is appropriate on the subject site and that the requisite findings required for granting such authorization as enumerated in Sections 12.24-F and G of the Los Angeles Municipal Code have been established by the following facts:

1. The subject property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, southerly of Ventura Boulevard. The site is utilized as a co-educational private high school (grades 10-12) and is developed with various structures forming the campus and including recreational/athletic facilities and on-site parking.

The current proposal involves no increase in enrollment or staff but will allow for improved coordination of teaching activities through conversion of an existing second story porch area for classroom use. The structure is in the central portion of the campus, several hundred feet from property lines, and will not result in any impacts vis-a-vis neighboring properties.

Section 12.24-F of the Los Angeles Municipal Code provides in pertinent part:

"F. Existing Uses. Any lot or portion thereof being lawfully used for any of the purposes enumerated in this section at the time the property is first classified in a zone wherein such use is not permitted by right or at the time the use is prohibited by reason of an amendment to this Article changing the permitted uses within the zone, shall be deemed to be approved site for such conditional use which may be continued thereon. Further, the conditions included in any special district ordinance, exception or variance which authorized such use shall also continue in effect ..."

Section 12.24-G of the Los Angeles Municipal Code provides in part:

"G. Development, Change or Discontinuance of Uses:

1. Development of Site. On any lot or portion thereof on which a conditional use is permitted pursuant to the provisions of this section, new buildings or structures may be erected, enlargements may be made to existing buildings, existing uses may be extended on an approved site, and existing institutions or school developments may be expanded as permitted in Subsection F of this Section, provided plans therefore are submitted to and approved by the Commission or by a Zoning Administrator, whichever has jurisdiction at that time ...

3. Conditions of Approval. In connection with the approval of conditional use plans, the Commission or a Zoning Administrator may impose conditions on the same basis as provided for in this section of the establishment of new conditional uses. ..."

Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.

I hereby find that the proposed location will be desirable to the public convenience or welfare and will be in harmony with the various elements and objectives of the General Plan.

The adopted Studio City District Plan designates the site in a quasi-public category with a specific reference to a school use so that the instant request is consistent with the Plan.

Congestion Management Program (CMP) Notice: The CMP is a new program enacted by the State Legislature with the passage of Assembly

Bill 471 (July 10, 1989), as amended by Assembly Bill 1791 (February 11, 1990). The CMP's intent is to coordinate land use, transportation and air quality decisions on the regional highway and roadway system as defined by the Congestion Management Agency (CMA). The owner of any project or structure which contributes to the degradation of this system, based on standards adopted by the CMA, due to unmitigated trips, may be subject to additional trip mitigation measures to be imposed by the CMA (LACTC).

There has been no Flood Hazard map prepared by the City which includes the subject site.



Handwritten signature of Robert Janovici, Chief Zoning Administrator.

ROBERT JANOVICI
Chief Zoning Administrator

RJ:lmc

cc: Councilman Michael Woo
Thirteenth District
Adjoining Property Owners
County Assessor

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

2. The 1992 "Crain Study" dated December 1992.

Actual enrollment and staff
as of December 1992
highlighted

**HARVARD-WESTLAKE SCHOOL
TRAFFIC COUNT AND PARKING STUDY**

Prepared for:

**HARVARD-WESTLAKE SCHOOL
3700 COLDWATER CANYON AVENUE
LOS ANGELES, CALIFORNIA 91604**

Prepared by:

**Crain & Associates
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508**

**December 1992
Revised**

EXECUTIVE SUMMARY

The Harvard-Westlake School, located at 3700 Coldwater Canyon Avenue, is a private high school. Current employment at the site consists of 144 faculty and staff, and enrollment is approximately 815 10th, 11th and 12th grade students. There is no plan to change these employment or enrollment levels. At the request of the school administration, a comprehensive transportation and parking analysis was conducted to determine the trip making and parking utilization characteristics of the school.

The results of that analysis are discussed in the following document and are summarized below.

Exact enrollment figures 2 pages below

The school generates average daily traffic of approximately 2,090 vehicles per day (VPD), with about 613 vehicle per hour (vph) occurring during the AM peak hour, and 252 vph occurring during the PM peak hour. These figures are comparable, on a per student enrolled basis, to values of trip generation other private schools in the Los Angeles metropolitan area.

Trip distribution analysis, based on faculty, staff, and student residence locations, shows that about 59 percent of the total campus population lives in areas with West Los Angeles and Orange County zip codes (90000 and 92000), with the remaining population residing in the San Fernando Valley and adjacent areas (91000).

Approximately 60 percent of faculty/staff and 37 percent of the students live in the Valley, while the remainder of each group lives to the south of Mulholland Drive, in the Los Angeles basin.

Direct access to the site is provided by Coldwater Canyon Avenue only. Convenient access from Coldwater Canyon Avenue to the Ventura Freeway and Ventura Boulevard results in a north-south distribution at the site of about 70 percent to 30 percent, respectively. Overall geographic distributions show about 7 percent of the school population travel to and from the north, 41 percent south, 15 percent east, and 37 percent to and from the west to access the regional transportation system.

Currently, approximately 493 on-site surface parking spaces are provided, with an additional 50 to 60 spaces available for public use on Coldwater Canyon Avenue, between the school site and Ventura Boulevard to the north. During peak parking utilization (at about 9:30 AM weekdays), approximately 81 percent, or 401 spaces, are utilized. An additional 46 vehicles are parked on Coldwater Canyon Avenue. The total 493 spaces provided are sufficient to meet City of Los Angeles Municipal Code requirements.

TRANSPORTATION AND PARKING ANALYSIS RESULTS

Harvard-Westlake School is a private high school located at 3700 Coldwater Canyon Avenue, as shown in Figure 1. The school currently employs 144 faculty and staff, and has a student enrollment of 815. The student population is approximately evenly divided between the 10th, 11th and 12th grade classes. Actual enrollment figures show 278 students in the 10th grade, 269 in the 11th grade, and 268 students in the 12th grade. Typical school hours are between 8:00 AM when classes begin, and 3:00 PM, when classes are dismissed. Extracurricular activities such as sports practices or theatrical productions or rehearsals are frequently scheduled immediately following the end of daily classes.

The school administration retained Crain & Associates to determine the potential traffic and site circulation impacts of a possible facilities expansion. To this end, information such as site traffic generation during peak hours, and parking requirements and actual utilization needed to be determined. This process, and a summary of the results, is discussed in the following paragraphs.

Traffic Counts and Trip Generation

Determination of trip generation for the site was the first task. Initially, the widely used trip generation publications of ITE (Institute of Transportation Engineers) were consulted for trip generation rates for educational facilities. However, the ITE information pertained essentially to public high schools only. Since public schools are generally defined by school districts of certain geographic and/or population size and are served by a school bus system, it became evident that the trip generation characteristics of public schools could be markedly different from private schools. The latter schools typically draw from a much broader geographic area, which could mean more travel by private vehicles to deliver and pick up students. Also, private

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

4. The "1994 Conditional Approval" dated March 4, 1994.

LAW OFFICES OF

PAUL, HASTINGS, JANOFSKY & WALKER

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

TWENTY-THIRD FLOOR

555 SOUTH FLOWER STREET

LOS ANGELES, CALIFORNIA 90071-2371

TELEPHONE (213) 683-6000

TWX 910-321-4065

FACSIMILE (213) 627-0705

February 16, 1994

COUNSEL

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WASHINGTON, D.C. OFFICE
1299 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D.C. 20004-2400
TELEPHONE (202) 508-9500

WRITER'S DIRECT DIAL NUMBER

OUR FILE NO.

(213) 683-6271

19809.53690

ZA 93-579

BY MESSENGER

Mr. Robert Janovici
Chief Zoning Administrator
Room 600, City Hall
200 N. Spring Street
Los Angeles, CA 90012

See pages 2 and 3 and attached
Statistical Overview.
School agrees "Future Student
Enrollment to Remain Unchanged".
Incorporated into Chief Zoning
Administrator's ruling

Re: Application for Plan Approval for
Proposed Science Building,
Harvard/Westlake Upper School Campus

Dear Mr. Janovici:

The purpose of this correspondence, prepared on behalf of Harvard-Westlake School (the "School"), is to submit the accompanying application for plan approval for construction of a science building (the "Science Building") on the Harvard-Westlake Upper School Campus (the "Campus"), which is located on Coldwater Canyon in North Hollywood.

Science Building Proposal

The Science Building, which will have a floor area of approximately 31,000 square feet (see separately provided Site Plan), is proposed to replace older facilities as part of the School's curriculum enhancement. Students currently use a 12,500 square-foot science facility known as Harvard Hall (see Attachment A).

Mr. Robert Janovici
February 16, 1994
Page 2

The Science Building is to be built on the site now occupied by Gooden Hall and Barnes Hall (see Attachment A and separately provided Drawing T-1), which contain a total of 6,400 square feet. This proposal would not increase student enrollment.

Justification for Plan Approval

The Campus is utilized as a coeducational, private high school for grades 10 through 12. As depicted on Attachment A, the Campus is developed with various school buildings and structures, athletic facilities and on-site parking for 436 automobiles.

The proposed Science Building will be located in the interior of the Campus over 145 feet from the nearest single-family residence, which is located on the hill southeast of the Science Building (see separately provided Drawing MP-1), and the pad elevation would be approximately 40 feet below that of the nearest home. The area between the new Science Building and the nearest home is occupied by a street, large trees and other mature landscaping (see Aerial Photograph, Attachment B, and Drawing MP-1), thereby forming an effective visual barrier and noise barrier. Additionally, we have obtained the written consent of the owner of the nearest home (see Attachment C).

Pursuant to Sections 12.24F and 12.24G of the Los Angeles Municipal Code (L.A.M.C.), the Campus is a "deemed to be approved" site for a private high school, and School development and uses may be expanded under these sections, provided plans therefor are submitted to and approved by the Zoning Administrator.

Parking Requirements

A Campus parking study completed by Crain and Associates in December, 1992 ("Crain Study," Attachment D) 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.

The Crain Study concludes that only 280 parking spaces are needed for the Campus, using the cumulative number of fixed seats in the three largest areas of assembly

Mr. Robert Janovici
February 16, 1994
Page 3

(Taper Athletic Pavilion, Rugby Hall and Kinter-Hamilton Field House).

The study further notes that, in the unlikely event that the football bleachers (330 seats) were fully utilized at the same time Taper, Rugby and Kinter-Hamilton were at capacity, a total of 346 parking spaces would be required.

Lastly, using applicable trip generation criteria, the Crain Study concludes that for 815 students, approximately the current enrollment, 328 peak-hour parking spaces would be required.

As noted, there are now 436 parking spaces on the Campus. Accordingly, the current Campus parking far exceeds applicable parking requirements.

Zoning Administrator Jurisdiction

In support of the Zoning Administrator's continued jurisdiction over Campus plan approvals, there are numerous uses and conditions of the Campus that make the School a "special school" pursuant to established administrative practice of the City of Los Angeles, as indicated on the attached list (see Attachment E). These special features, which justify considering the School more than an institution of learning, include the fact that the Campus is used for activities every weekend by an organization called Activities for Retarded Children, various homeowners associations regularly use School facilities for meetings, the Campus track is used by Fire Department personnel for fitness training, the swimming pool is used for training by the U.S. Olympic Water Polo Team and School-owned housing adjacent to the Campus is used by School faculty and staff.

To summarize, given the long-standing jurisdiction of the Zoning Administrator over Campus plan approvals and the special uses and conditions of the School, we believe that the Zoning Administrator should review and act on the subject plan approval for the proposed Science Building, and that such approval should be granted as a deemed to be approved conditional use.

PAUL, HASTINGS, JANOFSKY & WALKER

Mr. Robert Janovici
February 16, 1994
Page 4

If you have any questions regarding this matter,
please call me.

Very truly yours,

John C. Funk
of PAUL, HASTINGS, JANOFSKY & WALKER

JCF:lns
Enclosures
cc: Thomas C. Hudnut

**HARVARD WESTLAKE SCHOOL
PROPOSED SCIENCE BUILDING
STATISTICAL OVERVIEW
February 1, 1994**

GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • ENGINEERING

EXISTING CONDITIONS

1.	Art Complex - to be removed Existing uses to be accommodated within existing campus facilities Gooden Hall	4,000 sf
2.	Administrative Office - to be removed Existing uses to be accommodated within existing campus facilities Barnes Hall	2,400 sf
<hr/>		
	Total Building Area to be Removed	6,400 sf
3.	Existing Science Building Harvard Hall	12,500 sf

PROPOSED SCIENCE BUILDING

1.	First Floor Plan	16,297 sf
2.	Second Floor Plan	15,136 sf
<hr/>		
	Total Enclosed Area	31,433 sf
3.	Exterior Covered Walkways	3,956 sf
4.	Exterior Open Walkways	1,628 sf
<hr/>		
	Total Exterior Walkways	5,584 sf

EXISTING STUDENT POPULATION

Grades 10, 11 and 12 **823 students**

Future Student Enrollment to Remain Unchanged

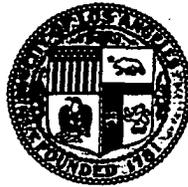
FACULTY AND STAFF

1.	Faculty	93
2.	Administration/Staff	43
<hr/>		
	Total	136

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

4. The "1994 Conditional Approval" dated March 4, 1994.

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
CITY PLANNING
CON HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

OFFICE OF
ZONING ADMINISTRATION

ROOM 600, CITY HALL
LOS ANGELES, CA 90012-4801
(213) 485-3851

ROBERT JANOVICI
CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS

JAMES J. CRISP

DANIEL GREEN

ALBERT LANDINI

WILLIAM LILLENBERG

JOHN J. PARKER, JR.

JON PERICA

HORACE E. TRAMEL, JR.

March 4, 1994

Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon
Studio City, CA 91604

John C. Funk/Kei Uyeda (R)
Paul, Hastings, Janofsky & Walker
555 South Flower Street, 23rd Floor
Los Angeles, CA 90071-2371

Re: **CASE NO. ZA 92-0579(PAD)**
APPROVAL OF PLANS
3700 Coldwater Canyon
Studio City Planning Area
Zone : RE15-1-H
D. M.: 7325
C. D.: 5
CEQA : Exempt
Fish and Game: Exempt
Legal Description: Lot 1111,
Tract 1000

Department of Building and Safety

Pursuant to Los Angeles Municipal Code Sections 12.24-F and G, **I hereby APPROVE plans** for:

construction of a new science building on the Harvard Westlake Upper School Campus,

upon the following additional terms and conditions:

1. That all other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. That the use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. That the authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. That all graffiti on the site be removed or painted over within 24 hours of its occurrence.
5. **No additional student enrollment is authorized under this action.**

6. All prior conditions/requirements imposed by the City be complied with except as provided herein.

TIME LIMIT - LAPSE OF PRIVILEGES

The use hereby authorized is conditional upon the privileges' being utilized (i.e., the use approved being lawfully conducted on the site) within one year after the effective date hereof, and if they are not utilized or construction work (i.e., actual substantial physical improvements installed) is not begun within said time and carried on diligently to completion this authorization shall become void and any privilege or use granted hereby shall be deemed to have lapsed unless a Zoning Administrator has granted an extension of the time limit (the request for the extension having been submitted prior to the expiration of the grant and accompanied by the appropriate fee), after sufficient evidence has been submitted indicating that there was unavoidable delay in taking advantage of the grant. Once any portion of the privilege hereby granted is utilized, the other conditions thereof become immediately operative and must be strictly observed. Furthermore, this authorization shall be subject to revocation in the manner as provided under Section 12.24,1 of the Municipal Code if the conditions imposed are not strictly observed.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. **THE ZONING ADMINISTRATOR'S DETERMINATION IN THIS MATTER WILL BECOME EFFECTIVE AFTER MARCH 21, 1994, UNLESS AN APPEAL THEREFROM IS FILED WITH THE BOARD OF ZONING APPEALS. IT IS STRONGLY ADVISED THAT APPEALS BE FILED EARLY DURING THE APPEAL PERIOD AND IN PERSON SO THAT IMPERFECTIONS/INCOMPLETENESS MAY BE CORRECTED BEFORE THE APPEAL PERIOD EXPIRES. ANY APPEAL MUST BE FILED ON THE PRESCRIBED FORMS, ACCOMPANIED BY THE REQUIRED FEE AND RECEIVED AND RECEIPTED AT A PUBLIC OFFICE OF THE DEPARTMENT OF CITY PLANNING ON OR BEFORE THE ABOVE DATE OR THE APPEAL WILL NOT BE ACCEPTED. SUCH OFFICES ARE LOCATED AT:**

Los Angeles City Hall
200 North Spring Street
Room 460, Counter S

6251 Van Nuys Boulevard
First Floor
Van Nuys, CA 91401

Los Angeles, CA 90012
(213) 485-7826

(818) 989-8596

NOTICE

THE APPLICANT IS FURTHER ADVISED THAT ALL SUBSEQUENT CONTACT WITH THIS OFFICE REGARDING THIS DETERMINATION MUST BE WITH THE ZONING ADMINISTRATOR WHO ACTED ON THE CASE. THIS WOULD INCLUDE CLARIFICATION, VERIFICATION OF CONDITION COMPLIANCE AND PLANS OR BUILDING PERMIT APPLICATIONS, ETC., AND SHALL BE ACCOMPLISHED BY APPOINTMENT ONLY, IN ORDER TO ASSURE THAT YOU RECEIVE SERVICE WITH A MINIMUM AMOUNT OF WAITING. YOU SHOULD ADVISE ANY CONSULTANT REPRESENTING YOU OF THIS REQUIREMENT AS WELL.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, all of which are by reference made a part hereof, as well as knowledge of the property and the surrounding district, I find as follows:

The subject property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, southerly of Ventura Boulevard. The site is utilized as a co-educational private high school (grades 10-12) and is developed with various structures forming the campus and including outdoor recreational/athletic facilities and on-site parking.

The school has been in existence for many years, with a series of zoning actions undertaken as educational needs have dictated over time. Most recently, in 1992 under Case No. ZA 92-0579(PAD), this Office authorized enclosure of a patio area and conversion to classrooms. That proposal involved no increase in enrollment or staff but allowed for improved coordination of teaching activities through conversion of an existing second story porch area for classroom use.

The current proposal likewise involves no increase in enrollment or staff but will allow for an enhanced curriculum for the students and improved coordination of teaching activities. The proposal involves the demolition of the building known as Gooden Hall and Barnes Hall, totaling 6,400 square feet, and construction of the new (approximately 31,000+ square feet in area) Science Building. The new structure is to be in the central portion of the campus, with the nearest off-site residential building located over 145 feet horizontally from and 40 feet above the pad elevation of the new building structure.

As noted, the campus is utilized as a coeducational, private high school for grades 10 through 12, and is developed with various school buildings and structures, athletic facilities and on-site parking for 436 automobiles. The proposed science building will be located in the interior of the campus over 145 feet from the nearest single-family residence, which is located on the hill southeast of the science building (see separately Exhibit MP-1), and the pad elevation would be approximately 40 feet below that of the nearest home. The area between the new science building and the nearest home is occupied by a street, large trees and other mature landscaping (see Aerial

Photograph, Attachment B, and Drawing MP-1), thereby forming an effective visual barrier and noise barrier. Further, the applicant has obtained the written consent of the owner of the nearest home.

There are numerous uses and conditions of the campus that make the school a "special school" pursuant to established administrative practice of the City of Los Angeles with respect to being filed pursuant to Section 12.24-C, 15 of the Los Angeles Municipal Code. These special features, which justify considering the school more than an institution of learning, include the fact that the campus is used for activities every weekend by an organization called Activities for Retarded Children, various homeowners associations regularly use school facilities for meetings, the campus track is used by Fire Department personnel for fitness training, the swimming pool is used for training by the U.S. Olympic Water Polo Team and school-owned housing adjacent to the campus is used by school faculty and staff.

Pursuant to Sections 12.24-F and G of the Los Angeles Municipal Code, the campus is a "deemed-to-be-approved" conditional use site for a private high school, and school development and uses may be expanded under these sections, provided plans therefore are submitted to and approved by the Zoning Administrator, as more specifically delineated below.

A campus parking study completed by Crain and Associates in December, 1992 ("Crain Study", Attachment D) indicates that the 436 parking spaces currently provided on the campus are adequate to meet the parking needs of the campus, including the proposed science building. The Crain Study concludes that for 815 students, approximately the current enrollment, 328 peak-hour parking spaces would be required.

Section 12.24-F of the Los Angeles Municipal Code provides in pertinent part:

"F. Existing Uses. Any lot or portion thereof being lawfully used for any of the purposes enumerated in this section at the time the property is first classified in a zone wherein such use is not permitted by right or at the time the use is prohibited by reason of an amendment to this Article changing the permitted uses within the zone, shall be deemed to be approved site for such conditional use which may be continued thereon. Further, the conditions included in any special district ordinance, exception or variance which authorized such use shall also continue in effect ..."

Section 12.24-G of the Los Angeles Municipal Code provides in part:

"G. Development, Change or Discontinuance of Uses:

1. Development of Site. On any lot or portion thereof on which a conditional use is permitted pursuant to the provisions of this section, new buildings or structures may be erected, enlargements may be made to existing buildings, existing uses may be extended on an approved site, and existing institutions or school developments may be expanded as permitted in Subsection F of this Section, provided plans therefore are submitted to and approved by the Commission or by a Zoning Administrator, whichever has jurisdiction at that time ...

3. **Conditions of Approval.** In connection with the approval of conditional use plans, the Commission or a Zoning Administrator must find that the use conforms to the purpose and intent of the findings required for a conditional use under this section and may impose conditions on the same basis as provided for in this section of the establishment of new conditional uses."

FINDINGS

In order for development plans for a site with conditional use status to be approved, the mandated findings delineated in Municipal Code Section 12.24-C must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

1. **The proposed location will be desirable to the public convenience or welfare.**

The school has provided an educational alternative to public facilities for Los Angeles residents for a long period of time and which use is complementary to the total educational choices for students in the Los Angeles area.

2. **The location is proper in relation to adjacent uses or the development of the community.**

The location is in close proximity to major freeways and surface arterials which facilitate access and has become an accepted presence in the community. The school has functioned at this same location for a number of years in a compatible fashion and no changes are anticipated due to this proposal.

3. **The use will not be materially detrimental to the character of the development in the immediate neighborhood.**

As noted, the science building will be properly distanced and buffered from neighboring residential uses and **no increase in enrollment will take place** but only allow for more modern facilities for the students.

4. **The proposed location will be in harmony with the various elements and objectives of the General Plan.**

The adopted Studio City District Plan designates the site in a quasi-public category with a specific reference to a school use so that the instant request is consistent with the Plan. Further, the General Plan recognizes the existence of institutional uses in residential areas if properly buffered.

ADDITIONAL MANDATORY FINDINGS

5. **There has been no Flood Hazard map prepared by the City which includes the subject site.**

6. The involved request is categorically exempt from the environmental review process under the guidelines adopted for the implementation of the California Environmental Quality Act. I hereby certify that action.
7. Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.

NOTICE

Congestion Management Program (CMP): The CMP is a program enacted by the State Legislature with the passage of Assembly Bill 471 (July 10, 1989), as amended by Assembly Bill 1791 (February 11, 1990). The CMP's intent is to coordinate land use, transportation and air quality decisions on the regional highway and roadway system as defined by the Congestion Management Agency (CMA). The owner of any project or structure which contributes to the degradation of this system, based on standards adopted by the CMA, due to unmitigated trips, may be subject to additional trip mitigation measures to be imposed by the CMA (LACTC).



ROBERT JANOWICI
Chief Zoning Administrator

RJ:lmc

cc: Councilman Zev Yaroslavsky
Fifth District
Adjoining Property Owners
County Assessor

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

5. The "1996 Application" dated October 4, 1996.

5. OWNER/APPLICANT INFORMATION

Applicant's Name: Harvard-Westlake School Company _____
Address: Attn: Thomas C. Hudnut, Headmaster
3700 Coldwater Canyon Ave. Telephone: (818) 980-6692
P.O. Box 1037 Zip: 91604 Fax: (818) 769-1743
North Hollywood, CA

Property Owner's Name (if different than applicant) _____
Address: _____ Telephone: () _____
Zip: _____ Fax: () _____

Contact Person for Project Information John C. Funk/Kei Uyeda
Address: Paul, Hastings, Janofsky & Walker LLP
555 S. Flower Street, 23rd Fl. Telephone: (213) 683-6271/6188
Los Angeles, CA Zip: 90071 Fax: (213) 627-0705

6. APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b: The information presented is true and correct to the best of my knowledge.

Signed: _____
John C. Funk, Agent for
Harvard Westlake School
Print Name of Applicant in Full

Date: 10/4/96

Notary Public
ACKNOWLEDGMENT
ATTACHED

7. ADDITIONAL INFORMATION/FINDINGS

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate "Special Instructions" handout. Provide on an attached sheet(s); this additional information using the hand-out as a guide.

FOR OFFICE USE ONLY

Application Reviewed and Accepted by [Signature] Date: 10/7/96
Applic. Fee 802 O.S.S. Fee 17 Total Fee 952
Receipt No. 207178 Application Deemed Complete [Signature] Date: 10/9/96

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

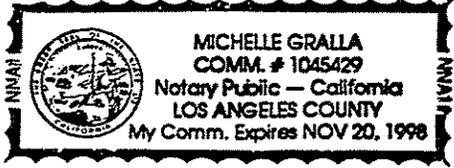
State of CALIFORNIA

County of LOS ANGELES

On DECEMBER 4, 1996 before me, MICHELLE GRALLA
Date Name and Title of Officer (e.g., "Jane Doe, Notary Public")

personally appeared JOHN L. FUNK
Name(s) of Signer(s)

personally known to me - **OR** - proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



WITNESS my hand and official seal.
[Signature]
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: CITY OF LOS ANGELES - MASTER LAND USE PERMIT APPLICATION

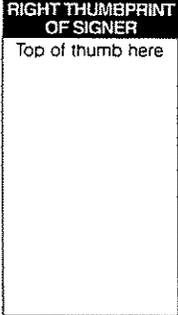
Document Date: 12-4-96 Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

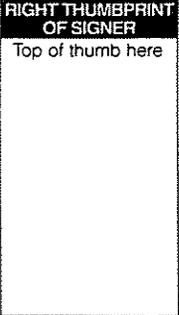
- Individual
- Corporate Officer
Title(s): _____
- Partner — Limited General
- Attorney-in-Fact
- Trustee
- Guardian or Conservator
- Other: _____



Signer Is Representing:

Signer's Name: _____

- Individual
- Corporate Officer
Title(s): _____
- Partner — Limited General
- Attorney-in-Fact
- Trustee
- Guardian or Conservator
- Other: _____



Signer Is Representing:

LEGAL DESCRIPTION

A part of Lot 1111, Tract 1000, Begin on Ely line Coldwater Canyon 10 ft. W. of S.W. corner Lot 119, Tract 11433 Th Ely on Sly line Said Tract, 1012.32 ft. to S.E. corner Lot 104 on Said Tract, Th South 28 02 E. 143 ft. Th Swly on CC Ely (R 157) 209.67 ft., Th S 30 59 E. 141.50 ft., Th S 70 01 W. to N.E. line Hacienda Drive then Nly and Sly on Said Drive to enters with Nly line Tract 6293, Th Swly on Swly line to enters Ely Line Hacienda Drive, then Nly and Swly on Said Drive to Ely line Coldwater Canyon, Th Nly then on to BEG.
Book MB-19 Page 1 ET SEQ.

Legal Description of
Harvard-Westlake School
3700 Coldwater Canyon Avenue
Studio City, California 91604

P.D. *[initials]*
[initials]
10077

ZA 960882 (PAD)

**REQUEST, JUSTIFICATIONS AND PROPOSED
FINDINGS FOR APPROVAL
OF PLANS FOR A NEW ART GALLERY
FOR HARVARD-WESTLAKE UPPER SCHOOL CAMPUS**

BACKGROUND

The approximately 23 acre subject property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, 1/4 mile southerly of Ventura Boulevard. This site is a deemed to be approved Conditional Use Site pursuant to City Council Ordinance No. 78,994 in 1936, which authorized its establishment. Most of the existing buildings were subsequently approved by the Office of Zoning Administration for various private military high school uses. Since 1991, the school has been utilized as a co-educational private high school (grades 10-12) and is developed with various structures forming the campus and including outdoor recreational/athletic facilities and on-site parking.

Old Sci Bldg was NE of gallery, not SE.

No Planning Department document approves remodeling.

On June 13, 1996, the Old Science Building located immediately southeasterly of the proposed Gallery was approved to be remodeled into art classrooms and related facilities. The current gallery proposal which involved no increase in enrollment or staff, will allow for the display of the students art work and the teaching of art exhibition techniques for the students which is an important component of the art curriculum. Direct access is provided between the art classrooms and the gallery through the proposed courtyard that would connect the two areas.

The gallery has always been anticipated as part of the art program, as the approved art classrooms depicted the gallery on the drawings (see Exhibit B) although the gallery was not approved at that time. The gallery proposal involves the renovation of approximately 745 square feet of the easterly end of the existing building known as Mudd Hall, and a small one-story addition of approximately 1,100 square feet of floor area added to Mudd Hall, for a total gallery area of approximately 1,845 square feet.

JUSTIFICATIONS

There are currently no building areas available for gallery uses, and the proposal provides badly needed gallery space to enable art students to exhibit their art works to the student body and faculty. No art works will be sold on the campus. The gallery will also enable art students to learn art exhibition skills which is an important part of the art program.

The proposed gallery is in the interior of the campus, with the nearest off-site residential building located over 200 feet

northerly (see Exhibit C). The gallery will be surrounded by existing buildings and screened from view from adjacent residential properties. The courtyard area around the new gallery will be attractively landscaped with new walks, decorative concrete pavers, fountains and planters.

As previously indicated, the campus is utilized as a coeducational, private high school for grades 10 through 12, and is developed with various school buildings and structures, athletic facilities and on-site parking for 436 automobiles (see Exhibit C). Prior campus parking studies by Crain and Associates in 1992 indicated that the 436 parking spaces currently provided on the campus are adequate to meet the parking needs of the school, and that for 815 students, approximately the current enrollment, 328 peak-hour parking spaces would be required. There has been no increase in enrollment since that time.

There are numerous uses and conditions of the campus that make the school a "special school" pursuant to established administrative practice of the City of Los Angeles with respect to being filed pursuant to Section 12.24-C,15 of the Los Angeles Municipal Code. Its special features justify considering the school more than an institution of learning including the fact that the campus is used for activities every weekend by an organization called Activities for Retarded Children, various homeowners associations regularly use school facilities for meetings, the campus track is used by Fire Department personnel for fitness training, the swimming pool used for training by the U.S. Olympic Water Polo Team and school-owned housing adjacent to the campus is used by school faculty and staff. Furthermore, the various additions have been reviewed, authorized and regulated over the years since its inception in 1936 by the Office of Zoning Administration.

FINDINGS

In order for development plans for a site with deemed to be approved conditional use status to be approved, the mandated findings in Municipal Code Section 12.24-C are set forth below:

1. The proposed location will be desirable to the public convenience or welfare.

The school has provided private educational alternative to public facilities for Los Angeles residents for nearly 60 years and its uses are complementary to the total educational choices for students in the Los Angeles area. The school development over the years has been carefully reviewed by the City to provide adequate parking, heavy landscaping and buffering to diminish the schools' potential effects on surrounding residential areas.

2. The location is proper in relation to adjacent uses or the development of the community.

The location is in close proximity to major freeways and surface arterials which facilitate access and has become an accepted presence in the community. The school has functioned at this same location for a number of years in a compatible fashion and no changes in enrollment or capacity are anticipated due to this proposal.

3. The use will not be materially detrimental to the character of the development in the immediate neighborhood.

As noted, the gallery will be properly distanced and buffered from neighboring residential uses and no increase in enrollment will take place but the proposal will allow for enhanced art program facilities for the students.

4. The proposed location will be in harmony with the various elements and objectives of the General Plan.

The adopted Studio City District Plan designates the site in a quasi-public category with a specific reference to a school use so that the instant request is consistent with the Plan. Further, the General Plan recognizes the existence of institutional uses in residential areas if properly buffered.

ADDITIONAL MANDATORY FINDINGS

5. There has been no Flood Hazard map prepared by the City which includes the subject site.
6. The involved request is categorically exempt from the environmental review process under the guidelines adopted for the implementation of the California Environmental Quality Act. I hereby certify that action.
7. Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

6. The "1996 Conditional Approval" dated October 30, 1996.

CITY OF LOS ANGELES

CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
CITY PLANNING
COÏN HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

OFFICE OF
ZONING ADMINISTRATION

221 NORTH FIGUEROA STREET
ROOM 1500
LOS ANGELES, CA 90012-2601
(213) 580-5495
FAX: (213) 580-5569

ROBERT JANOVICI
CHIEF ZONING ADMINISTRATOR
—
ASSOCIATE ZONING ADMINISTRATORS
EMILY J. GABEL-LUDDY
DANIEL GREEN
LOURDES GREEN
ALBERT LANDINI
WILLIAM LILLENBERG
JOHN J. PARKER, JR.
JON PERICA
HORACE E. TRAMEL, JR.

October 30, 1996

Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon Avenue
Studio City, CA 91604

John C. Funk/Kei Uyeda (R)
Paul, Hastings, Janofsky & Walker
555 South Flower Street,
23rd Floor
Los Angeles, CA 90071

CASE NO. ZA 96-0882(PAD)
APPROVAL OF PLANS
3700 Coldwater Canyon Avenue
Sherman Oaks-Studio City-
Toluca Lake Planning Area
Zone : RE15-1-H
D. M.: 7325
C. D.: 5
CEQA : CE 96-0965-PAD
Fish and Game: Exempt
Legal Description: Lot 1111,
Tract 1000

Department of Building and Safety

Pursuant to Los Angeles Municipal Code Sections 12.24-F and G, I hereby **APPROVE** plans for:

construction of an approximate 1,845 square-foot new one-story art gallery addition to an existing building (Mudd Hall) on the Harvard Westlake Upper School Campus,

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. **No additional student enrollment is authorized under this action.**



5. All prior conditions/requirements imposed by the City be complied with except as provided herein.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within two years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void. A Zoning Administrator may extend the termination date for one additional period not to exceed one year, if a written request is filed therefore with a public Office of the Department of City Planning setting forth the reasons for said request and a Zoning Administrator determines that good and reasonable cause exists therefore.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.24-J,3 of the Los Angeles Municipal Code provides:

"It shall be unlawful to violate or fail to comply with any requirement or condition imposed by final action of the Zoning Administrator, Board or Council pursuant to this subsection. Such violation or failure to comply shall constitute a violation of this Chapter and shall be subject to the same penalties as any other violation of this Chapter."

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code. **THE ZONING ADMINISTRATOR'S DETERMINATION IN THIS MATTER WILL BECOME EFFECTIVE AFTER NOVEMBER 15, 1996, UNLESS AN APPEAL THEREFROM IS FILED WITH THE BOARD OF ZONING APPEALS. IT IS STRONGLY ADVISED THAT APPEALS BE FILED EARLY DURING THE APPEAL PERIOD AND IN PERSON SO THAT IMPERFECTIONS/INCOMPLETENESS MAY BE CORRECTED BEFORE THE APPEAL PERIOD EXPIRES. ANY APPEAL MUST BE FILED ON THE PRESCRIBED FORMS.**

ACCOMPANIED BY THE REQUIRED FEE AND RECEIVED AND RECEIPTED AT A PUBLIC OFFICE OF THE DEPARTMENT OF CITY PLANNING ON OR BEFORE THE ABOVE DATE OR THE APPEAL WILL NOT BE ACCEPTED. SUCH OFFICES ARE LOCATED AT:

Los Angeles City Hall
200 North Spring Street
Room 460, Counter S
Los Angeles, CA 90012
(213) 485-7826

6251 Van Nuys Boulevard
First Floor
Van Nuys, CA 91401
(818) 756-8596

NOTICE

THE APPLICANT IS FURTHER ADVISED THAT ALL SUBSEQUENT CONTACT WITH THIS OFFICE REGARDING THIS DETERMINATION MUST BE WITH THE ZONING ADMINISTRATOR WHO ACTED ON THE CASE. THIS WOULD INCLUDE CLARIFICATION, VERIFICATION OF CONDITION COMPLIANCE AND PLANS OR BUILDING PERMIT APPLICATIONS, ETC., AND SHALL BE ACCOMPLISHED BY APPOINTMENT ONLY, IN ORDER TO ASSURE THAT YOU RECEIVE SERVICE WITH A MINIMUM AMOUNT OF WAITING. YOU SHOULD ADVISE ANY CONSULTANT REPRESENTING YOU OF THIS REQUIREMENT AS WELL.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, all of which are by reference made a part hereof, as well as knowledge of the property and the surrounding district, I find as follows:

BACKGROUND

The approximately 23-acre, RE15-1-H zoned, irregular in shape and topography property is located on the easterly side of Coldwater Canyon Avenue, southerly of Ventura Boulevard. This site is utilized as a co-educational private high school (grades 10-12) and is developed with various structures forming the campus and including outdoor recreational/athletic facilities and on-site parking.

In June of 1996, the Old Science Building located immediately southeasterly of the proposed gallery was approved to be remodeled into art classrooms and appurtenant facilities. The current gallery proposal involves no increase in student enrollment or staff, and will allow the display of the student's art work and teaching of art exhibition techniques for the students which is an important component of the art curriculum. Access is provided between the art classrooms and the proposed gallery through the proposed courtyard.

The gallery has always been anticipated as part of the art program. The previously approved art classrooms depicted the gallery on the drawings although they were not stamped approved at that time. The gallery proposal involves the renovation of approximately 745 square feet of the easterly end of the existing building known as Mudd Hall, and an addition of approximately 1,100 square feet of floor area to Mudd Hall. The total gallery area will be approximately 1,845 square feet.

The gallery is in the interior of the campus, with the nearest off-site residential building located over 200 feet northerly of the gallery. The gallery will be surrounded by existing buildings and screened from view from adjacent residential properties. The courtyard area around the new gallery will be attractively landscaped with new walks, decorative concrete pavers, fountains and planters.

As noted, the campus is utilized as a co-educational, private high school for grades 10 through 12, and is developed with school buildings and structures, athletic facilities and on-site parking for 436 automobiles.

The school and various additions have been reviewed and authorized since its inception in 1936 by the Office of Zoning Administration.

Pursuant to Sections 12.24-F and G of the Los Angeles Municipal Code, the campus is a "deemed-to-be-approved" conditional use site for a private high school, and school development and uses may be expanded under these sections, provided plans therefor are submitted to and approved by the Zoning Administrator, as more specifically delineated below.

Section 12.24-F of Los Angeles Municipal Code provides in pertinent part:

"F. Existing Uses. Any lot or portion thereof being lawfully used for any of the purposes enumerated in this section at the time the property is first classified in a zone wherein such use is not permitted by right or at the time the use is prohibited by reason of an amendment to this Article changing the permitted uses within the zone, shall be deemed to be approved site for such conditional use which may be continued thereon. Further, the conditions included in any special district ordinance, exception or variance which authorized such use shall also continue in effect ..."

Section 12.24-G of the Los Angeles Municipal Code provides in part:

"G. Development. Change or Discontinuance of Uses:

1. Development of Site. On any lot or portion thereof on which a conditional use is permitted pursuant to the provisions of this section, new buildings or structures may be erected, enlargements may be made to existing buildings, existing uses may be extended on an approved site, and existing institutions or school developments may be expanded as permitted in Subsection F of this Section, provided plans therefor are submitted to and approved by the Commission or by a Zoning Administrator, whichever has jurisdiction at that time ...

2. Conditions of Approval. In connection with the approval of conditional use plans, the Commission or a Zoning Administrator may impose conditions on the same basis as provided for in this section of the establishment of new conditional uses."

FINDINGS

In order for development plans for a site with conditional use status to be approved, the mandated findings delineated in Municipal Code Section 12.24-C

must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

1. **The proposed location will be desirable to the public convenience or welfare.**

The school has provided private educational alternative to public facilities for Los Angeles residents for nearly 60 years and its uses are complementary to the total educational choices for students in the Los Angeles area. The school development over the years has been reviewed to provide parking and heavy landscaping and buffering to diminish the schools' potential effects on surrounding residential areas.

2. **The location is proper in relation to adjacent uses or the development of the community.**

The location is in close proximity to major freeways and surface arterials which facilitate access and has become an accepted presence in the community. The school has functioned at this same location for a number of years in a compatible fashion and **no changes in enrollment or capacity are anticipated due to this proposal.**

3. **The use will not be materially detrimental to the character of the development in the immediate neighborhood.**

The gallery will be properly distanced and buffered from neighboring residential uses and **no increase in enrollment will take place.** The proposed gallery will only allow for enhanced art program facilities for the students. The art gallery will be 1,845 square feet with 1,100 square feet of building addition and 745 square feet of renovation of the existing building.

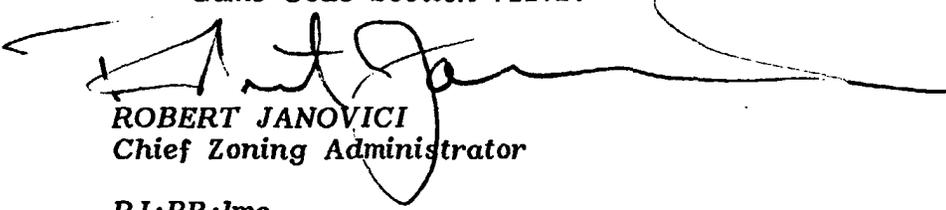
4. **The proposed location will be in harmony with the various elements and objectives of the General Plan.**

The adopted Studio City District Plan designates the site in a quasi-public category with a specific reference to a school use so that the instant request is consistent with the Plan. Further, the General Plan recognizes the existence of institutional uses in residential areas if properly buffered and mitigated.

ADDITIONAL MANDATORY FINDINGS

5. **There has been no Flood Hazard map prepared by the City which includes the subject site.**
6. **On October 2, 1996, the subject project was issued a Notice of Exemption (Article III, Section 3, City CEQA Guidelines), log reference CE 96-0965-PAD, for a Categorical Exemption, Class 1, Category 5. City CEQA Guidelines, Article VII, Section 1, State EIR Guidelines, Section 15100. I hereby certify that action.**
7. **Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat**

upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.



ROBERT JANOVICI
Chief Zoning Administrator

RJ:PB:lmc

*cc: Councilman Michael Feuer
Fifth District
Adjoining Property Owners
County Assessor*

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

7. The "1997 Application" dated April 21, 1997.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(Article III, Section 3 — City CEQA Guidelines)

ZA 970377

Submission of this form is optional. The form shall be filed with the County Clerk, 111 No. Hill St., Los Angeles, California 90012, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21168(d), the filing of this notice starts a 35-day statute of limitations on Court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY
Los Angeles City Planning Dept.

COUNCIL DISTRICT
 5

PROJECT TITLE
 Library Addition to Existing Library Building

LOG REFERENCE
CE 97-0425

PROJECT LOCATION
 3700 Coldwater Canyon Av., North Hollywood 91604

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
 1,200 s.f. library addition to existing Mudd Hall (library building) on the Harvard-Westlake Campus.

'96 art gallery & '97 library addition arbitrarily broken into 2 projects to evade CEQA.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

CONTACT PERSON
 Richard Gervais

AREA CODE | TELEPHONE NUMBER | EXT.
 213/683-6187

EXEMPT STATUS: (Check One)

	CITY CEQA GUIDELINES	STATE EIR GUIDELINES
<input type="checkbox"/> MINISTERIAL	Art. III, Sec. 2b	Sec. 15073
<input type="checkbox"/> DECLARED EMERGENCY	Art. III, Sec. 2a(1)	Sec. 15071(a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. III, Sec. 2a(2) & (3)	Sec. 15071(b) & (c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. III, Sec. 1	Sec. 15060
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION	Art. VII, Sec. 1	Sec. 15100
Class <u>1</u> Category <u>22</u> (City CEQA Guidelines)		
<input type="checkbox"/> OTHER (See Public Resources Code Sec. 21080(b) and set forth state and city guideline provision.		

JUSTIFICATION FOR PROJECT EXEMPTION: Additions to existing structures provided that the addition will not result in an increase of more than: (A) 50% of the floor area of the structures before the addition or 2,500 Sq. Ft. whichever is less; or (B) 10,000 sq. ft. if: i) the project is in an area where all public services/facilities are available to allow for max. development permissible in the General Plan and ii) the area in which the project is located is not environmentally sensitive.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING.

SIGNATURE <i>[Signature]</i>	TITLE PLANNING ASST.	DATE 19 NOV 97
FEE: 4977-52	RECEIPT NO. 214192	REC'D BY 214192
		DATE 19 NOV 97

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
 Form Gen. 153 (Rev. 8-80) (Appendix A)

THE APPLICANT CERTIFIES THAT HE OR SHE UNDERSTANDS THE FOLLOWING: Completion of this form by an employee of the City constitutes only a staff recommendation that an exemption from CEQA be granted. A Notice of Exemption is only effective if, after public review and any required public hearings, it is adopted by the City agency having final jurisdiction (including any appeals) over the project application. If a CEQA exemption is found inappropriate preparation of a Negative Declaration or Environmental Impact Report will be required. **IF THE INFORMATION SUBMITTED BY THE APPLICANT IS INCORRECT OR INCOMPLETE SUCH ERROR OR OMISSION COULD INVALIDATE ANY CITY ACTIONS ON THE PROJECT, INCLUDING CEQA FINDING**

RICHARD GERVAIS
 NAME (PRINTED)

[Signature]
 SIGNATURE

For Office Use Only

Envirn. Clear. No. 97-0455
Existing Zone. RE 15-1-H
District Map No. 7325 162 B 161
Council District 5
Planning Area Studio City 2/7
Census Tract No. 1439.01
Assessor's Parcel No.

Case No. ZA 970377

Type of Application Submitted (zone change, variance, etc.) Approval of plans - Deemed Approved Conditional Use Site

1. PROJECT LOCATION AND SIZE

Street Address of Project 3700 Coldwater Canyon Avenue
Legal Description: Lot 1111 Block Tract 1000 (see attached legal description)
Lot Dimensions Lot Area (sq. ft.) 23 acres
Total project size (sq. ft.) 1,200 sq. ft. library addition plus the 1,845 sq. ft. square feet previously authorized art gallery (total + 3,045 sq. ft.)

OK DATE 9/19/99 FLORENCIO B. GUTIERREZ JR. CARTOGRAPHER

2. PROJECT DESCRIPTION

Describe what is to be done: Construct a library extension below previously authorized art gallery addition to existing Mudd Hall
Present Use: library, lecture hall, classrooms
Proposed Use: library extension to existing library
Plan Check No. (if available) Date Filed:

Please check all the following that apply
New Construction X Change of Use Alterations X Demolition
Commercial Industrial Residential
Additions to a building - Rear X Front Height Side Yard

3. ACTION(S) REQUESTED (include City Code Section which authorizes actions or Code Section from which you are seeking a variance or exemption)

Code Section: 12.24 F and G - Deemed approved Conditional Use

List case numbers of any other pending or recent applications relating to this site
Z.A. 96-0882 (PAD), Z.A. 92-0579 (PAD), ZV 5448, ZA 16047

4. SIGNATURES: of adjoining or neighboring properties; not required but helpful, especially for projects in single-family areas.

Table with 5 columns: NAME, ADDRESS, LOT, BLK, TRACT. Multiple rows for signature collection.

5. OWNER/APPLICANT INFORMATION

Applicant's Name Harvard Westlake School Company _____
Address: Thomas C. Hudnut, Headmaster
3700 Coldwater Canyon Ave. Telephone: (818) 980-6692
P.O. Box 1037
North Hollywood, CA Zip: 91604-0037 Fax: (818) 761-3268

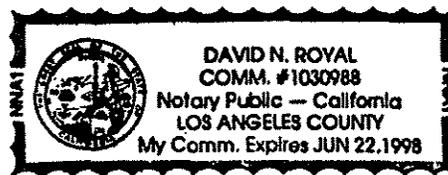
Property Owner's Name (if different than applicant) _____
Address: _____ Telephone: () _____
_____ Zip: _____ Fax: () _____

Contact Person for Project Information Paul, Hastings, Janofsky & Richard Gervais /Walker
Address: 555 S. Flower St., 23rd Fl. Telephone: (213) 683-6187
Los Angeles, CA Zip: 90071 Fax: (213) 627-0705

6. APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b: The information presented is true and correct to the best of my knowledge.



Signed: Thomas C. Hudnut Date: 4.21.97
Record Owner only
Thomas C. Hudnut, Headmaster/CEO
HARVARD-WESTLAKE SCHOOL
Print Name of Owner in Full Notary Public

7. ADDITIONAL INFORMATION/FINDINGS

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate "Special Instructions" handout. Provide on an attached sheet(s), this additional information using the hand-out as a guide. (See attached Exhibit B)

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is available only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details or an application.

FOR OFFICE USE ONLY

Reviewed and Accepted by Andrew B. Bassima Date: 5/19/97 Base Fee 955.00/100
Receipt No. 214192 Deemed Complete by: A. Johnson Date: 5/23/97

i. Is the use site the same size it was when it was established? Yes/No
Yes. If the site has changed in size please explain.

j. Was the use discontinued for a year or more? No Yes/No. If yes, please explain: _____

If the use was discontinued for a period less than one year, give dates _____.

k. How many parking spaces are now on the site? 493. How many parking spaces were on the site on the date that the use became established? less than 200. How many spaces will be required by Code for the proposed addition? none. What will be the total number of parking spaces required by Code for this site, if the Plan is approved? 346 spaces (see enclosed Crain & Associates Parking Study-199

l. Improvements were originally permitted on 1937. Building Permit No. _____ and Certificate of Occupancy issued on _____ (Attach copies.)

The Office of Zoning Administrative Research will primarily be based on business licenses, field check, prior cases and building permits. If you will provide a business license history, copies of building permits, certificates of occupancy and photographs, it will help the staff process this request. Please provide a list of all prior cases and plan approvals. ZA 96-0882/PAD, 92-0579/PAD, 16047, 5448, CPC 24600, 8123, ZI 1221

m. How many retail uses did you have originally? -0- How many are you proposing? None Parking spaces to be provided 493 spaces.

13. ADDITIONAL INFORMATION/FINDINGS: The Master Land Use Application form may be used if the following information is provided. You may attach additional sheets if there is not enough room to answer in the spaces provided. Please answer all questions that are applicable.

a. Explain why this application is being filed at this time.
 (see Exhibit B attached)

b. Is the application for a deemed-to-be-approved conditional use permit or a conditional use plan approval? Check one.

Deemed-to-be-Approved Plan Approval

c. What is the current zoning on the property? RE 15-1-H
 What was the zoning when the building was built? R1 and C2

d. Subject property is _____ level sloping and _____
 rectangular _____ triangular irregular-shaped parcel of
 land.

e. Describe how the site is presently developed, including details such as square footage of buildings, occupancy loads, stories, number of seats, etc. If the site has been destroyed, provide details of what was destroyed and what remains. (See Exhibit C attached)

f. Surrounding properties. Fill in the following matrix:

	zones	uses
Northerly	RE 15	houses
Southerly	RE 15	houses
Westerly	RE 15	houses and Coldwater Cyn. Ave.
Easterly	RE 15	houses

g. If you are rebuilding, is it on the same foundation? ^{Yes} / Are you adding floor area? If yes, how much? 1,200 sq. ft., 11% of the total area of Mudd Hall (+ 11,000 s.f.)

h. Is a conditional use permit now on the property? If yes, what type? deemed-approved. What sections of the Municipal Code permits this use(s)? Section 12.24-C F and G. Attach a copy of all prior conditional use cases to this application. (See Exhibit E)

EXHIBIT A

LEGAL DESCRIPTION

ON DATE 9-9
FLORENCIO B. GUTIERREZ JR.
CARTOGRAPHER

That portion of Lot 1111 of Tract No. 1000, as per map recorded in Book 19 Page 1 et seq., of Maps, Records of said County, described as follows:

Beginning at a point in the West line of said Lot 1111, distant thereon South 1277.82 feet from the Northwest corner thereof; thence South along said West line 411.30 feet to a point, said point being on a curve concave to the East having a radius of 530 feet, the radial line at said point bears North 82° 26' East; thence Southerly along said curve 5.86 feet; thence tangent to said curve, South 8° 12' East 224.64 feet to the beginning of a curve concave to the West, and having a radius of 970 feet; thence Southerly along said curve, 81.83 feet; thence tangent to said curve South 3° 22' East, 174.66 feet to the beginning of a curve concave to the East, and having a radius of 330 feet; thence Southerly along said curve 130.36 feet; thence tangent to said curve South 26° 00' East 217.96 feet; thence South 81° 15' West 181.85 feet to the Westerly line of said Lot 1111; thence South along said West line, 130.16 feet; thence North 85° 00' East 257.75 feet; thence South 37° 14' East 133.72 feet; thence North 52° 46' East 60 feet; thence North 37° 14' West 3.67 feet to the beginning of a curve concave to the East and having a radius of 12.60 feet; thence North along said curve 26.37 feet to the beginning of a curve concave to the Northwest, and having a radius of 105 feet, the radial line at said last mentioned point bears North 7° 19' West; thence Northeasterly along said curve 161.57 feet; thence tangent to said curve North 5° 29' West 92 feet to the beginning of a curve concave to the East, and having a radius of 150 feet; thence Northerly along said curve 109.91 feet to the beginning of a curve concave to the West and having a radius of 117 feet, the radial line at said last mentioned point bears North 53° 30' West; thence Northerly along said curve 156.56 feet to the beginning of a curve concave to the East and having a radius of 160 feet, the radial line at said last mentioned point bears North 49° 50' East; thence Northerly along said curve 134.51 feet; thence tangent to said curve North 8° 00' East, 106.20 feet to the Northwest corner of Lot 7 of Tract No. 6293, as per map recorded in Book 72 Page 77 et seq., of said Map Records; thence along the North line of said Tract and prolongation thereof North 70° 01' East 624.26 feet, more or less, to the Northwesterly prolongation of the East line of Lot 131 of said Tract; thence North 70° 01' East 55 feet; thence North 30° 59' West 141.50 feet to the beginning of a curve concave to the East and having a radius of 157 feet and tangent to said last mentioned course at said last mentioned point; thence Northerly along said curve 209.67 feet; thence North 23° 02' West 143 feet; thence North 82° 54' 40" West 172.32 feet; thence North 89° 00' West 840 feet to the point of beginning. Containing 21.8 acres of land more or less.

Legal Description of
Harvard-Westlake School
3700 Coldwater Canyon Ave.
North Hollywood, CA 91604

EXHIBIT B

REQUEST AND FINDINGS
FOR APPROVAL OF PLANS FOR A LIBRARY EXTENSION
FOR HARVARD-WESTLAKE UPPER SCHOOL CAMPUS

BACKGROUND

The approximately 23 acre subject property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, 1/4 mile southerly of Ventura Boulevard. This site is deemed to be approved Conditional Use Site pursuant to City Council Ordinance No. 78,994 in 1937, which authorized its establishment. Most of the existing buildings were subsequently approved by the Office of Zoning Administration for various private military high school uses. Since 1991, the school has been utilized as a co-educational private high school (grades 10-12) and is developed with various structures forming the campus and including outdoor recreational/athletic facilities and on-site parking (see Site Plan, Exhibit C).

Now shows old Science Building NE of Mudd Hall. There is no record of any such City approval.

On June 13, 1996, Plan Approval application for the Old Science Building located immediately northeasterly of Mudd Hall was approved by the City and the building was remodeled into art classrooms and related facilities. On October 30, 1996 a Plan Approval application (ZA-96-0882-PAD) for a 1,846 sq. ft. art gallery addition was approved on the northeast end of Mudd Hall for display of the students' art work and the teaching of art exhibition techniques.

When the gallery and library extension are completed direct access through the courtyard between the new facilities and the art classrooms would be provided.

a. Why the Application is Being Filed.

The previously authorized art gallery extension involved the renovation of approximately 745 square feet of the easterly second level of Mudd Hall, and a small second-story addition of approximately 1,100 square feet to the second level of Mudd Hall, for a total gallery area of approximately 1,845 square feet.

The current proposal would involve the excavation of the area below the second floor gallery level to provide 1,200 sq. ft. of library space which would be connected to the existing library reading room at the lower level. The current reading area is overcrowded as a result of space lost due to several computer terminals put in which displaced some of the area. The 1,200 sq. ft. library extension at the lower level will recover badly needed student reading facilities.

School built second-story addition in 96 and then first story addition underneath in 97. Why? To avoid CEQA finding that addition was a single addition over 2500 ft.².

b. Location.

The proposed library extension and gallery is in the interior of the campus, with the nearest off-site residential building being over 200 feet northerly of these additions, surrounded by existing buildings and screened from view from adjacent residential properties. The courtyard area around the new library and gallery additions will be attractively landscaped with new walks, decorative concrete pavers, fountains and planters.

c. Parking

The campus is utilized as a coeducational, private high school for grades 10 through 12, and is developed with school buildings and structures, athletic facilities and on-site parking for 493 automobiles (see Exhibit C). Prior campus parking studies by Crain and Associates in 1992 (copy enclosed) indicated that the 493 parking spaces currently provided on the campus is adequate to meet the parking needs of the school. For the total enrollment of 815 students, 96 faculty and 27 support and administrative staff, 328 peak-hour parking spaces would be required. There has been no increase in enrollment since the school has become a coeducational facility.

d. Special School Features

There are certain uses and conditions that make the school a "special school" pursuant to established administrative practice of the City of Los Angeles with respect to being filed pursuant to Section 12.24-C,15 of the Los Angeles Municipal Code. The school is more than an institution of learning as the campus is used for activities every weekend by an organization called Activities for Retarded Children, various homeowners associations and boy scouts regularly use school facilities for meetings, the campus track is used by Fire Department personnel for fitness training, the swimming pool used for training by the U.S. Olympic Water Polo Team and school-owned housing adjacent to the campus is used by school faculty and staff. Furthermore, the various additions have been reviewed, authorized and regulated over the years since its inception in 1937 by the Office of Zoning Administration.

FINDINGS

In order for development plans for a site with deemed to be approved conditional use status to be approved, the mandated findings in Municipal Code Section 12.24-C are set forth below:

1. The proposed location will be desirable to the public convenience or welfare:

The school has provided private educational alternative to public facilities for Los Angeles residents for nearly 60 years and its

uses are complementary to the total educational choices for students in this region of Los Angeles. The school development over the years has been carefully reviewed by the City to provide adequate parking, heavy landscaping and buffering to diminish the schools' potential effects on surrounding residential areas.

2. **The location is proper in relation to adjacent uses or the development of the community:**

The location is in close proximity to major freeways and surface materials which facilitate access and has become an accepted presence in the community. The school has functioned at this same location for over 60 years in a compatible fashion and **no changes in enrollment or capacity are anticipated due to this proposal.**

3. **The use will not be materially detrimental to the character of the development in the immediate neighborhood:**

As noted, the gallery will be properly distanced and buffered from neighboring residential uses and **no increase in enrollment will take place** but the proposal will allow for enhanced reading room facilities for the students.

4. **The proposed location will be in harmony with the various elements and objectives of the General Plan:**

The adopted Studio City District Plan designates the site in a quasi-public category with a specific reference to a school use, and therefore the instant request is consistent with the Plan. The General Plan recognizes the existence of institutional uses in residential areas if properly buffered, as is the instant proposal.

ADDITIONAL MANDATORY FINDINGS:

1. There has been no Flood Hazard map prepared by the City which includes the subject site.
2. The involved request is categorically exempt from the environmental review process under the guidelines adopted for the implementation of the California Environmental Quality Act. I hereby certify that action.
3. Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

8. The "1997 Conditional Approval" dated June 4, 1997.

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
CITY PLANNING
CON HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

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DANIEL GREEN
LOURDES GREEN
ALBERT LANDINI
LEONARD S. LEVINE
JON PERICA
SARAH A. RODGERS
HORACE E. TRAMEL, JR.

June 4, 1997

Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon Avenue
Studio City, CA 91604

John C. Funk/Richard Gervais (R)
Paul, Hastings, Janofsky & Walker LLP
555 South Flower Street, 23rd Floor
Los Angeles, CA 90071

Department of Building and Safety

CASE NO. ZA 97-0377(PAD)

APPROVAL OF PLANS
3700 Coldwater Canyon Avenue
Sherman Oaks-Studio City-Toluca
Lake Planning Area

Zone : RE15-1-H
D. M. : 162B161
C. D. : 5
CEQA : CE 97-0425-PAD
Fish and Game: Exempt
Legal Description: Lot 1111,
Tract 1000

Pursuant to Los Angeles Municipal Code Sections 12.24-F and G, **I hereby APPROVE:**

plans for the construction of an approximate 1,200 square-foot new first-story library addition to existing Mudd Hall (a two-story library building) below a previously authorized (ZA 96-0082(PAD)) 1,845 square-foot second level art gallery on the Harvard Westlake Upper School Campus,

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.



4. **No additional student enrollment is authorized under this action.**
5. All prior conditions/requirements imposed by the City shall be complied with except as provided herein.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within two years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void. A Zoning Administrator may extend the termination date for one additional period not to exceed one year, if a written request is filed therefore with a public Office of the Department of City Planning setting forth the reasons for said request and a Zoning Administrator determines that good and reasonable cause exists therefore.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.24-J,3 of the Los Angeles Municipal Code provides:

"It shall be unlawful to violate or fail to comply with any requirement or condition imposed by final action of the Zoning Administrator, Board or Council pursuant to this subsection. Such violation or failure to comply shall constitute a violation of this Chapter and shall be subject to the same penalties as any other violation of this Chapter."

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code. **THE ZONING ADMINISTRATOR'S DETERMINATION IN THIS MATTER WILL BECOME EFFECTIVE AFTER JUNE 19, 1997, UNLESS AN APPEAL**

THEREFROM IS FILED WITH THE BOARD OF ZONING APPEALS. IT IS STRONGLY ADVISED THAT APPEALS BE FILED EARLY DURING THE APPEAL PERIOD AND IN PERSON SO THAT IMPERFECTIONS/ INCOMPLETENESS MAY BE CORRECTED BEFORE THE APPEAL PERIOD EXPIRES. ANY APPEAL MUST BE FILED ON THE PRESCRIBED FORMS, ACCOMPANIED BY THE REQUIRED FEE AND RECEIVED AND RECEIPTED AT A PUBLIC OFFICE OF THE DEPARTMENT OF CITY PLANNING ON OR BEFORE THE ABOVE DATE OR THE APPEAL WILL NOT BE ACCEPTED. SUCH OFFICES ARE LOCATED AT:

Los Angeles City Hall
200 North Spring Street
Room 460, Counter S
Los Angeles, CA 90012
(213) 485-7826

6251 Van Nuys Boulevard
First Floor
Van Nuys, CA 91401
(818) 756-8596

NOTICE

THE APPLICANT IS FURTHER ADVISED THAT ALL SUBSEQUENT CONTACT WITH THIS OFFICE REGARDING THIS DETERMINATION MUST BE WITH THE ZONING ADMINISTRATOR WHO ACTED ON THE CASE. THIS WOULD INCLUDE CLARIFICATION, VERIFICATION OF CONDITION COMPLIANCE AND PLANS OR BUILDING PERMIT APPLICATIONS, ETC., AND SHALL BE ACCOMPLISHED BY APPOINTMENT ONLY, IN ORDER TO ASSURE THAT YOU RECEIVE SERVICE WITH A MINIMUM AMOUNT OF WAITING. YOU SHOULD ADVISE ANY CONSULTANT REPRESENTING YOU OF THIS REQUIREMENT AS WELL.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, all of which are by reference made a part hereof, as well as knowledge of the property and the surrounding district, I find as follows:

BACKGROUND

The approximately 23-acre subject property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, 1/4 mile southerly of Ventura Boulevard. This site is a deemed-to-be-approved Conditional Use Site pursuant to City Council Ordinance No. 78,994 in 1937, which authorized its establishment. Most of the existing buildings were subsequently approved by the Office of Zoning Administration for various private military high school uses. Since 1991, the school has been utilized as a co-educational private high school (grades 10-12) and is developed with various structures forming the campus and including outdoor recreational/athletic facilities and on-site parking (see Site Plan, Exhibit C).

On June 13, 1996, Plan Approval application for the Old Science Building located immediately northeasterly of Mudd Hall was approved by the City and the building was remodeled into art classrooms and related facilities. On October 30, 1996 a Plan

Approval application (ZA-96-0882-PAD) for a 1,846 square-foot art gallery addition was approved on the northeast end of Mudd Hall for display of the students' art work and the teaching of art exhibition techniques.

When the gallery and library extension are completed, direct access would be provided through the courtyard between the art classrooms and the new additions. The previously authorized second-level gallery involved adding an area of approximately 1,845 square feet to Mudd Hall. The current proposal would involve the excavation of the area below the second floor gallery level to provide 1,200 square feet of library space which would be connected to the existing library reading room at the lower level. The current reading area is overcrowded as a result of space lost due to several computer terminals put in which displaced some of the area. The 1,200 square-foot library extension at the lower level will recover badly needed student reading facilities.

The proposed library extension and gallery is in the interior of the campus, with the nearest off-site residential building being over 200 feet northerly of these additions, surrounded by existing buildings and screened from view from adjacent residential properties. The conditions of this grant will require the courtyard area and the new library and gallery additions be attractively landscaped with new walks, decorative concrete pavers, fountains and planters.

The school and various additions have been reviewed and authorized since its inception in 1937 by the Office of Zoning Administration. Pursuant to Sections 12.24-F and G of the Los Angeles Municipal Code, the campus is a "deemed-to-be-approved" conditional use site for a private high school, and school development and uses may be expanded under these sections, provided plans therefore are submitted to and approved by the Zoning Administrator, as more specifically delineated below.

Section 12.24-F of Los Angeles Municipal Code provides in pertinent part:

"F. Existing Uses. Any lot or portion thereof being lawfully used for any of the purposes enumerated in this section at the time the property is first classified in a zone wherein such use is not permitted by right or at the time the use is prohibited by reason of an amendment to this Article changing the permitted uses within the zone, shall be deemed to be approved site for such conditional use which may be continued thereon. Further, the conditions included in any special district ordinance, exception or variance which authorized such use shall also continue in effect . . ."

Section 12.24-G of the Los Angeles Municipal Code provides in part:

"G. Development, Change or Discontinuance of Uses:

1. Development of Site. On any lot or portion thereof on which a conditional use is permitted pursuant to the provisions of this section, new buildings or structures may be erected, enlargements may be made to existing buildings, existing uses may be extended on an approved site, and existing institutions or school developments may be expanded as permitted in Subsection F of this

Section, provided plans therefore are submitted to and approved by the Commission or by a Zoning Administrator, whichever has jurisdiction at that time ...".

FINDINGS

1. **The proposed location will be desirable to the public convenience or welfare.**

The school has provided private educational alternative to public facilities for Los Angeles residents for nearly 60 years and its uses are complementary to the total educational choices for students in this region of Los Angeles. The school development over the years has been carefully reviewed by the City to provide adequate parking and heavy landscaping and buffering to diminish the schools' potential effects on surrounding residential areas.

2. **The location is proper in relation to adjacent uses or the development of the community.**

The location is in close proximity to major freeways and surface streets which facilitate access and has become an accepted presence in the community. The school has functioned at this same location for over 60 years in a compatible fashion and **no changes in enrollment or capacity are anticipated due to this proposal.**

3. **The use will not be materially detrimental to the character of the development in the immediate neighborhood.**

As noted, the gallery will be properly distanced and buffered from neighboring residential uses and **no increase in enrollment will take place** but the proposal will allow for enhanced reading room facilities for the students.

4. **The proposed location will be in harmony with the various elements and objectives of the General Plan.**

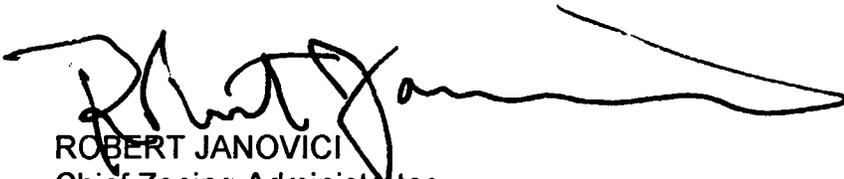
The adopted Studio City District Plan designates the site in a quasi-public category with a specific reference to a school use, and therefore the instant request is consistent with the Plan. The General Plan recognizes the existence of institutional uses in residential areas if properly buffered, as is the instant proposal.

ADDITIONAL MANDATORY FINDINGS

5. **The subject property is not located in an area for which a flood insurance rate map has been prepared.**

6. On May 19, 1997, the subject project was issued a Notice of Exemption (Article III, Section 3, City CEQA Guidelines), log reference CE 97-0425-PAD, for a Categorical Exemption, Class 1, Category 22. City CEQA Guidelines; Article VII, Section 1, State EIR Guidelines, Section 15100. I hereby certify that action.

7. Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.



ROBERT JANOVICI
Chief Zoning Administrator

RJ:Imc

cc: Councilmember Michael Feuer
Fifth District

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

9. The "1997 Clarification" dated July 17, 1997.

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
CITY PLANNING
CON HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

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SARAH A. RODGERS
HORACE E. TRAMEL, JR.

July 17, 1997

Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon Avenue
Studio City, CA 91604

John C. Funk/Richard Gervais (R)
Paul, Hastings, Janofsky & Walker LLP
555 South Flower Street, 23rd Floor
Los Angeles, CA 90071

Department of Building and Safety

CASE NOS. ZA 97-0377(PAD),
ZA 96-0882(PAD), ZA 92-0579(PAD)

LETTER OF CLARIFICATION
3700 Coldwater Canyon Avenue
Sherman Oaks-Studio City-Toluca
Lake Planning Area

Zone : RE15-1-H
D. M. : 162B161
C. D. : 5
CEQA : CE 97-0425-PAD
Fish and Game: Exempt
Legal Description: Lot 1111,
Tract 1000

Previously, this Office authorized approvals of plans to allow various additions to facilities at Harvard-Westlake School. All of these additions involved providing modern state-of-the-art facilities incidental to the educational function of the school.

In all three cases, no enrollment increase was authorized and in fact, that was made a condition of each approval. An issue has arisen whether any or all of these additions triggers additional onsite parking - the answer is No.

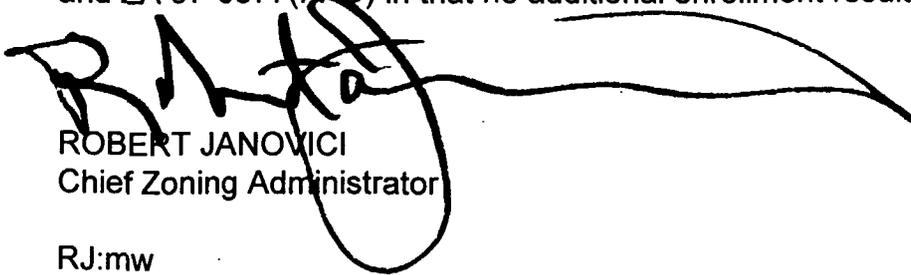
In general, the Municipal Code provides that for high schools (which includes junior high), parking is based upon the place of assembly (Section 12.21-A,4,e) and the agreed practice of this Office and Department of Building and Safety has been to key the parking to the largest place of assembly, taking into account whether multiple assembly points were utilized concurrently or not. A further qualifier has been whether a discretionary action (e.g., conditional use permit or plan approval has established a set number of parking spaces as being required for a particular site - whether above or below Code.

In this instance, under Case No. ZA 92-0579(PAD), it was noted that:

“the 436 parking spaces currently provided on the campus are adequate to meet the parking needs of the campus.”



This observation/requirement still holds in light of subsequent Case Nos. ZA 96-0882(PAD) and ZA 97-0377(PAD) in that no additional enrollment results from these actions.

A handwritten signature in black ink, appearing to read 'R. Janovici', with a long horizontal flourish extending to the right. The signature is written over the printed name and title.

ROBERT JANOVICI
Chief Zoning Administrator

RJ:mw

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

10. The "1999 Conditional Approval" dated March 29, 1999.

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
CITY PLANNING
CON HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

OFFICE OF
ZONING ADMINISTRATION

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SARAH A. RODGERS
HORACE E. TRAMEL, JR.

March 29, 1999

Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon Avenue
Studio City, CA 91604

Dale K. Neal, Esq. (R)
Latham & Watkins
633 West 5th Street, #4000
Los Angeles, CA 90071

Department of Building and Safety

CASE NO. ZA 99-0093(PAD)
APPROVAL OF PLANS
3700 Coldwater Canyon Avenue
Sherman Oaks-Studio City-
Toluca Lake Planning Area
Zone : RE15-1-H
D. M. : 162B161
C. D. : 5
CEQA : CE 99-0136-PAD
Fish and Game: Exempt
Legal Description: Lot 1111,
Tract 1000

Pursuant to Los Angeles Municipal Code Sections 12.24-F and G, **I hereby APPROVE:**

- plans for the demolition and replacement of an approximately 4,924 square-foot section of and the construction of an approximately 3,507 square-foot addition to Hamilton Gym,
- plans for the construction of an approximately 3,318 square-foot one-story addition to Taper Gym, and
- plans for the reconfiguration of the parking lot between those two buildings on the Harvard-Westlake Upper School Campus,

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. **No additional student enrollment is authorized under this action.**
5. All prior conditions/requirements imposed by the City shall be complied with except as provided herein.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within two years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void. A Zoning Administrator may extend the termination date for one additional period not to exceed one year, if a written request on appropriate forms, accompanied by the applicable fee is filed therefore with a public Office of the Department of City Planning setting forth the reasons for said request and a Zoning Administrator determines that good and reasonable cause exists therefore.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.24-J,3 of the Los Angeles Municipal Code provides:

"It shall be unlawful to violate or fail to comply with any requirement or condition imposed by final action of the Zoning Administrator, Board or Council pursuant to this subsection. Such violation or failure to comply shall constitute a violation of this Chapter and shall be subject to the same penalties as any other violation of this Chapter."

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code. THE ZONING ADMINISTRATOR'S DETERMINATION IN THIS MATTER WILL BECOME EFFECTIVE AFTER APRIL 13, 1999, UNLESS AN APPEAL THEREFROM IS FILED WITH THE BOARD OF ZONING APPEALS. IT IS STRONGLY ADVISED THAT APPEALS BE FILED EARLY DURING THE APPEAL PERIOD AND IN PERSON SO THAT IMPERFECTIONS/ INCOMPLETENESS MAY BE CORRECTED BEFORE THE APPEAL PERIOD EXPIRES. ANY APPEAL MUST BE FILED ON THE PRESCRIBED FORMS, ACCOMPANIED BY THE REQUIRED FEE AND RECEIVED AND RECEIPTED AT A PUBLIC OFFICE OF THE DEPARTMENT OF CITY PLANNING ON OR BEFORE THE ABOVE DATE OR THE APPEAL WILL NOT BE ACCEPTED. SUCH OFFICES ARE LOCATED AT:

Figueroa Plaza
201 North Figueroa Street, #300
Los Angeles, CA 90012
(213) 977-6083

6251 Van Nuys Boulevard
First Floor
Van Nuys, CA 91401
(818) 756-8596

NOTICE

THE APPLICANT IS FURTHER ADVISED THAT ALL SUBSEQUENT CONTACT WITH THIS OFFICE REGARDING THIS DETERMINATION MUST BE WITH THE ZONING ADMINISTRATOR WHO ACTED ON THE CASE. THIS WOULD INCLUDE CLARIFICATION, VERIFICATION OF CONDITION COMPLIANCE AND PLANS OR BUILDING PERMIT APPLICATIONS, ETC., AND SHALL BE ACCOMPLISHED BY APPOINTMENT ONLY, IN ORDER TO ASSURE THAT YOU RECEIVE SERVICE WITH A MINIMUM AMOUNT OF WAITING. YOU SHOULD ADVISE ANY CONSULTANT REPRESENTING YOU OF THIS REQUIREMENT AS WELL.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, all of which are by reference made a part hereof, as well as knowledge of the property and the surrounding district, I find as follows:

BACKGROUND

The approximately 23-acre subject property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, 1/4 mile southerly of Ventura Boulevard. This site is a deemed-to-be-approved Conditional Use Site pursuant to City Council Ordinance No. 78,994 in 1937, which authorized its establishment. Most of the existing buildings were subsequently approved by the Office of Zoning Administration for various private military high school uses. Since 1991, the school has been utilized

as a co-educational private high school (grades 10-12) and is developed with various structures forming the campus and including outdoor recreational/athletic facilities and on-site parking.

The school administration seeks to make modest changes to the existing gymnasium facilities and parking lot between them to support its program better, to provide disabled access, to install air conditioning, and to provide a safe walking path separate from the parking lot.

The existing storage addition on Hamilton Gym has become obsolete for its use. The proposed demolition and replacement of the existing storage addition, and the construction of 3,507 square feet of new space will provide areas for the wrestling program and other athletic programs, including the storage of equipment for these activities. Air conditioning systems will be added during this construction as well.

The proposed one story addition at the north end of Taper Gym will add 3,318 square feet to the existing 25,691 square-foot building. Rooms for the air conditioning equipment and storage of outdoor athletic equipment will be provided, as well as a ramp and elevator for handicap access. The roof of this addition will allow handicap access to the gymnasium from the parking with the addition of an elevator. Interior renovation of the lockers and coaches' offices in the existing building will result in a larger training area and weight room to support the school's highly successful coeducational athletic program.

Currently students cross the main campus road and walk through the parking lot in order to go to Hamilton Gym. The proposed reconfiguration of the parking lot will create an 8-foot wide walkway that is separated from the parking. The new path will also provide disabled access to Hamilton Gym. The parking lot between the gymnasiums currently accommodates 257 spaces. However, not all the spaces or backup areas comply with current codes. In the new plan, 245 code compliant spaces are proposed, including 7 handicap spaces. The campus will continue to have substantially more than the 328 spaces that were determined in 1992 under Case No. ZA 92-0579(PAD) to be required for the school and substantially more than the 436 spaces that were provided on campus in 1992 and that were determined at that time to be adequate to meet the parking needs of the campus. Since **no additional enrollment results from this action**, these observations still hold and no additional parking is required to be provided. The reconfiguration of the parking lot and walkways will not change existing landscape features along Coldwater Canyon Avenue. All existing fencing and landscaping will remain.

On March, 9, 1999, representatives of the school presented the proposed project to a regularly-scheduled meeting of the Studio City Residents Association (SCRC) at which meeting the proposed project was well received by the SCRC. The school's representatives informed members of the SCRC that, at the request of the Council office, the school will not be grading the school's property on the west side of Coldwater Canyon Avenue in order to obtain the fill dirt necessary for the reconfiguration of the parking lot between Hamilton Gym and Taper Gym.

The school and various additions have been reviewed and authorized since its inception in 1937 by the Office of Zoning Administration. Pursuant to Sections 12.24-F and G of the Los Angeles Municipal Code, the campus is a "deemed-to-be-approved" conditional use site for a private high school, and school development and uses may be expanded under these sections, provided plans therefor are submitted to and approved by the Zoning Administrator, as more specifically delineated below.

Section 12.24-F of the Los Angeles Municipal Code provides in pertinent part:

"F. Existing Uses. Any lot or portion thereof being lawfully used for any of the purposes enumerated in this section at the time the property is first classified in a zone wherein such use is not permitted by right or at the time the use is prohibited by reason of an amendment to this Article changing the permitted uses within the zone, shall be deemed to be approved for such conditional use which may be continued thereon. Further, the conditions included in any special district ordinance, exception or variance which authorized such use shall also continue in effect."

Section 12.24-G of the Los Angeles Municipal Code provides in part:

"G. Development, Change or Discontinuance of Uses:

1. Development of Site. On any lot or portion thereof on which a conditional use is permitted pursuant to the provisions of this section, new buildings or structures may be erected, enlargements may be made to existing buildings, existing uses may be extended on an approved site, and existing institutions or school developments may be expanded as permitted in Subsection F of this Section, provided plans therefore are submitted to and approved by the Commission or by a Zoning Administrator, whichever has jurisdiction at that time ...".

FINDINGS

- 1. The proposed location will be desirable to the public convenience or welfare.**

The school has provided a private educational alternative to public facilities for Los Angeles residents for nearly 60 years and its uses are complementary to the total educational choices for students in this region of Los Angeles. The school development over the years has been carefully reviewed by the City to provide adequate parking and heavy landscaping and buffering to diminish the school's potential effects on surrounding residential areas.

- 2. The location is proper in relation to adjacent uses or the development of the community.**

The location is in close proximity to major freeways and surface streets which facilitate access and has become an accepted presence in the community. The

school has functioned at this same location for over 60 years in a compatible fashion and **no changes in enrollment or capacity are anticipated due to this proposal.**

3. **The use will not be materially detrimental to the character of the development in the immediate neighborhood.**

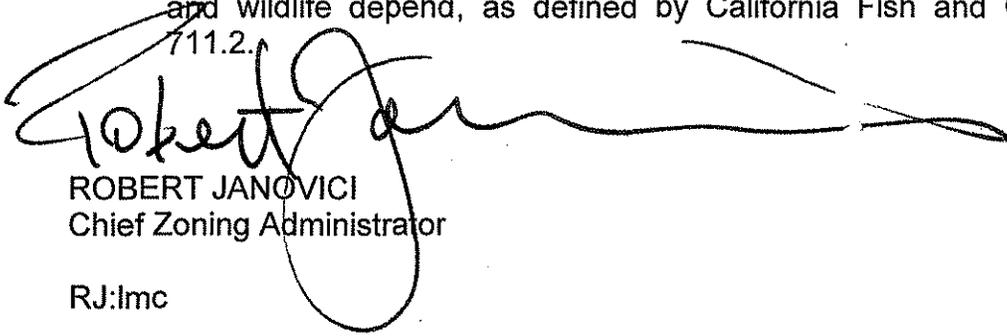
The proposed additions are for two existing gymnasiums which are bordered by Coldwater Canyon Road to the west and buffeted by vegetation to the east. **The additions will not provide for an increase in enrollment,** but will enhance the school's facilities for its highly successful athletic programs.

4. **The proposed location will be in harmony with the various elements and objectives of the General Plan.**

The adopted Studio City District Plan designates the site in a quasi-public category with a specific reference to a school use, and therefore the instant request is consistent with the Plan. The General Plan recognizes the existence of institutional uses in residential areas if properly buffeted, as is the instant proposal.

ADDITIONAL MANDATORY FINDINGS

5. The subject property is not located in an area for which a flood insurance rate map has been prepared.
6. On February 12, 1999, the subject project was issued a Notice of Exemption (Article III, Section 3, City CEQA Guidelines), log reference CE 99-0136-PAD, for a Categorical Exemption, Class 1, Categories 5 and 3. City CEQA Guidelines, Article VII, Section 1, State EIR Guidelines, Section 15100. I hereby certify that action.
7. Fish and Game: The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.



ROBERT JANOVICI
Chief Zoning Administrator

RJ:imc

cc: Councilmember Michael Feuer
Fifth District
Adjoining Property Owners
County Assessor

Exhibit B

ZA 990093

Description of Proposed Changes to Athletic Buildings

at

Harvard-Westlake Upper School
3700 Coldwater Canyon Avenue
North Hollywood, California

Introduction

The school administration wishes to make modest changes to the existing gymnasium facilities and the parking lot between them in order to support its program better, to provide handicap access, to install air conditioning, and to provide a safe walking path separated from the parking lot. No increase in enrollment or staff is proposed in connection with these changes.

Taper Gymnasium

A proposed one story addition at the north end will add 3,318 square feet to the existing 25,691 square foot building. Rooms for the air conditioning equipment and storage of outdoor athletic equipment will be provided, as well as a ramp and elevator for handicap access. The roof of this addition will allow handicap access to the gymnasium from the parking. Interior renovation of the lockers and coaches' offices in the existing building will result in a larger training area and weight room to support the school's highly successful coeducational athletic program.

Safe Path and Parking

Currently students cross the main campus road and walk through the parking lot in order to go to the other gym, called Hamilton. This plan will connect the Taper Gym to the Hamilton Gym via an 8' wide walkway that is separated completely from the parking. This path will also provide handicap access to Hamilton.

The parking lot currently accommodates 257 spaces. However, not all the spaces or backup areas comply with current codes. In the new plan, there will be 242 code compliant spaces, as well as 7 handicap spaces. The campus will continue to have substantially more than the 328 spaces that were determined in 1992 to be required for the school.

Hamilton Gym

Hamilton Gym has a storage addition that is obsolete for its use. Demolition and replacement of this 4,924 sf storage addition is proposed, as well as construction of 3,507 square feet of new space. This will allow spaces for the wrestling program (moved out of lower Taper Gym), aerobics, dance, and other programs, as well as storage of the equipment for these activities. Air conditioning will be added to this building too.

**Harvard-Westlake School
Upper School: 3700 Coldwater Canyon, North Hollywood**

Upper School Projects

Hamilton Gym and Storage

Existing Building	11,654 square feet
"New" Building	15,161 square feet
<i>Includes:</i>	
Demolish and Replace	4,924 square feet
Addition	3,507 square feet

Hamilton Parking Lot

Existing Parking	257 spaces
Reconfigured Parking	245 spaces

**143 Standard per code
95 Compact per code
7 Handicap per code**

Taper Gym

Existing Building	25,681 square feet
"New" Building	28,999 square feet
<i>Includes:</i>	
Addition	3,318 square feet

Summary

Upper School Existing	37,335 square feet
Upper School "New"	44,160 square feet
<i>Includes:</i>	
Demolish and Replace	4,924 square feet
Addition	6,825 square feet (15%)

ZA 990093

12. **ADDITIONAL INFORMATION/FINDINGS:** Please answer the following questions. You may attach additional sheets if necessary.

a. Is the application for a deemed-to-be-approved conditional use permit or a conditional use plan approval? Check one.

Deemed-to-be-Approved Plan Approval

b. What is the current zoning on the property? RE-15-1-H

What was the zoning when the building was built? R-1 and C-2

c. Subject property is _____ level X sloping and _____ rectangular _____ triangular X irregular-shaped parcel of land.

d. Describe how the site is presently developed, including details such as square footage of buildings, occupancy loads, stories, number of seats, etc. If the site has been destroyed, provide details of what was destroyed and what remains. A co-educational high school with 15 buildings: 24,000 sq.ft. three story Seavers classroom building, 10,800 sq. ft. two story library, 3,000 sq. ft. one story chapel, 31,000 sq. ft. three story Chalmers classroom building, 16,000 sq. ft. one story Rugby classroom building, 3,700 sq. ft. one story Weiler arts building, 11,000 sq. ft. two story Feldman-Horn arts building, 2,200 sq. ft. one story business office, 30,000 sq. ft two story Munger classroom building, 11,600 sq. ft. one story Hamilton gym. 25,700 sq. ft. two story Taper gym, 1,800 sq.ft. one story pool building and an athletic field.

e. Surrounding properties. Fill in the following matrix:

	Zones	Uses
Northerly	R1-1	Houses
Southerly	R1-1	Houses, Church and Church School
Westerly	RE-15-1-H & R1-1	Houses & Coldwater Canyon Road
Easterly	R1-1	Houses

f. If you are rebuilding, is it on the same foundation? NO Are you adding floor area? YES If yes, how much? 6,825 sq. ft., 15%

g. Is a conditional use permit now on the property? YES If yes, what type? Deemed-Approved. What sections of the Municipal Code permits this use(s)? Section 12.24-C F and G. Attach a copy of all prior conditional use cases to this application. (See attached Exhibit C)

h. Is the use site the same size it was when it was established? Yes/No Yes. If the site has changed in size please explain. _____

i. Was the use discontinued for a year or more? Yes/No. NO If yes, please explain: _____

If the use was discontinued for a period less than one year, give dates _____

j. How many parking spaces are now on the site? 511 . How many parking spaces were on the site on the date that the use became established? Less than 200 . How many spaces will be required by Code for the proposed addition? NONE . What will be the total number of parking spaces required by Code for this site, if the Plan is approved? 346 spaces (As determined by Crain & Associates Parking Study December 1992)

k. Improvements were originally permitted on 1937 . Building Permit No. _____ and Certificate of Occupancy issued on _____. (Attach copies.)

The Office of Zoning Administrative Research will primarily be based on business licenses, field check, prior cases and building permits. If you will provide a business license history, copies of building permits, certificates of occupancy and photographs, it will help the staff process this request. Please provide a list of all prior cases and plan approvals. ZA 97-0377 (PAD), CE 97-0425 (PAD), ZA 96-0882 (PAD), ZA 92-0579 (PAD), ZA 16047, ZA 5448, ZI 145-32, CPC 24600, 8123

l. How many retail uses did you have originally? NONE How many are you proposing? NONE
Parking spaces to be provided N/A .

THE FOLLOWING QUESTIONS APPLY TO APPLICATIONS FOR PRIVATE SCHOOL, CHILD CARE, NURSERY OR PRESCHOOL FACILITY

1. Describe the type of school (e.g., elementary, junior high school, nursery, etc.).
Co-educational, private high school for grades 10-12.
2. What is the maximum number of students (children) to be enrolled at each grade and age level?
10th grade - 280, 11th grade - 285, 12th grade - 285, Total enrollment - 850
3. What are the hours of operation? Indicate whether Monday through Friday only or also weekends.
Monday through Friday 7:30 am to 6:00 pm, Saturday 8:00 am to 12:00 pm.
4. What are the number of classrooms and teachers?
80 Classrooms, 100 Faculty members
5. What are the number of administrative staff?
31 administration and support staff.
6. Will there be busses, and, if so, where will they be stored?
Two buses, stored adjacent to track.
7. Where will cars load and unload students? How many cars?
In provided parking lots. Up to 511 cars.
8. Describe the size and location of signs.
One 3'x12' sign at main entrance to school property.

9. Does anyone live on the premises; if so, where?

No one lives on campus.

10. Are there to be special events, e.g., fund-raising events, parent-teacher nights, graduation ceremonies or athletic events? How often are these proposed?

One graduation ceremony each year. No fundraising events are held on campus.

One Parent /Teacher conference day each year held on a Saturday between 8:00 am and 12:00 pm.

Approximately 100 athletic events per year held in the afternoon, many events held concurrently.

11. Is there a main place of assembly, e.g., auditorium, gymnasium or stadium, and if so, how many fixed seats?

Ahmanson Lecture Hall -- 121 fixed seats; Rugby Hall -- 368 fixed seats; Hamilton Gym -- no fixed seating, 293 folding bleachers; Taper Gym -- no fixed seating, 936 folding bleachers

12. Is there to be night lighting and/or a public address system (please identify on your plot plan as well as discussing in the application)?

No night lighting except low level in parking lot. No campus public address system.

13. What are the number of on-site parking spaces (please be sure these are specifically delineated on your accompanying plot plan)?

511 parking spaces, including the 245 parking spaces as shown on the attached plot plan.

14. Please be sure that your plot plan shows all buildings or other structures, fences/walls (and their height), play area(s), landscaping or other physical features of your proposed facility. Indicate whether an improvement is existing or proposed, as well as its size and proximity to other buildings/structures and to respective property lines.

(See attached plot plan)

15. Are there to be any buildings/structures demolished/remodeled?

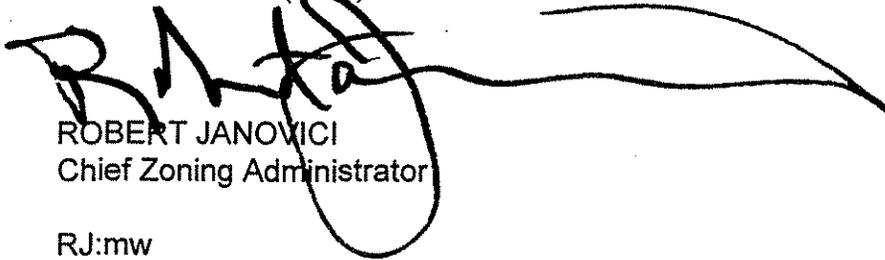
Yes. (See attached description, Exhibit B)

Exhibit C

ZA 990093

**Copies of previous Zoning Administrator
and
City Planning Commission Actions**

This observation/requirement still holds in light of subsequent Case Nos. ZA 96-0882(PAD) and ZA 97-0377(PAD) in that no additional enrollment results from these actions.

A large, stylized handwritten signature in black ink, appearing to read 'R. Janovici', with a long horizontal flourish extending to the right.

ROBERT JANOVICI
Chief Zoning Administrator

RJ:mw

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

ROBERT JANOVICI
CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS

EMILY J. GABEL-LUDDY

DANIEL GREEN

LOURDES GREEN

ALBERT LANDINI

LEONARD S. LEVINE

JON PERICA

SARAH A. RODGERS

HORACE E. TRAMEL, JR.

DEPARTMENT OF
CITY PLANNING
CON HOWE
DIRECTOR

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR

OFFICE OF
ZONING ADMINISTRATION

221 NORTH FIGUEROA STREET
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LOS ANGELES, CA 90012-2601
(213) 580-5495
FAX: (213) 580-5569

July 17, 1997

Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon Avenue
Studio City, CA 91604

John C. Funk/Richard Gervais (R)
Paul, Hastings, Janofsky & Walker LLP
555 South Flower Street, 23rd Floor
Los Angeles, CA 90071

Department of Building and Safety

CASE NOS. ZA 97-0377(PAD),
ZA 96-0882(PAD), ZA 92-0579(PAD)
LETTER OF CLARIFICATION
3700 Coldwater Canyon Avenue
Sherman Oaks-Studio City-Toluca
Lake Planning Area
Zone : RE15-1-H
D. M. : 162B161
C. D. : 5
CEQA : CE 97-0425-PAD
Fish and Game: Exempt
Legal Description: Lot 1111,
Tract 1000

Previously, this Office authorized approvals of plans to allow various additions to facilities at Harvard-Westlake School. All of these additions involved providing modern state-of-the-art facilities incidental to the educational function of the school.

In all three cases, no enrollment increase was authorized and in fact, that was made a condition of each approval. An issue has arisen whether any or all of these additions triggers additional onsite parking - the answer is No.

In general, the Municipal Code provides that for high schools (which includes junior high), parking is based upon the place of assembly (Section 12.21-A,4,e) and the agreed practice of this Office and Department of Building and Safety has been to key the parking to the largest place of assembly, taking into account whether multiple assembly points were utilized concurrently or not. A further qualifier has been whether a discretionary action (e.g., conditional use permit or plan approval has established a set number of parking spaces as being required for a particular site - whether above or below Code.

In this instance, under Case No. ZA 92-0579(PAD), it was noted that:

"the 436 parking spaces currently provided on the campus are adequate to meet the parking needs of the campus."



**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

11. The "2006 Conditional Approval" dated September 1 2006.

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

CITY PLANNING COMMISSION

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www.lacity.org/PLN

September 1, 2006

Enrollment condition
– see page 6

Thomas C. Hudnut, Headmaster (A)
Harvard-Westlake School
3700 Coldwater Canyon Avenue
North Hollywood, CA 91604

William Delvac, Esq. (R)
David Thompson, Project Manager
Latham & Watkins, LLP
633 W. Fifth Street, #4000
Los Angeles, CA 90071

Department of Building and Safety

CASE NO. CPC 2006-2375-PAD
CONDITIONAL USE PLAN APPROVAL,
MODIFICATION OF HEIGHT REGULATIONS
CEQA: ENV 2006-4105-MND
Location: 3700 Coldwater Canyon Avenue

Council District: 2
Plan Area: Sherman Oaks-Studio City-Toluca
Lake-Cahuenga Pass
Neighborhood Council: Studio City
Plan Land Use: Very Low Residential
Zone: RE15-1-H
District Map: 132B181

Pursuant to Los Angeles Municipal Code Sections 12.24 L, 12.24 M and 12.24 F, on behalf of the City Planning Commission, I hereby:

Conditionally Approve plans for a deemed-to-be-approved conditional use site (i.e., Harvard-Westlake Upper School) to permit the installation and operation of four (4) light pole structures with light fixtures (luminaires) at the existing athletic field; and

Approve a modification of the height regulations to permit the four (4) athletic field light poles to exceed the maximum 45-foot height limit for a non-single family use in Height District 1, with the two poles proposed to be located on the east side of the field having a maximum height of 80 feet and the two poles proposed to be located on the west side of the field having a maximum height of 60 feet.

The approval is subject to the following additional terms and conditions:

A. Entitlement Conditions

1. **Plans.** The location, type, installation and operation of the four (4) athletic field light poles and luminaires on the subject property shall be in substantial conformance with the site plan (Exhibit "A") and light pole and luminaires summary and drawings (Exhibit "G"), dated September 1, 2006 and attached to the case file. Prior to the issuance of any permits, detailed development plans shall be submitted for review and approval by the Department of City Planning for verification of compliance with the imposed conditions.
2. **Height of Light Poles.** The height of the two light poles on the west side of the athletic field, with locations marked F1 and F2 on the site plan (Exhibit "A"), shall not exceed 60 feet, and the height of the two light poles on the east side of the athletic field, with locations marked F3 and F4 on the site plan, shall not exceed 80 feet.
3. **Minimization of Light Spillage.** Illumination from the athletic field lights shall be directed only toward the intended field areas to be lit in order to minimize stray light spillage.
 - a. Lighting configurations for full field lights, half field lights, full track lights and half track lights shall be used by authorized school personnel as appropriate, depending upon the type of evening athletic field event, to help ensure that only the lights necessary for a particular type of activity will be utilized; unnecessary lights shall otherwise remain dark.
 - b. State-of-the-art light reflector technology shall be used to minimize both horizontal light spillage and "sky glow" upward light.
 - c. This condition shall not preclude the installation of low-level security lighting.
4. **Tree Buffer.** The existing eucalyptus, pittosporum, ash and silk oak trees planted along the northerly property line adjacent to the athletic field shall be maintained in an attractive, healthy condition at all times so as to provide an effective, dense visual screen and to help attenuate sound between the athletic field and abutting residential properties. Should any of these trees be removed due to disease or other causes, the applicant shall provide for their replacement within 30 days of their removal by trees of sufficient size, type, height, canopy and growth characteristics, as recommended by a reputable tree expert, that will restore the buffer.
5. **Public Address System.** As volunteered by the applicant, no public address system shall be installed at the existing athletic field. (This condition does not preclude the School's continued use of a portable sound system for athletic field events, provided that sound levels are in compliance with the City's Noise Ordinance.)
6. **Maintenance.** The subject property including any associated parking facilities, sidewalks, parkways, and landscaped setbacks along all property lines shall be maintained in an attractive condition and kept free of trash and debris. The area shall be specifically policed and cleaned by school personnel immediately prior to and no later than the morning after any special school or athletic event.

B. Environmental Conditions**7. Aesthetics (Light)**

- a. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- b. The lights shall be shielded as shown on the product specifications depicted on Exhibit "G" (Musco Lighting Typical Light - Structure Green System Detail) so as to minimize direct lighting impacts on adjacent residential properties.
- c. The light poles shall be painted green to blend with existing trees surrounding the athletic field.
- d. On the evening that the lights are in use, the lights shall be turned off by 8:00 PM with the exception of up to a maximum of eight (8) times per school year as follows: seven (7) Friday evening and one (1) Saturday evening, when use of the lights may extend until 11:00 PM. The lights shall not be used on Sundays.
- e. To ensure that lights can be extinguished at the required time, they shall be networked, allowing remote/automatic turn-off by appropriately authorized individuals from any Harvard-Westlake School computer.

8. **Seismic.** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

C. Administrative Conditions

9. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
10. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
11. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

12. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
13. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
14. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
15. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the Commission's or Director's opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
16. **Utilization of Entitlement.** The applicant/owner shall have a period of two years from the effective date of the subject grant to effectuate the terms of this entitlement by either securing a building permit or a Certificate of Occupancy for the authorized use, or unless prior to the expiration of the time period to utilize the grant, the applicant files a written request and is granted an extension to the termination period for up to one additional year pursuant to applicable provisions of the Municipal Code.
17. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the city fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

BACKGROUND - PRIOR RELEVANT CASES

The approximately 23 acre property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, ¼ mile south of Ventura Boulevard in the Studio City area. The campus is a deemed-to-be-approved Conditional Use site pursuant to Ordinance No. 78,994, adopted in 1937, which authorized the establishment of the Harvard Boys' School. Since 1991, the campus has been utilized as a co-educational independent high school for grades 10-12 and is developed with various academic, instructional and athletic buildings including two gyms, the

athletic field and on-site parking. The various buildings and additions have been reviewed and authorized since the School's establishment in 1937 by the Office of Zoning Administration pursuant to Municipal Code Section 12.24 L as a "deemed-to-be-approved" Conditional Use for a private school, including the most recent Plan Approval in 1999 (Case No. ZA 99-0093) for additions to the School's gymnasiums as such "development of uses" are allowed pursuant to Municipal Code Section 12.24 M.

Case No. ZA 99-0093 (PAD) – On March 29, 1999, the Chief Zoning Administrator approved plans for the demolition and replacement of an approximately 4,924 square-foot section and the construction of an approximately 3,507 square-foot addition to Hamilton Gym, the construction of an approximately 3,318 square-foot one-story addition to Taper Gym and the reconfiguration of the parking lot between those two buildings;

Case No. ZA 97-0377 (PAD) – On June 4, 1997, the Chief Zoning Administrator approved plans for the construction of an approximate 1,200 square-foot new first story library addition to the existing Mudd Hall;

Case No. ZA 96-0882 (PAD) – On October 30, 1996, the Chief Zoning Administrator approved plans for the construction of an approximate 2,845 square-foot new one-story art gallery addition to the existing Mudd Hall;

Case No. ZA 92-0579 (PAD) – On March 4, 1994, the Chief Zoning Administrator approved plans for the construction of a new science building;

Case No. 24600 – On March 22, 1973, the City Planning Commission conditionally approved plans for the replacement of the library building, relocation of a new field house and additional parking; and on July 3, 1975, the City Planning Commission conditionally approved plans for the construction of a 20' x30' storage building, pergolas and a stairway;

Case No. 16047 – On February 7, 1962, the Chief Zoning Administrator approved a variance to "permit the substitution of a turfed surfacing instead of a the asphaltic surfacing on the two new parking area providing 104 automobile parking spaces required in conjunction with the [then] new auditorium building" on the site;

Case No. 8123 – An unrelated case. Approving the acquisition and conditional use of a nearby parcel for the construction and maintenance of a pumping plant and enclosing structure;

Case No. 5448 – On September 30, 1937, the City Council approved zone variance case no. 5448 by Ordinance No. 78,994, authorizing the original development of the 23-acre site for military school purposes and various subsequent plan approvals on June 30, 1939, May 13, 1941, June 12, 1941, August 28, 1941, July 15, 1942, December 5, 1944, July 17, 1947, August 6, 1947, September 30, 1949, August 1, 1949, May 11, 1964, October 19, 1964, May 21, 1965, January 4, 1967, and October 16, 1972.

FINDINGS

Pursuant to Los Angeles Municipal Code Sections 12.24.E, 12.24.M and state law, this determination is based on the following findings.

1. The proposed location will be desirable to the public convenience or welfare.

The School has provided a private educational alternative to public facilities for Los Angeles residents for nearly 70 years on this site and its uses are complementary to the total educational choices for students in this region of Los Angeles. The School's development over the years has been carefully reviewed by the City to provide adequate parking, heavy landscaping and buffering in order to diminish the School's potential effects on surrounding residential areas. The various buildings and additions have been reviewed and authorized by the City pursuant to Municipal Code Section 12.24 L as a "deemed-to-be-approved" Conditional Use for a private school since the School's establishment in 1937, including site additions or modifications by the plan approval process pursuant to LAMC Section 12.24 M. The athletic field has always been part of the School. The location, height, size and operation of the new lights are conditioned herein to minimize any light spillage and is therefore desirable to the public convenience and welfare.

2. The location is proper in relation to adjacent uses or the development of the community.

The campus location is in close proximity to major freeways and surface streets, which facilitate access and has become an accepted presence in the community. The School has functioned at this same location for nearly 70 years in a compatible fashion and **no changes in enrollment or capacity are anticipated due to this proposal.** The new lights will be directed onto the field with a state of the art lighting system that is specifically designed to provide virtually no light spillage. No expansion or increase in the existing athletic field seating capacity is proposed.

3. The location will not be materially detrimental to the character of the development in the immediate neighborhood.

The proposal is to add lighting to the School's existing athletic field. The School undertook extensive research to identify the lighting system which best prevents light spillage. According to the manufacturer's technical data, the Light Structure Green Lighting System, manufactured by Musco, typically produces 70% less spillage than standard lighting systems, while providing proper illumination on the athletic field. Bulbs and fixtures are engineered so that only the intended field areas are lit while minimizing stray light spillage. The system also is a less intrusive system, utilizing only four light poles rather than the standard six to eight light poles. The School has volunteered that the light poles will be painted green to blend with existing trees surrounding the field. The two poles adjacent to Coldwater Canyon Avenue on the west side of the field facing east will be 60 feet in height, rather than the standard 75 feet, in order to keep their tops near the tree line. The proposed lighting system is designed and equipped to provide four lighting configurations – full field lights, half field lights, full track lights, and half track lights. These four

configurations will help ensure that only the lights necessary for a particular type of activity will be lit; unnecessary lights will remain dark.

As a condition of approval, the School agrees to the following:

“On the evenings that the lights are in use, the lights will be turned off by 8:00 p.m. with the exception of up to a maximum of eight (8) times per school year (seven (7) Friday evenings and one (1) Saturday evening), when use of the lights may extend until 11:00 p.m. The lights may not be used on Sundays.”

This condition of approval along with a networking feature that allows remote/automatic turn-off by authorized individuals from any school computer will ensure that the lights are turned off immediately following an event. The School has also withdrawn its original proposal to install a public address system for the athletic field.

Therefore, as designed and conditioned, the proposed lighting system will not be materially detrimental to the character of the development in the immediate neighborhood.

4. The location will be in harmony with the various elements and objectives of the General Plan.

Schools throughout the City are located in single-family residential neighborhoods as well as other neighborhoods. The adopted Sherman Oaks – Studio City – Toluca Lake – Cahuengua Pass Community Plan, the land use portion of the General Plan, designates the site as “Very Low Density Residential” with a specific plan map symbol designating a high school use on the site. The General Plan recognizes the existence of school uses in residential areas when properly conditioned and buffered, as in the proposal. An applicable Policy of the Community Plan states: “Expansion of existing schools should be preferred over acquisition of new sites.” The proposed athletic field lighting will allow limited extended use of an existing athletic field facility rather than restricting on-campus use and thus creating the need for the school to acquire a new off-campus site for students’ athletic activities.

5. Environmental. For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-2376-MND, the project will not have a significant effect on the environment.

6. Fish and Game. The subject project, which is located in Los Angeles County, will not have an impact on fish and wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2. The project qualifies for the De Minimus Exemption from Fish and Game Fees (AB3158).

TRANSFERABILITY

This authorization runs with the land. In the event the property is to sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them

regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides that if any portion of a privilege authorized by a variance or conditional use is utilized, the conditions of the variance or conditional use authorization immediately become effective and must be strictly complied with. The violation of any valid condition imposed by this determination shall constitute a violation of this chapter and shall be subject to the same penalties and any other violation of this Code.

Every violation of this determination is punishable as misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and license required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code.

The Determination in this matter will become effective after September 18, 2006, 15 days after the date of this communication, unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Planning Department public offices are located at:

Downtown Public Counter 3rd Floor,
Counter "N"
201 North Figueroa Street
Los Angeles, CA 90012
Phone: (213) 977-6083

Van Nuys Public Counter
6251 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 756-8596

If you have any questions regarding this determination, please contact Larry Friedman at (213) 978-1225.

S. GAIL GOLDBERG, AICP
Director of Planning



Larry Friedman
Associate Zoning Administrator

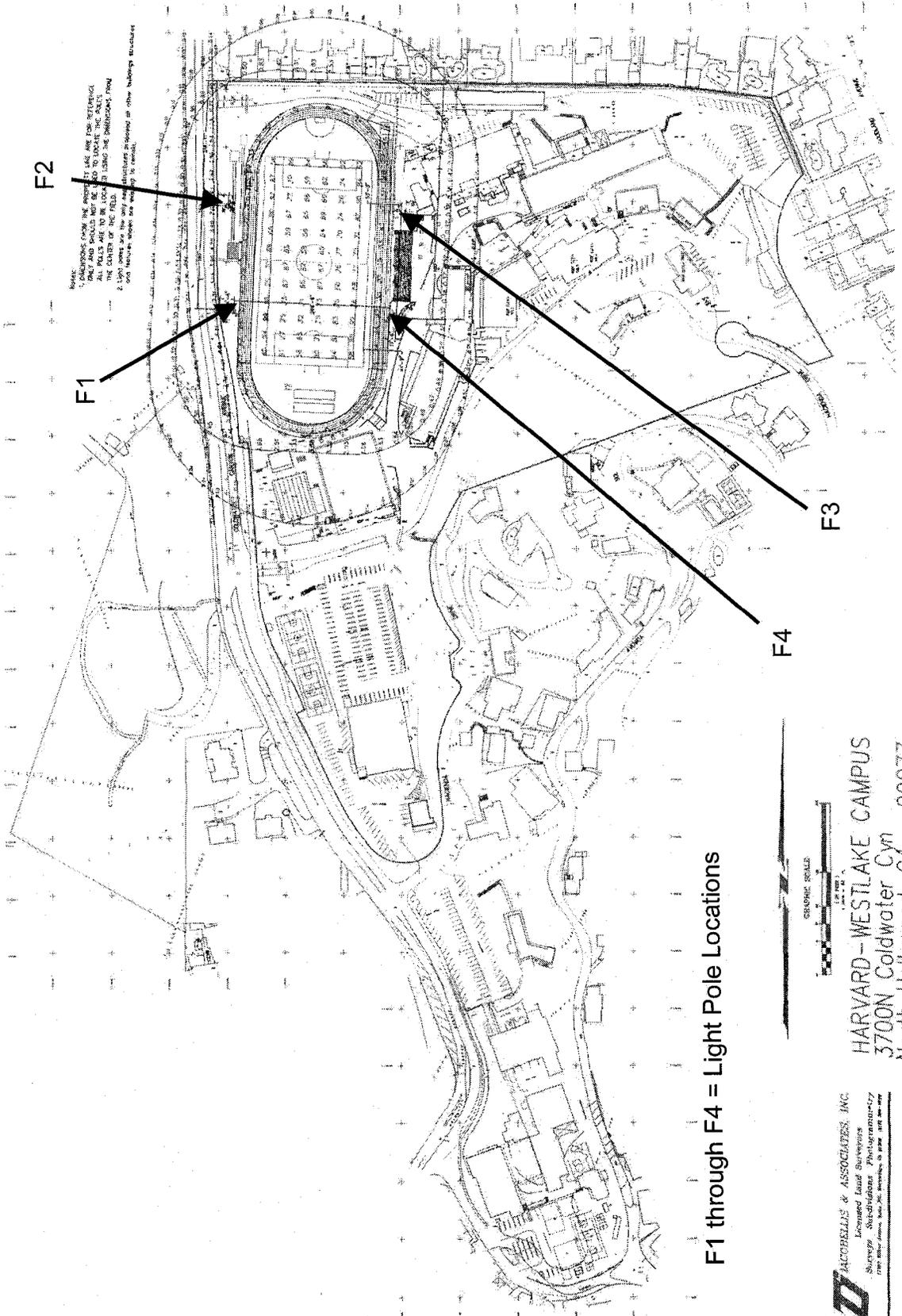
SGG:LF:lf

cc: Hon. Wendy Greuel, Councilmember, 2nd District
Studio City Neighborhood Council

Attachments:

- Exhibit A -- Site Plan
- Exhibit G -- Light Pole and Luminaires Summary and Drawings

Notes:
 1. DIMENSIONS SHOW THE APPROXIMATE USE FOR THE STRUCTURE ONLY AND SHOULD NOT BE USED TO LOCATE THE CENTER OF THE CENTER OR TO LOCATE THE DIMENSIONS FROM THE CENTER OF THE STRUCTURE.
 2. LIGHT POLES ARE TO BE PLACED AT THE INTERSECTION OF OTHER SUBSTRUCUTURES AND FEATURES SHOWN ARE SUBJECT TO CHANGE.



F1 through F4 = Light Pole Locations



ACCORDELLAS & ASSOCIATES, INC.
 Licensed Land Surveyors
 1701 North Hollywood Blvd., Suite 200
 North Hollywood, CA 91605
 (818) 505-1111

HARVARD - WESTLAKE CAMPUS
 3700N Coldwater Cyn
 North Hollywood, CA 90077

Assessor's ID# 2384-007-005, Portion Lot 1111 Tract 1000

EXHIBIT "A"

CPC 2006-2375-PAD
 September 1, 2006

EXHIBIT G

APPLICANT

Harvard-Westlake School
3700 N. Coldwater Canyon Avenue
North Hollywood, CA 91604

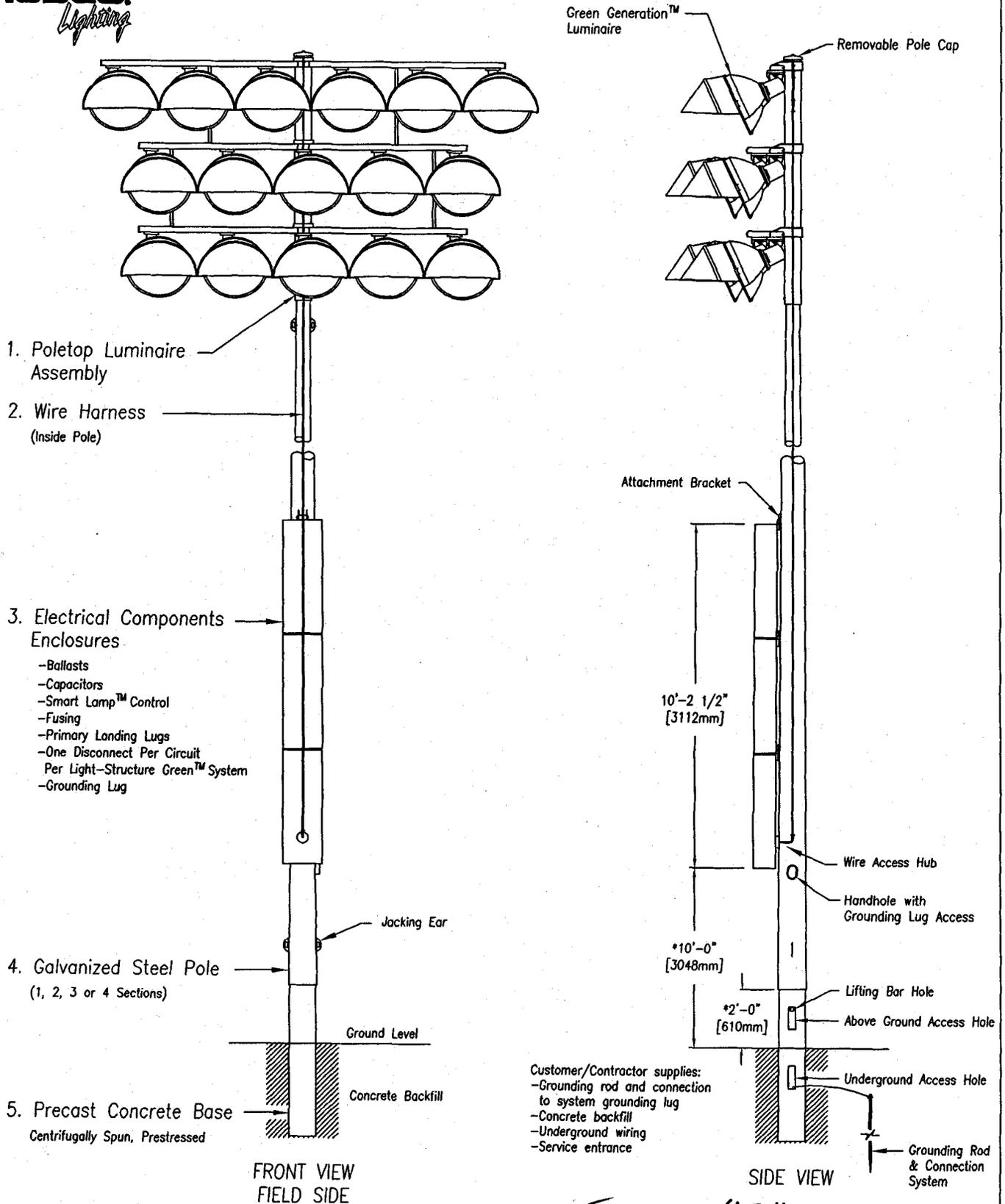
**HARVARD-WESTLAKE SCHOOL
UPPER SCHOOL ATHLETIC FIELD LIGHTING
LIGHT POLE AND LUMINAIRES SUMMARY**

SUMMARY						
POLES				LUMINAIRES		
POLE NO.	POLE HT.	LOCATION FROM NORTH PROPERTY LINE	LOCATION FROM WEST PROPERTY LINE	NUMBER OF LAMPS (LUMINAIRES) ON POLE	MOUNTING HEIGHT	POLE TYPE
F1	60'	~396'-11"	~34'-4"	16	60'	LSG-16
F2	60'	~216'-11"	~23'-2"	17	60'	LSG-17
F3	80'	~227'-0"	~323'-2"	18	80'	LSG-18
F4	80'	~407'-0"	~303'-10"	17	80'	LSG-17

EXHIBIT "G"
1 of 3
CPC 2006-2375-PAD
September 1, 2006



Typical Light-Structure Green™ System Detail – 16 Luminaires



Customer/Contractor supplies:
 -Grounding rod and connection to system grounding lug
 -Concrete backfill
 -Underground wiring
 -Service entrance

Notes:

1. This drawing is not to scale.
2. * This dimension for reference only. Variances may occur depending on steel pole tolerances, concrete tolerances, galvanizing thickness, hole depth accuracy.
3. Musco provides a base installation bar, an installation level modified for taper, and installation wedges.
4. Provisions for auxiliary equipment such as speaker or security lighting can be incorporated.
5. Copyright 1991, 2005 Musco Lighting. Patents issued and pending.

EXHIBIT "G"
 2 of 3

CPC 2006-2375-PAD LSG-16

September 1, 2006



Typical Light-Structure Green™ System Detail – 18 Luminaires

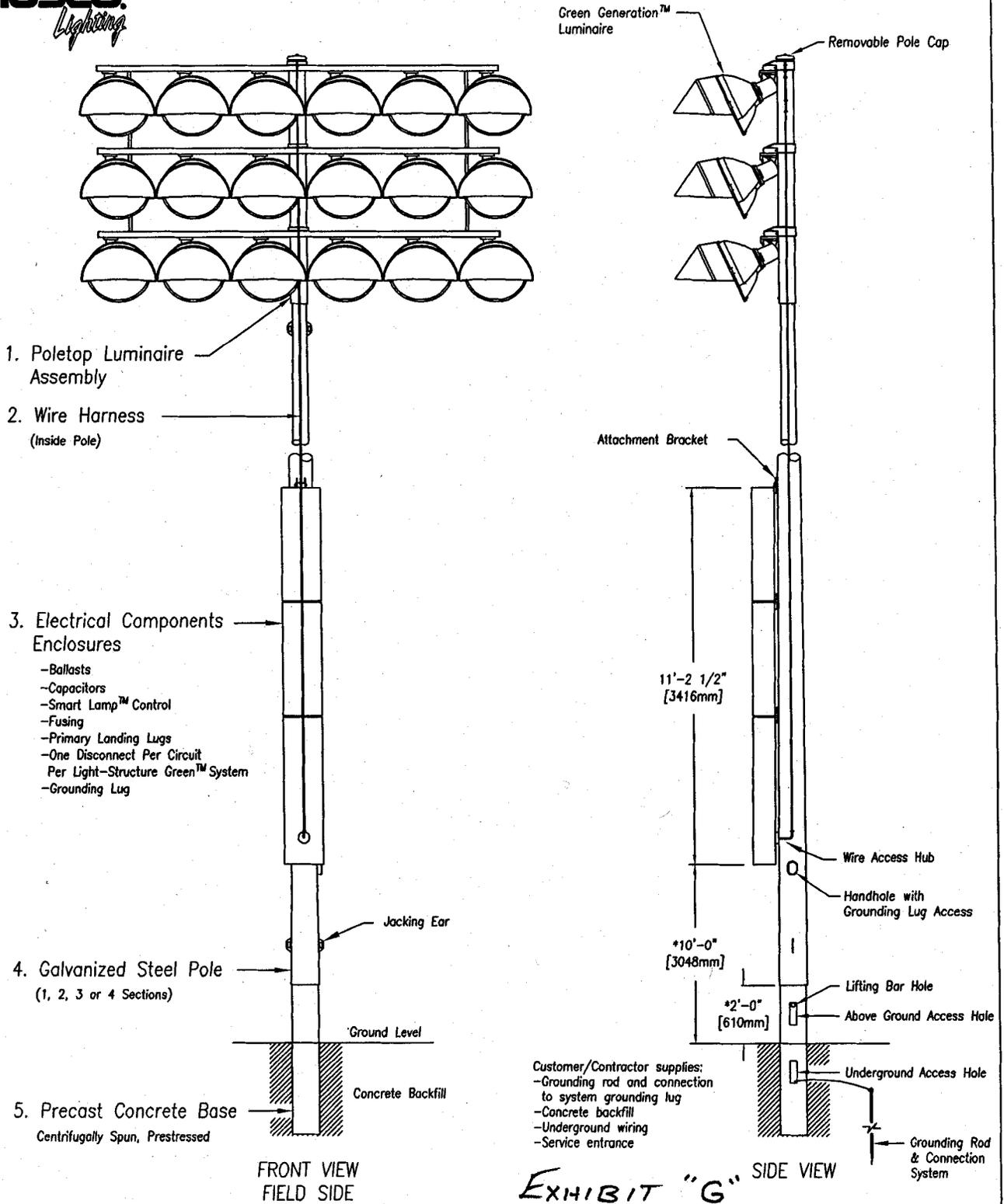


EXHIBIT "G"
3 of 3

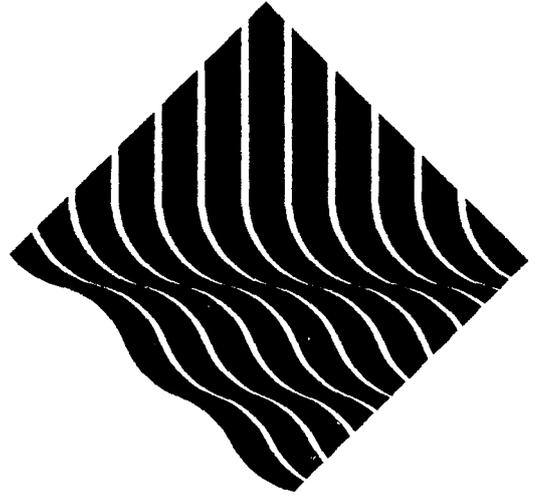
- Notes:
1. This drawing is not to scale.
 2. * This dimension for reference only. Variances may occur depending on steel pole tolerances, concrete tolerances, galvanizing thickness, hole depth accuracy.
 3. Musco provides a base installation bar, an installation level modified for taper, and installation wedges.
 4. Provisions for auxiliary equipment such as speaker or security lighting can be incorporated.
 5. Copyright 1991, 2005 Musco Lighting. Patents issued and pending.

LSG-18

CPC 2006-2375-PAD
September 1, 2006

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

12. 2011 Planning Department requirement for: "No class and student enrollment increases."



ARCH • PAC

AQUATICS

1351 DISTRIBUTION WAY, SUITE 1

VISTA - CA 92081

PH: 760 - 734 - 1600

FX: 760 - 734 - 1611



SPECIFICATIONS, LOCATION
INDEX
DETAILS
DETAILS
DETAILS
MING DETAILS

DETAILS
SECTIONS, AND DETAILS
ONS AND DETAILS

FRAMING PLAN

ES AND LEGEND

LEVEL HVAC PLAN
R LEVEL HVAC PLAN

NTROLS

NOTES AND LEGEND

LEVEL PLUMBING PLAN
GED PLUMBING PLANS

AN

PLAN
PLAN
LEVEL POWER PLAN
CATIONS
SINGLE LINE

DATE:	-				
NO:	△	△	△	△	△

DRAWING TITLE: COVER SHEET	JOB TITLE: HARVARD - WESTLAKE	JOB ADDRESS: 3700 COLDWATER CANYON STUDIO CITY, CA 91604
--------------------------------------	---	--

DATE: 06.02.2011	SCALE: AS NTD	DRAWN BY: CH
----------------------------	-------------------------	------------------------

DRAWING NO.:
A0-1

ID

TYP)

REFERENCE
OF DRAWING

SPMB-1)

S:

1)

JOB DESCRIPTION:

- REMOVE EXISTING POOL
- NEW 25YD SWIMMING POOL
- NEW CONCRETE DECKS
- NEW SPORT LIGHTS

BUILDING CODES & STANDARDS

LIST OF 2007 CALIFORNIA CODE OF REGULATIONS

- 2007 BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
- 2007 CALIFORNIA BUILDING CODE (CBC), PART 2 TITLE 24 C.C.R.
(1997 UNIFORM BUILDING CODE VOLUMES 1-3 AND 2001 CODE AMENDMENTS)
- 2004 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
(2003 NATIONAL ELECTRICAL CODE AND 2004 CALIFORNIA AMENDMENTS)
- 2001 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
(2000 UNIFORM MECHANICAL CODE AND 2001 CALIFORNIA AMENDMENTS)
- 2001 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
(2000 UNIFORM PLUMBING CODE AND 2001 CALIFORNIA AMENDMENTS)
- 2005 ENERGY CODE, PART 6, TITLE 24 C.C.R.
- 2001 CALIFORNIA ELEVATOR CODE, PART 7, TITLE 24 C.C.R.
- 2001 CALIFORNIA FIRE CODE, PART 9, TITLE 24 C.C.R.
(2000 UNIFORM FIRE CODE AND 2001 CALIFORNIA AMENDMENTS)
- 2001 CALIFORNIA REFERENCE STANDARDS, PART 12, TITLE 25 C.C.R.
- 1990 TITLE 19 C.C.R., PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS.

- CONCRETE STEEL PLACEMENT
- STRUCTURAL CONCRETE ENGINEERED OVER 2500 PSI

ONLY)

C

UD

City of Los Angeles
 Department of City Planning
 Community Planning Bureau

APPROVED
 as required by

Case No(s): _____
 Planner : Tom Glick
 Signature: [Signature]
 Date : 9/27/11

CONDITION NO (S): _____
 SATISFIED ON THIS PAGE: _____

Consistent with clearance
 from 1/20/11.
 Does not impact legal non-conforming
 status. No class and student enrollment
 increases

LIST OF 2007 CALIFORNIA CODE OF

- 2007 BUILDING STANDARDS ADMINIS
- 2007 CALIFORNIA BUILDING CODE (C
- (1997 UNIFORM BUILDING CODE
- 2004 CALIFORNIA ELECTRICAL CODE
- (2003 NATIONAL ELECTRICAL C
- 2001 CALIFORNIA MECHANICAL CODE
- (2000 UNIFORM MECHANICAL C
- 2001 CALIFORNIA PLUMBING CODE (C
- (2000 UNIFORM PLUMBING COD
- 2005 ENERGY CODE, PART 6, TITLE :
- 2001 CALIFORNIA ELEVATOR CODE, P
- 2001 CALIFORNIA FIRE CODE, PART 9
- (2000 UNIFORM FIRE CODE AN
- 2001 CALIFORNIA REFERENCE STAND
- 1990 TITLE 19 C.C.R., PUBLIC SAFETY, :

**Analysis and Report of Violations by Harvard-Westlake School of Enrollment and Staff
Limitations Imposed by the City of Los Angeles**

13. The "2013 Application" dated January 17, 2013.

MASTER LAND USE PERMIT APPLICATION
LOS ANGELES CITY PLANNING DEPARTMENT

Planning Staff Use Only

ENV No. <u>2013-150-EAF</u>	Existing Zone <u>RE40-I-H</u>	District Map <u>162 B161</u>
APC <u>South Valley</u>	Community Plan <u>Sherman Oaks - Studio City - Toluca Lake</u>	Council District <u>2</u>
Census Tract <u>1439.02</u>	APN <u>2385018011</u>	Case Filed with [DSC Staff] <u>Steve Kim</u>
		Date <u>1/17/13</u>

THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT

CASE NO. AA 2013-149 - WTM

APPLICATION TYPE VESTING Conditional Use Permit
(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.)

1. PROJECT LOCATION AND SIZE

Street Address of Project 3701 North Coldwater Canyon Avenue (Parking Structure Site)
3700 North Coldwater Canyon Avenue (Campus Site) Zip Code 91604

Legal Description: Lot See attached Block See attached Tract See attached

Parking Structure Site: 238,740 net sf 2,871 sf new floor area

Lot Dimensions Irregular Lot Area (sq. ft.) Campus Site: 831,268 net sf Total Project Size (sq. ft.) 245,140 sf parking structure area

2. PROJECT DESCRIPTION

Describe what is to be done: Construction of a three-story parking structure with an athletic field on top as an accessory use to the Harvard-Westlake Campus, located at 3700 N. Coldwater Canyon Avenue. The project also includes a new pedestrian bridge over Coldwater Canyon Avenue, connecting the Parking Structure Site to the Campus Site.

Present Use: Parking Structure Site: Vacant Proposed Use: Parking structure with field on top
Campus Site: Private high school

Plan Check No. (if available) _____ Date Filed: _____

Check all that apply: New Construction Change of Use Alterations Demolition
 Commercial Industrial Residential Tier 1 LA Green Code

Additions to the building: Rear Front Height Side Yard

No. of residential units: Existing _____ To be demolished _____ Adding _____ Total _____

3. ACTION(S) REQUESTED

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: 12.07.01 Code Section which authorizes relief: 12.24-F; 12.24-T
Vesting Conditional Use Permit to permit the addition of a parking structure, rooftop athletic field, pedestrian bridge, and related site improvements to an existing private high school (See Attachment A for a detailed list of actions requested).

Code Section from which relief is requested: 91.7006.8.2 Code Section which authorizes relief: _____
Waiver of Tentative Map requirement for hillside grading, pursuant to January 11, 2012 filing procedures memorandum issued by Alan Bell.

Code Section from which relief is requested: _____ Code Section which authorizes relief: _____

List related or pending case numbers relating to this site
CPC-2013-148-VCO

4. OWNER/APPLICANT INFORMATION

Applicant's name Harvard-Westlake School c/o Mr. John Amato Company Harvard-Westlake School
 Address: 3700 North Coldwater Canyon Avenue Telephone: (310) 288-3255 Fax: (310) 288-3223
Studio City, CA Zip: 91604 E-mail: jamato@hw.com

Property owner's name (if different from applicant) _____
 Address: _____ Telephone: () _____ Fax: () _____
 _____ Zip: _____ E-mail: _____

Contact person for project information Jeff Haber/Edgar Khalatian Company Paul Hastings LLP
 Address: 515 S. Flower Street, 25th Floor Telephone: (213) 683-6000 Fax: (213) 627-0705
Los Angeles, CA Zip: 90071 E-mail: jeffreyhaber@paulhastings.com
edgarkhalatian@paulhastings.com

5. APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a. The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b. The information presented is true and correct to the best of my knowledge.
- c. In exchange for the City's processing of this Application, the undersigned Applicant agrees to defend, indemnify and hold harmless the City, its agents, officers or employees, against any legal claim, action, or proceeding against the City or its agents, officers, or employees, to attack, set aside, void or annul any approval given as a result of this Application.

Signature: [Handwritten Signature] Print: John Amato

ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of LOS ANGELES

On JAN 5th, 2013 before me, Kenneth R. Reid

personally appeared John Amato (Insert Name of Notary Public and Title) who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

[Handwritten Signature] (Seal)
 Signature



6. ADDITIONAL INFORMATION/FINDINGS

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate Special Instructions handout. Provide on an attached sheet(s) this additional information using the handout as a guide.

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is advisable only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details or an application.

Planning Staff Use Only

Base Fee	<u>1331-</u>	Reviewed and Accepted by [Project Planner]	Date
Receipt No.	<u>10042</u>	Deemed Complete by [Project Planner]	Date

**ATTACHMENT A
REQUESTS FOR DISCRETIONARY APPROVAL**

Applicant: Harvard-Westlake School

Proposed Development Site Address: 3701 North Coldwater Canyon Avenue

Existing Harvard-Westlake Campus: Address: 3700 North Coldwater Canyon Avenue
Studio City, California 91604

I. PROJECT PROPOSAL

**Current Enrollment/Faculty/Staff
See pages 2 and 48-49.**

A. Applicant and Property

Harvard-Westlake School (“**Harvard-Westlake**”) owns approximately 23.55 acres of land (the “**Property**”) on the east and west sides of Coldwater Canyon Avenue, approximately one-third of a mile south of Ventura Boulevard and 1.3 miles north of Mulholland Drive in the City of Los Angeles (the “**City**”).

The Property consists of two distinct, but associated sites:

- 3701 North Coldwater Canyon Avenue is located on the west side of Coldwater Canyon Avenue and is vacant (the “**Development Site**”).
- 3700 North Coldwater Canyon Avenue is located immediately across the street from the Development Site and consists of the existing Harvard-Westlake campus (the “**Harvard-Westlake Campus**”).

The Development Site is approximately 238,740 gross square feet (5.48 acres) of lot area, and the Harvard-Westlake Campus is approximately 787,203 gross square feet (18.07 acres) of lot area.

Harvard-Westlake is an independent, co-educational college preparatory day school. The Harvard-Westlake Campus serves grades 10 through 12. The Harvard-Westlake middle school campus is located at 700 North Faring Road, in Holmby Hills, and serves grades 7 through 9.

The Harvard-Westlake Campus has been operating at 3700 Coldwater Canyon since 1937 under a deemed-to-be-approved Conditional Use.¹ Since 1937, the City has authorized the expansion of the Harvard-Westlake Campus through various Plan Approvals (see summary of these Plan Approval actions in Section VI, below). The Harvard-Westlake Campus is developed with various academic, institutional and athletic buildings, including two gyms, an athletic field, and on-site parking. **The Harvard-Westlake Campus currently serves approximately 900 students.** The Property is situated in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area and within a Hillside Area. The Property is not located in a Community Redevelopment area.

The Property encompasses the following:

1. Development Site

The Development Site is comprised of the following Assessor's Parcel Numbers and lots:

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

2. Harvard-Westlake Campus

The Harvard-Westlake Campus is comprised of the following Assessor's Parcel Numbers and lots:

¹ Harvard School for Boys commenced operations at the Property in 1937. It merged with Westlake School for Girls in 1991 to create the existing Harvard-Westlake School.

Considering the Proposed Project has been sensitively designed to meet the above goals, objectives and policies and Harvard-Westlake's long history of existing in this Community Plan area while operating compatibly with the surrounding residential uses, the Proposed Project substantially conforms with the purpose, intent and provisions of the General Plan and the Community Plan.

VIII. THE FOLLOWING QUESTIONS APPLY TO APPLICATIONS FOR SCHOOL, CHILD CARE, NURSERY OR PRESCHOOL FACILITY.

- a. Describe the type of school (e.g., elementary, junior high school, nursery, etc.)**

Harvard-Westlake is a private independent co-educational college preparatory high school serving Grades 10 through 12 at the campus located on Coldwater Canyon in Studio City.

- b. What is the maximum number of students (children) to be enrolled at each grade and age level?**

There will be no changes in the current student enrollment as a result of this project or application. The current student enrollment is approximately 900, which is comprised of students in the 10th, 11th and 12th grades.

The Project involves only the construction of the Parking Structure with a rooftop athletic field to serve the Harvard-Westlake Campus located across the Coldwater Canyon.

- c. What are the hours of operation? Indicate whether Monday through Friday only or also weekends.**

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

Monday - Friday: 6:30 am - 11:30 pm

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

The current hours of operation will not change.

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

Summer Recess (Mid-June to September 1)

Monday - Friday: 7:00 am - 7:30 pm

Winter Term

Monday - Friday: 2:30 pm - 8:00 pm

Approximately every Saturday: 8:00 am - 1:00 pm

Spring Term

Monday - Friday: 2:30 pm - 8:00 pm

Alternating Saturdays: 9:00 am - 12:00 noon, or 10:00 am - 3:00 pm

Fall Term

Monday - Friday: 2:30 pm - 8:00 pm

Saturday: 8:00 am - 1:00 pm

Year Round

Occasional use on Sundays during daylight hours only.

Thus, the proposed rooftop athletic field will not be used after 8:00 p.m. on weeknights and will be used only during limited daytime hours on weekends.

d. What are the number of classrooms and teachers?

The Project includes the construction of a Parking Structure with a rooftop athletic field as an accessory use to the existing school. No changes to the number of existing classrooms or teachers are proposed. Harvard-Westlake currently has 201 regular employees, including faculty and staff, plus 30 part-time employees, for a total of 231 employees. The additional 30 part-time employees may be on campus on any given day taking into account coaches and part-time temporary maintenance employees.

e. What are the number of administrative staff?

See Response d above.

f. Will there be buses, and, if so, where will they be stored?

Buses will not access the Project Site located on the west side of Coldwater Canyon, at the proposed location of the Parking Structure. However, school buses (“**Route Buses**”) will continue to serve the Harvard-Westlake on the east side of Coldwater Canyon as they currently do. Route Buses arrive at the school at 7:30 am for student drop-off, leave the campus during school hours, and arrive on campus again at 2:30 pm and 4:30 pm for student pick-up. The bus loading/unloading area for Route Buses will be located on the south end of the Harvard-Westlake Campus (the “**Southern Parking Lot**”). These Route Buses that regularly drop off and pick up students, however, are not stored on campus. These route buses will no longer park on Coldwater Canyon to drop off and pick up students.

Harvard-Westlake does own two buses that are used for athletics. These buses are stored on the Harvard-Westlake Campus, to the east of the track and field.

g. Where will cars load and unload students? How many cars?

Cars will load and unload students in two areas – the area accessed by the Main Entrance driveway off of Coldwater Canyon Avenue (along Harvard Westlake Driveway, which is a private street) and the area accessed by the North driveway, also off of Coldwater Canyon. Sufficient space is provided for cars and buses to turn around in the area off the lower driveway. Cars will park in the Parking Structure, but will not be permitted to drop-off or pick-up students in the Parking Structure.

h. Describe the size and location of signs.

One monument sign with 1-foot brass letters, that reads “Harvard-Westlake”, is currently located at the Main Entrance driveway (where Coldwater and Harvard Westlake Driveway meet). Additional building identification signage is located throughout the campus.

i. Does anyone live on the premises; if so, where?

No. Nobody lives on the Harvard-Westlake Campus.

**Report of Investigation of Unpermitted and Unlawful Construction Activities by the Harvard-
Westlake School And Effect on Parking Garage Proposal**

Prepared by

Bruce J Lurie

Lurie, Zepeda, Schmalz & Hogan

For the benefit of the Department of City Planning, the Department of Building and Safety, the Los Angeles City Council, the Studio City Neighborhood Council, all other interested neighborhood and community organizations and the citizens of Los Angeles

December 2013

Report of Investigation of Unpermitted and Unlawful Construction Activities by the Harvard-Westlake School And Effect on Parking Garage Proposal

An in-depth investigation of Harvard Westlake School (the "School") entitlements, permitting and construction activities has revealed the following:

A. HARVARD-WESTLAKE HAS UNLAWFULLY BUILT SUBSTANTIAL IMPROVEMENTS.

During the past three years, the School has unlawfully constructed several major projects while evading required City and community oversight of the School's expansion of its facilities. In order to build these facilities without the required public and agency review and approval, the School defrauded City agencies and regulatory authorities and failed to comply with numerous legal requirements.

B. HARVARD-WESTLAKE HAS ENGAGED IN AN UNAPPROVED SEGMENTED DEVELOPMENT, IN VIOLATION OF CEQA.

The parking garage proposal is part of a much larger, unauthorized, illegally segmented, expansion of the campus, all of which should have been subject to CEQA review and should have been the subject of an EIR. Instead of submitting the School's entire expansion plan to the City for review, the School unlawfully proceeded with significant expansion of campus facilities without proper review and approval and, in some cases, without any permitting whatsoever.

Among other things, the School has done the following:

Unlawful Demolition of Previous Pool and Pool House and Construction of New Pool and Pool House and Related Excavation and Retaining Walls.

- **Unlawful development of a much larger pool and pool house without public oversight.**
The School developed a new 50 meter swimming pool and approximately 4300 square

foot pool house to replace their existing 25 yard pool and 1800 square foot pool house without following a Conditional Use Permit (“CUP”) modification process and obtaining permission from the Planning Commission, without any type of CEQA review or approval, without obtaining all necessary required permitting, without adhering to requirements that were imposed by the Department of Building and Safety (“DBS”) and without any submission to, or review by, the Studio City Neighborhood Council.

- **The School lied to the City about the size of their new pool to evade public oversight.** The School defrauded Planning Department staff by submitting a plan for the proposed new pool showing, falsely, that the School was proposing to demolish their existing pool and replace it with a new 25 yard pool, not the vastly larger 50 meter pool that was actually built.

See the highlighted portions of the attached copy of excerpts of the plan that was submitted by the School to Planning Department staff where the “Job Description” states that the job consists of:

- REMOVE EXISTING POOL
- NEW 25YD SWIMMING POOL

This was no accident or typographical error. Experienced owners and architects don’t make mistakes like that when describing the major feature of a new \$6,500,000 pool project. This was a blatant lie for the purpose of deceiving Planning Department staff into believing that the School was merely replacing their existing 25 yard pool with a new 25 yard pool and not expanding their facilities. The School thereby tricked Planning Department staff into believing that the project was not an expansion of facilities requiring CEQA review, variances or a CUP modification process.

- **Demolition of old pool and excavation of site without approval or a demolition permit.** The School demolished their existing pool and excavated the site without Grading Division approval or other required approvals and without obtaining a demolition permit or a variance as required by law.

See the highlighted portions of the attached applications for building permits where DBS expressly required a separate demolition permit to remove the previous pool. The School obviously failed to disclose to DBS that they had already demolished the previous pool without the required demolition permit.

- **Misrepresentation of project valuation.** The School submitted applications for building permits (see attached) purposely understating the valuation of the pool project as \$1,600,000 to make the project appear smaller than it actually was and to evade the payment of permitting fees whereas in fact the project cost approximately \$6,500,000 as revealed on the School's website.
- **Illegal excavation in violation of restrictions and without required variance.** The School excavated large quantities of dirt and other materials from the pool site and imported large quantities of fill material in violation of express restrictions imposed by the City as shown on the building permit applications and without obtaining a variance as required under the Hillside Ordinance which would have required a review by the Studio City Neighborhood Council and the Planning Commission.
- **Illegal construction of retaining walls in violation of Grading Division restrictions and without required variances.** The School was given permission by the Grading Division to construct a retaining wall up to 12 feet high but instead switched the plans to provide for a retaining wall up to approximately 25-30 feet high in order to evade the requirement under the Hillside Ordinance to obtain a variance which would have also required a review by the Studio City Neighborhood Council and the Planning Commission. The retaining walls that were constructed were never reviewed or approved by the Grading Division to confirm that the design was safe.
- **Construction of pool and pool house during DWP water main construction.** The School built their new pool and pool house at the same time that the new water main was being constructed adjacent to the School in order to cover up and distract attention from the new pool construction going on at the same time.
- **Illegal use of crane without permit.** The School used a crane to hoist components of the new pool from trucks to the pool site but failed to obtain a required permit for the crane.
- **Unlawful use of pool and pool house without certificate of occupancy.** Determined to get their new pool in use for the 2012-2013 school year, whether legally entitled to do so or not, the School opened the swimming pool and pool house for use on August 27, 2012, and continued to use the facilities unlawfully during the 2012-2013 school year even though construction was not complete and signed off by DBS and without obtaining the required certificate of occupancy until March 13, 2013. Tragically, on

February 22, 2013, while the pool was being used unlawfully, a student had a seizure while in the pool and died.

Illegal Construction of the Kutler Center and Mudd Library.

- **Unlawful development of Kutler Center and expanded Library without required public oversight.** In 2011-2012, the School built their new Kutler Center of approximately 4400 square feet and remodeled the Mudd Library, adding an additional 2500 square foot mezzanine level. Because the School was constructing new and expanded facilities, the School was required to, but failed to, obtain a CUP modification from the Planning Commission. The School also failed to obtain a CEQA clearance. Nor was there an opportunity for review of this substantial expansion of campus facilities by the Studio City Neighborhood Council.
- **Demolition and excavation without approval or demolition permits.** The School demolished the site for the Kutler Center and the foundation and excavated materials and hauled them from the site before the School had any permits or approvals and without a demolition permit. (See application for permit and photos.)
- **Deceptive description of project to avoid required approvals and public oversight.** The School then proceeded to mislead the City by applying for a building permit for only 1282 square feet of Library extension and 1314 square feet of a reading room addition. The permit that was applied for did not mention that the School was building an entire new building nearly twice that size and, in addition, remodeling the entire 11,000 square foot Mudd Library and adding a new mezzanine level of approximately 2500 square feet. (See application for permit, photos and excerpts from School website.) The purpose of this deception was to slip the project past the Planning Department, making it falsely appear that this was some sort of minor remodeling, not subject to CEQA requirements or to CUP modification proceedings before the Planning Commission and to evade review by the Studio City Neighborhood Council.
- **The School evaded the requirement for Planning Commission review by gaming the system.** The School presented one part of their plan to a Planning Department staff member, who signed a plan document referring to the library remodeling. The School then went to a different staff member at the Planning Department who was not asked

to approve any construction but only to confirm that there were no outstanding issues on prior cases.

- **The School tricked DBS into approving plans for expanded facilities that had not been approved by the Planning Department or the Planning Commission.** With the Planning Department staff member sign offs in hand, the School then proceeded to process plans with DBS to build the new building that became the Kutler Center and remodel the Library together with the new additional mezzanine level. The School managed to convince DBS that the Planning Department had approved their plans, whereas, in fact, the Planning Department had not approved anything close to the scope of what was eventually built.
- **False representation of permit valuation.** In furtherance of their fraud and deception on the City, the School falsely stated on their permit applications that the permit valuation was \$250,000. (See application for permit.) In fact, however, the School's website shows that the Kutler Center cost approximately \$4 million. The remodeling of the Mudd Library is believed to have cost at least \$2 million in addition. The purpose of this deception was, again, to evade CUP modification procedures and CEQA requirements, by making the project appear to be much smaller than it actually was, as well as to evade payment of permitting fees.
- **Unlawful use of facilities without certificate of occupancy.** Both the Kutler Center and the Mudd Library were occupied and put into service by September 2012; however no certificate of occupancy was issued until December 31, 2012. These facilities were used unlawfully between September 2012 and December 31, 2012. (See attachments.)

Illegal Construction of Silent Study/English Classroom Building without Any Permitting.

- **New building constructed without any permitting.** In July 2011, the School constructed an entire building without any Planning Department approval or permitting from DBS whatsoever. The building was used originally for what the School calls silent study and then was later converted to use as two English classrooms. The School has tried to keep this illegally constructed building a secret from City authorities. This building does not show up on campus maps, including the square footage calculations maps submitted as part of the DEIR.

- **No Grading Division approval.** The site for the new building was prepared without any approval by the Grading Division.
- **Illegal crane use.** The components of the building were hoisted into place by a large crane. No crane permit was obtained. (See attachments.)

Chalmers Hall Renovation without Permitting.

- **No building permit.** The School renovated portions of Chalmers Hall during the summer of 2012, but failed to procure any building permits whatsoever. Instead, in furtherance of their deceptive activities, the School called for a final inspection and sign off, on March 4, 2013, of a long-expired permit that was issued June 5, 2001, for a previous remodeling of Chalmers Hall.

Summer 2013 Permitting Violations.

- **No building permits.** The School did various renovations of offices and the orchestra room during the summer of 2013 but failed to obtain any building permits whatsoever.

Conclusions:

The School Is Legally Barred from Obtaining the Necessary Entitlements to Build Their Proposed Parking Garage Project.

(A) The School has been engaged in an unlawful segmented development to greatly expand the use of the campus without submitting the entire development plan to a CEQA review process. By law, the School cannot do so. In Citizens Association for Sensible Development of Bishop Area v. County of Inyo, 172 Cal App. 3d 151, 165 (1995), the court held:

... CEQA mandates "... that environmental considerations do not become submerged by chopping a large project into many little ones-each with a minimal potential impact

on the environment-which cumulatively may have disastrous consequences.”

[Citations.] In part, CEQA avoids such a result by defining the term “project” broadly.

[Citation.] “‘Project’ means the whole of an action, which has a potential for resulting in a physical change in the environment, directly or ultimately, ...”

Here, the School has been engaged in a development scheme that involves not only the parking garage but significant expansion of school facilities, including the greatly expanded pool and pool house complex, the new Kutler Center, the enlarged Library facility and the new English classroom building. The School has failed to include these new facilities in a CEQA review that would consider the impact of the entirety of these new developments along with the parking garage on the environment.

(B) The School has committed numerous violations. The School has violated numerous laws by not seeking or obtaining required CUP modification, not obtaining CEQA clearances that were required even if these projects were viewed as severable developments, not seeking or obtaining required variances, constructing and demolishing facilities without permitting, using trickery and deception to obtain approvals from City agencies, providing false information to City agencies and not complying with restrictions imposed on the School by the City. The School has breached the faith and trust put in them by the City and the members of the community and has forfeited their right to any further discretionary entitlements.

(C) The City should not condone or endorse the School’s unlawful conduct. The granting of any further discretionary entitlements would improperly condone and endorse the fraudulent and unlawful activity by the School and wrongly reward the School for their illegal activity. If anything, the School should be severely sanctioned for their fraud and deceit and wrongful construction activities.

How Did Harvard-Westlake Replace its Previous Pool with a Much Larger New Pool and Pool House (PH) Without a CUP Modification, Variances, CEQA Clearance or Any Public Input or Oversight Whatsoever?

#1 Previous Zanuck Swim Stadium – before recent construction and before Coldwater Canyon water main construction.

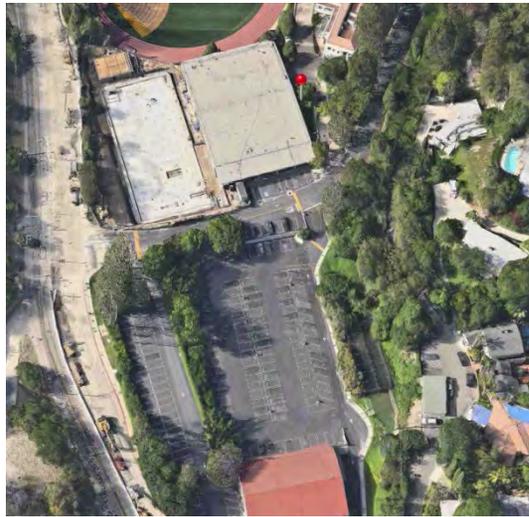
#2 New pool and pool house under construction, approximately mid-2012 – along with Coldwater Canyon water main construction in progress.

#3 New pool open and pool house after construction– approximately late spring 2013

#1 Previous Pool

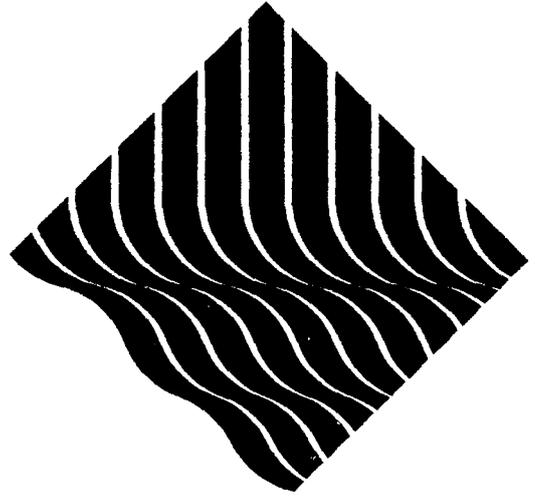


#2 New Pool & PH under construc.



#3 New Pool & PH after construction





ARCH • PAC

AQUATICS

1351 DISTRIBUTION WAY, SUITE 1

VISTA - CA 92081

PH: 760 - 734 - 1600

FX: 760 - 734 - 1611



SPECIFICATIONS, LOCATION
INDEX
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SINGLE LINE

DATE:	-				
NO:	△	△	△	△	△

DRAWING TITLE: COVER SHEET	JOB TITLE: HARVARD - WESTLAKE	JOB ADDRESS: 3700 COLDWATER CANYON STUDIO CITY, CA 91604
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DATE: 06.02.2011	SCALE: AS NTD	DRAWN BY: CH
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DRAWING NO.:
A0-1

ID

TYP)

REFERENCE
OF DRAWING

SPMB-1)

S:

JOB DESCRIPTION:

- REMOVE EXISTING POOL
- NEW 25YD SWIMMING POOL
- NEW CONCRETE DECKS
- NEW SPORT LIGHTS

BUILDING CODES & STANDARDS

LIST OF 2007 CALIFORNIA CODE OF REGULATIONS

- 2007 BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
- 2007 CALIFORNIA BUILDING CODE (CBC), PART 2 TITLE 24 C.C.R.
(1997 UNIFORM BUILDING CODE VOLUMES 1-3 AND 2001 CODE AMENDMENTS)
- 2004 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
(2003 NATIONAL ELECTRICAL CODE AND 2004 CALIFORNIA AMENDMENTS)
- 2001 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
(2000 UNIFORM MECHANICAL CODE AND 2001 CALIFORNIA AMENDMENTS)
- 2001 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
(2000 UNIFORM PLUMBING CODE AND 2001 CALIFORNIA AMENDMENTS)
- 2005 ENERGY CODE, PART 6, TITLE 24 C.C.R.
- 2001 CALIFORNIA ELEVATOR CODE, PART 7, TITLE 24 C.C.R.
- 2001 CALIFORNIA FIRE CODE, PART 9, TITLE 24 C.C.R.
(2000 UNIFORM FIRE CODE AND 2001 CALIFORNIA AMENDMENTS)
- 2001 CALIFORNIA REFERENCE STANDARDS, PART 12, TITLE 25 C.C.R.
- 1990 TITLE 19 C.C.R., PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS.

- CONCRETE STEEL PLACEMENT
- STRUCTURAL CONCRETE ENGINEERED OVER 2500 PSI

City of Los Angeles
 Department of City Planning
 Community Planning Bureau

APPROVED
 as required by

Case No(s): _____
 Planner : Tom Glick
 Signature: [Signature]
 Date : 9/27/11

CONDITION NO (S): _____
 SATISFIED ON THIS PAGE: _____

Consistent with clearance
 from 1/20/11.
 Does not impact legal non-conforming
 status. No class and student enrollment
 increases

- LIST OF 2007 CALIFORNIA CODE OF J
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 - 2001 CALIFORNIA FIRE CODE, PART 9
 - (2000 UNIFORM FIRE CODE AN
 - 2001 CALIFORNIA REFERENCE STAND
 - 1990 TITLE 19 C.C.R., PUBLIC SAFETY, :

ONLY)

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Bldg-New **GREEN - MANDATORY** City of Los Angeles - Department of Building and Safety **Issued on: 11/07/2011**
 Commercial **APPLICATION FOR BUILDING PERMIT** Last Status: CofO Issued
 Regular Plan Check **AND CERTIFICATE OF OCCUPANCY** Status Date: 03/06/2013
 Plan Check

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 1000		1111	1	M B 19-34 (SHT 34)	162B161 397	2384 - 007 - 005
TR 6293				M B 72-77/84	162B161 1020	2384 - 007 - 005

3. PARCEL INFORMATION
 Area Planning Commission - South Valley
 LADBS Branch Office - VN
 Council District - 2
 Cmnt. Fill Grd. - CFG-1500
 Cmnt. Fill Grd. - CFG-3000
 Cmnt. Fill Grd. - FG
 Certified Neighborhood Council - Studio City
 Community Plan Area - Sherman Oaks-Studio City-Tolu
 Census Tract - 1439.01
 District Map - 162B161
 Energy Zone - 9
 Fire District - VHFHSZ
 Hillside Grading Area - YES
 Hillside Ordinance - YES
 Hillside Street - YES

ZONES(S): RE15-1-H

4. DOCUMENTS

ZA - ZA-16047	ZA - ZA-1999-93-PAD	HCM - LA-32	CPC - CPC-8123
ZA - ZA-1992-579-PAD	ZA - ZA-5448	CPC - CPC-18760	AFF - AFF-60586
ZA - ZA-1996-882-PAD	ORD - ORD-132416	CPC - CPC-2006-2375-PAD	AFF - OB-10459-A
ZA - ZA-1997-377-PAD	HLSAREA - Yes	CPC - CPC-24600	

5. CHECKLIST ITEMS

Special Inspect - Anchor Bolts	Special Inspect - Field Welding	Special Inspect - S.M.R. Frame-Steel
Special Inspect - Concrete>2.5ksi	Special Inspect - H/S Bolt	Special Inspect - Structural Observation
Special Inspect - Epoxy Bolts	Special Inspect - Masonry	Fabricator Req'd - Glued-Laminated Timber

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
 Owner(s):
 HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604
 HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604
 Tenant:
 Applicant: (Relationship: Owner)
 JIM DE MATTE - SAME AS JOB STUDIO CITY 91604 (310) 288-3259

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
	(13) Office (18) School Building (22) Storage Building	NEW 2-STORY POOLHOUSE / OFFICE / STORAGE / & MECHANICAL EQUIPMENT ROOM.

2. # Bldgs on Site & Use: PRIVATE SCHOOL 1 OF 2 = \$111000
10. APPLICATION PROCESSING INFORMATION
 BLDG. PC By: Abdul Chegeni DAS PC By: Norlito Medrano
 OK for Cashier: Barry Peshek Coord. OK:
 Signature: Date:

For inspection requests, call toll-free (888) LA4BUILD (524-2845).
 Outside LA County, call (213) 482-0000 or request inspections via
www.ladbs.org. To speak to a Call Center agent, call 311 or
 (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

For Cashier's Use Only W/O #: 11001949

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$600,000	PC Valuation:	
FINAL TOTAL Bldg-New	6,093.49	Planning Gen Plan Maint Surcharge 100.15
Permit Fee Subtotal Bldg-New	3,272.75	School District Commercial Area 2,017.71
Energy Surcharge		State Green Building Surcharge 24.00
Handicapped Access		Green Building
Plan Check Subtotal Bldg-New	0.00	Permit Issuing Fee 0.00
Off-hour Plan Check	0.00	
Plan Maintenance	65.46	
Fire Hydrant Refuse-To-Pay		
E.Q. Instrumentation	126.00	
O.S. Surcharge	69.28	
Sys. Surcharge	207.85	
Planning Surcharge	200.29	
Planning Surcharge Misc Fee	10.00	
Sewer Cap ID:	Total Bond(s) Due:	

12. ATTACHMENTS
 Plot Plan



* P 1 1 0 1 0 2 0 0 0 0 1 9 4 9 F N *

See notes on Application 2 of 2,
 the swimming pool application.

- (P) Floor Area (ZC): +4293 Sqft / 4293 Sqft
- (P) Height (ZC): +27.25 Feet / 27.25 Feet
- (P) Length: +45.2 Feet / 45.2 Feet
- (P) Stories: +2 Stories / 2 Stories
- (P) Width: +28 Feet / 28 Feet
- (P) NFPA-13 Fire Sprinklers Thru-out
- (P) Concrete Shearwall
- (P) Masonry Shearwall
- (P) B Occ. Group: +1157 Sqft / 1157 Sqft
- (P) S2 Occ. Group: +3136 Sqft / 3136 Sqft
- (P) Parking Req'd for Bldg (Auto+Bicycle): +50 Stalls / 5
- (P) Provided Disabled for Bldg: +2 Stalls / 2 Stalls
- (P) Provided Standard for Bldg: +48 Stalls / 48 Stalls
- (P) Parking Req'd for Site (Auto+Bicycle): +50 Stalls / 57
- (P) Provided Disabled for Site: +2 Stalls / 12 Stalls
- (P) Provided Standard for Site: +48 Stalls / 566 Stalls
- (P) Total Provided Parking for Site: +50 Stalls / 578 Stall
- (P) Total Provided Parking for Site: Stalls
- (P) Type V-A Construction

14. APPLICATION COMMENTS:

** Approved Seismic Gas Shut-Off Valve may be required. ** Separate elect./plumb./hvac/ signage / demo permits req'd. THE SOUTH COAST AQMD WILL BE APPROVED BEFORE C OF O ISSUED, FOR ACID AND POOL HEATERS USED IN THIS PROJECT. No export of soil at this time. (noted on plot plan)

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(A) MOELLER, KENNETH P	1831 AVENIDA JOSEFA,	ENCINITAS, CA 92024		C15022	
(C) D W R CONSTRUCTION INC	3051 BOSTONIAN DRIVE,	LOS ALAMITOS, CA 9072	B	704916	(714) 404-1734
(E) HESS, RICHARD LEE	26529 MAZUR DRIVE,	RANCHO PALOS VERDE,		S1562	
(E) ZWEIGLER, ROBERT INGRAHAM	1461 E. CHEVY CHASE DR. #200,	GLENDALE, CA 91206		GE2120	

3700 N Coldwater Canyon Ave

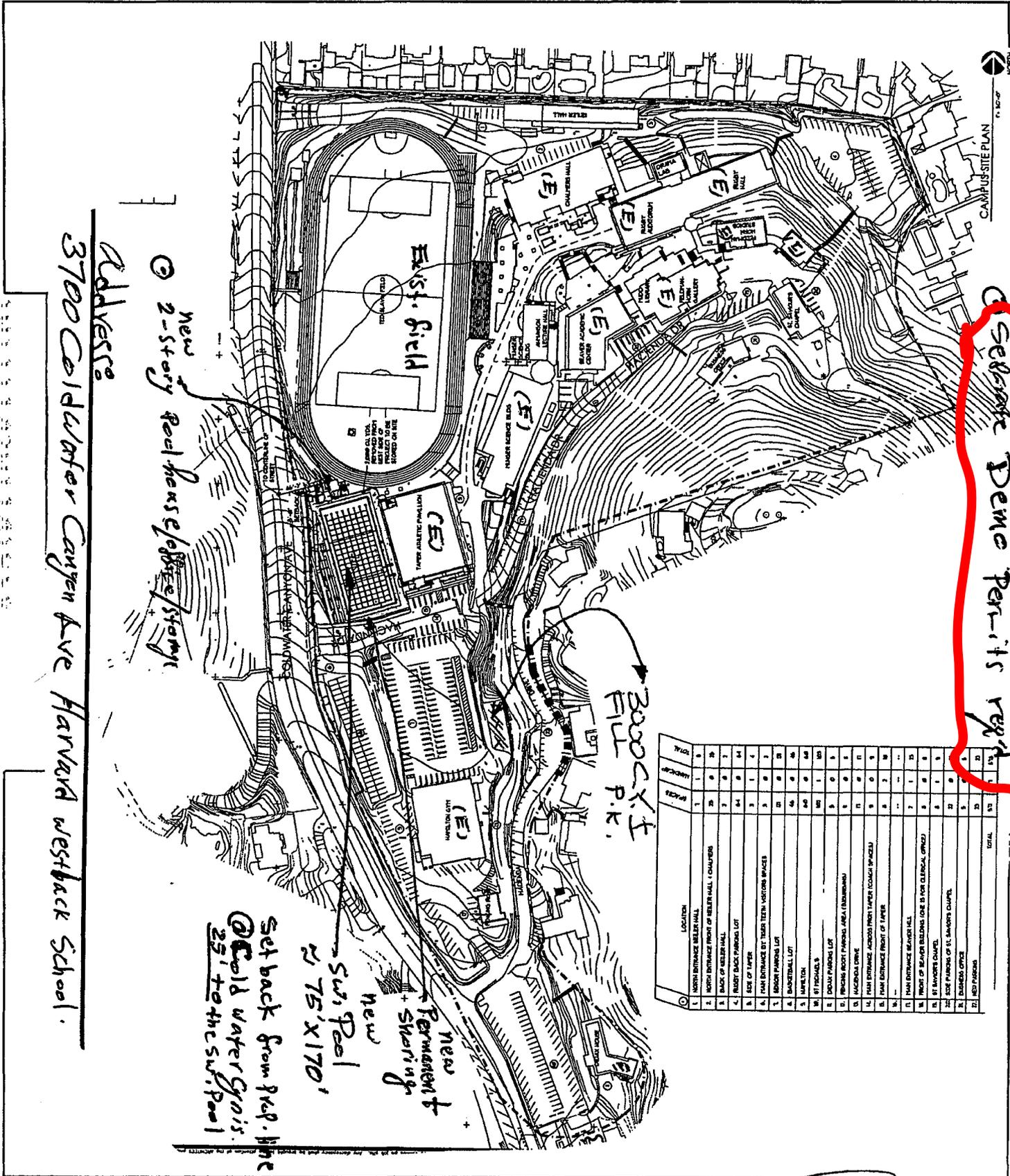
Permit Application #: 11010 - 20000 - 01949

Bldg-New
Commercial
Plan Check

City of Los Angeles - Department of Building and Safety

Plan Check #: B11VN0919IFO
Initiating Office: VAN NUYS
Printed on: 11/03/11 11:47:56

PLOT PLAN ATTACHMENT



NO.	TYPE	LOCATION	AREA	PERCENTAGE	REMARKS
1	1	NORTH ENTRANCE WALKER HALL	100	100	
2	2	NORTH ENTRANCE FRONT OF WALKER HALL - CHAMBERS	20	20	
3	3	BACK OF WALKER HALL	10	10	
4	4	FRONT BACK PARKING LOT	10	10	
5	5	BACK OF LAZER	10	10	
6	6	FRONT ENTRANCE BY TOWER TERRACE VISITORS SPACES	10	10	
7	7	SHORT PARKING LOT	10	10	
8	8	BASKETBALL LOT	10	10	
9	9	MARKET	10	10	
10	10	ST. MICHAEL'S	10	10	
11	11	DRIVEWAY PARKING LOT	10	10	
12	12	PARKING FRONT PARKING AREA (BARRACKS)	10	10	
13	13	LAURENCE DRIVE	10	10	
14	14	FRONT ENTRANCE ACROSS FROM TOWER TERRACE VISITORS SPACES	10	10	
15	15	FRONT ENTRANCE FRONT OF WALKER HALL	10	10	
16	16	FRONT ENTRANCE FRONT OF WALKER HALL	10	10	
17	17	FRONT OF WALKER BUILDING (ONE IS FOR CLERICAL OFFICE)	10	10	
18	18	FRONT OF WALKER CHAPEL	10	10	
19	19	FRONT PARKING OF ST. MICHAEL'S CHAPEL	10	10	
20	20	DRIVEWAY OFFICE	10	10	
21	21	WEST PARKING	10	10	
22	22	TOTAL	1000	100	

11/3/11



Swimming-Pool/Spa **GREEN - MANDATORY** City of Los Angeles - Department of Building and Safety **Issued on: 11/07/2011**
 Commercial **APPLICATION FOR POOL, SPA, & SOLAR HEATER** Last Status: CofO Issued
 Regular Plan Check **AND CERTIFICATE OF OCCUPANCY** Status Date: 03/11/2013
 Plan Check

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 1000		1111	1	M B 19-34 (SHT 34)	162B161 397	2384 - 007 - 005
TR 6293				M B 72-77/84	162B161 1020	2384 - 007 - 005

3. PARCEL INFORMATION
 Area Planning Commission - South Valley
 LADBS Branch Office - VN
 Council District - 2
 Cmpt. Fill Grd. - CFG-1500
 Cmpt. Fill Grd. - CFG-3000
 Cmpt. Fill Grd. - FG
 Certified Neighborhood Council - Studio City
 Community Plan Area - Sherman Oaks-Studio City-Tolu
 Census Tract - 1439.01
 District Map - 162B161
 Energy Zone - 9
 Fire District - VHFHSZ
 Hillside Grading Area - YES
 Hillside Ordinance - YES
 Hillside Street - YES

ZONES(S): RE15-1-H

4. DOCUMENTS

ZA - ZA-16047	ZA - ZA-1999-93-PAD	HCM - LA-32	CPC - CPC-8123
ZA - ZA-1992-579-PAD	ZA - ZA-5448	CPC - CPC-18760	AFF - AFF-60586
ZA - ZA-1996-882-PAD	ORD - ORD-132416	CPC - CPC-2006-2375-PAD	AFF - OB-10459-A
ZA - ZA-1997-377-PAD	HLSAREA - Yes	CPC - CPC-24600	

5. CHECKLIST ITEMS
 Special Inspect - Concrete>2.5ksi
 Special Inspect - Structural Observation
 Installation - New Pool/Spa
 Pool Type - Public Pool
 Std. Work Descr - Seismic Gas Shut Off Valve

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
 Owner(s):
 HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604
 HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604
 Tenant:
 Applicant: (Relationship: Owner)
 JIM DE MATTE - SAME AS JOB STUDIO CITY 91604 (310) 288-3259

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
	(04) Pool/Spa - Public	Public (75'X170') Swimming pool, for private school.

9. # Bldgs on Site & Use: PRIVATE SCHOOL 2 OF 2 = \$1489000
10. APPLICATION PROCESSING INFORMATION
 BLDG. PC By: Abdul Chegeni DAS PC By: Norlito Medrano
 OK for Cashier: Barry Peshek Coord. OK:
 Signature: Date:

For inspection requests, call toll-free (888) LA4BUILD (524-2845).
 Outside LA County, call (213) 482-0000 or request inspections via
www.ladbs.org. To speak to a Call Center agent, call 311 or
 (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

For Cashier's Use Only W/O #: 14700969

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation:	PC Valuation:	Actual cost of the pool and poolhouse was \$6,500,000.
\$1,000,000		
FINAL TOTAL Swimming-Pool/S	10,727.29	Green Building
Permit Fee Subtotal Swimming-Po	4,618.25	Permit Issuing Fee 0.00
Handicapped Access		Noise Inspection 65.00
Plan Check Subtotal Swimming-Po	4,156.43	
Plan Maintenance	92.37	
Fire Hydrant Refuse-To-Pay		
E.Q. Instrumentation	210.00	
O.S. Surcharge	182.84	
Sys. Surcharge	548.52	
Planning Surcharge	535.92	
Planning Surcharge Misc Fee	10.00	
Planning Gen Plan Maint Surcharge	267.96	
State Green Building Surcharge	40.00	
Sewer Cap ID:	Total Bond(s) Due:	

12. ATTACHMENTS
 Plot Plan



* P I 1 0 4 7 2 0 0 0 0 0 9 6 9 F N *

- (P) A5 Occ. Group: +1500 Sqft / 1500 Sqft
- (P) A5 Occ. Load: +219 Max Occ. / 219 Max Occ.
- (P) Concrete Construction
- (P) Pool Depth - Maximum: +12.5 Feet / 12.5 Feet
- (P) Pool Length: +170.6 Feet / 170.6 Feet
- (P) Pool Surface Area: +12690 Sqft / 12690 Sqft
- (P) Pool Width: +75 Feet / 75 Feet
- (P) Parking Req'd for Site (Auto+Bicycle): 0 Stalls / Stal

Previous pool had already been demolished without a permit.

14. APPLICATION COMMENTS:

** Approved Seismic Gas Shut-Off Valve may be required. ** Separate elect./ plumb. mechanical / demo permits req'd. Approval req'd before "c" of "o" issued from South AQMD, for acid storage and pool heaters. No export of soil to outside of the lot at this time. (noted on plot plan).

In fact, a large quantity of soil was exported from the site.

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS	CLASS	LICENSE #	PHONE #
(A) MOELLER, KENNETH P	1831 AVENIDA JOSEFA,	ENCINITAS, CA 92024	C15022	
(C) D W R CONSTRUCTION INC	3051 BOSTONIAN DRIVE,	LOS ALAMITOS, CA 9072	704916	(714) 404-1734
(E) HESS, RICHARD LEE	26529 MAZUR DRIVE,	RANCHO PALOS VERDE:	S1562	



Bldg-Addition **GREEN - MANDATORY** City of Los Angeles - Department of Building and Safety Issued on: **11/16/2011**
 Commercial **APPLICATION FOR BUILDING PERMIT** Last Status: CofO Issued
 Regular Plan Check **AND CERTIFICATE OF OCCUPANCY** Status Date: 12/31/2012
 Plan Check

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 1000		1111	1	M B 19-34 (SHT 34)	162B161 397	2384 - 007 - 005

3. PARCEL INFORMATION

Area Planning Commission - South Valley	Cmpt. Fill Grd. - FG	Energy Zone - 9
LADBS Branch Office - VN	Certified Neighborhood Council - Studio City	Fire District - VHFHSZ
Council District - 2	Community Plan Area - Sherman Oaks-Studio City-Tolu	Hillside Grading Area - YES
Cmpt. Fill Grd. - CFG-1500	Census Tract - 1439.01	Hillside Ordinance - YES
Cmpt. Fill Grd. - CFG-3000	District Map - 162B161	Earthquake-Induced Landslide Area - Yes

ZONES(S): RE15-1-H

4. DOCUMENTS

ZA - ZA-16047	ZA - ZA-1999-93-PAD	HCM - LA-32	CPC - CPC-8123
ZA - ZA-1992-579-PAD	ZA - ZA-5448	CPC - CPC-18760	AFF - AFF-60586
ZA - ZA-1996-882-PAD	ORD - ORD-132416	CPC - CPC-2006-2375-PAD	AFF - OB-10459-A
ZA - ZA-1997-377-PAD	HLSAREA - Yes	CPC - CPC-24600	

5. CHECKLIST ITEMS

Special Inspect - Anchor Bolts	Special Inspect - Field Welding	Fabricator Reqd - Shop Welds
Special Inspect - Concrete>2.5ksi	Special Inspect - Grade Beam/Caisson	Fabricator Reqd - Structural Steel
Special Inspect - Epoxy Bolts	Special Inspect - Structural Observation	Std. Work Descr - Seismic Gas Shut Off Valve

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s): HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604

Tenant:

Applicant: (Relationship: Architect)
 LESTER TOBIAS - 22223 PCH MALIBU, CA 90265 (310) 317-0507

7. EXISTING USE (18) School - private

PROPOSED USE

8. DESCRIPTION OF WORK

1282 s.f. library extension at upper level within (E)bldg. & 1314 s.f. reading room addition at upper level to connect two bldgs with passageway at lower level.

2. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Steven Kim DAS PC By: Ronald Allen
 OK for Cashier: Steven Kim Coord. OK:
 Signature: Date:

For inspection requests, call toll-free (888) LA4BUILD (524-2845).
 Outside LA County, call (213) 482-0000 or request inspections via www.ladbs.org. To speak to a Call Center agent, call 311 or (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

For Cashier's Use Only W/O #: 11402985

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation:	PC Valuation:		
\$250,000		FINAL TOTAL Bldg-Addition	3,305.01
		Permit Fee Subtotal Bldg-Addition	1,682.75
		Energy Surcharge	
		Handicapped Access	
		Plan Check Subtotal Bldg-Addition	0.00
		Off-hour Plan Check	0.00
		Plan Maintenance	33.66
		Fire Hydrant Refuse-To-Pay	
		E.Q. Instrumentation	52.50
		O.S. Surcharge	35.38
		Sys. Surcharge	106.13
		Planning Surcharge	102.98
		Planning Surcharge Misc Fee	10.00
		Sewer Cap ID:	
		Total Bond(s) Due:	

12. ATTACHMENTS

Owner-Builder Declaration
 Plot Plan



* P 1 1 0 1 4 1 0 0 0 0 2 9 8 5 F N *

- (P) Floor Area (ZC): +4353 Sqft / Sqft
- (P) Height (ZC): 0 Feet / Feet
- (P) Length: 0 Feet / Feet
- (P) Stories: 0 Stories / Stories
- (P) Width: 0 Feet / Feet
- (P) NFPA-13 Fire Sprinklers Thru-out
- (P) A3 Occ. Group: +3039 Sqft / Sqft
- (P) B Occ. Group: +1314 Sqft / Sqft
- (P) A3 Occ. Load: +100 Max Occ. / Max Occ.
- (P) Parking Req'd for Bldg (Auto+Bicycle): 0 Stalls / Sta
- (P) Total Provided Parking for Site: 0 Stalls / Stalls
- (P) Type V-A Construction
- (P) Floor Construction - Concrete Slab on Grade
- (P) Foundation - Concrete Grade Beam
- (P) Foundation - Concrete Pile
- (P) Roof Construction - Steel Deck

14. APPLICATION COMMENTS:

** Approved Seismic Gas Shut-Off Valve may be required. ** Type V-A construction verified with (E)plan. (E)library/lecture room use permitted under 73LA75227. (E)school office/classroom use permitted under 68LA72428.

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS	CLASS	LICENSE #	PHONE #
(A) TOBIAS, LESTER RICHARD	22223 PACIFIC COAST HWY,	MALIBU, CA 90265	C22552	(310) 317-0507
(E) CLANDENING, KURTIS JAMES	1518 18TH STREET #1,	SANTA MONICA, CA 9041	S3926	
(E) ZWEIGLER, ROBERT INGRAHAM	1461 E. CHEVY CHASE DR. #200,	GLENDALE, CA 91206	GE2120	
(O) OWNER-BUILDER			0	

3700 N Coldwater Canyon Ave

Permit Application #: 11014 - 10000 - 02985

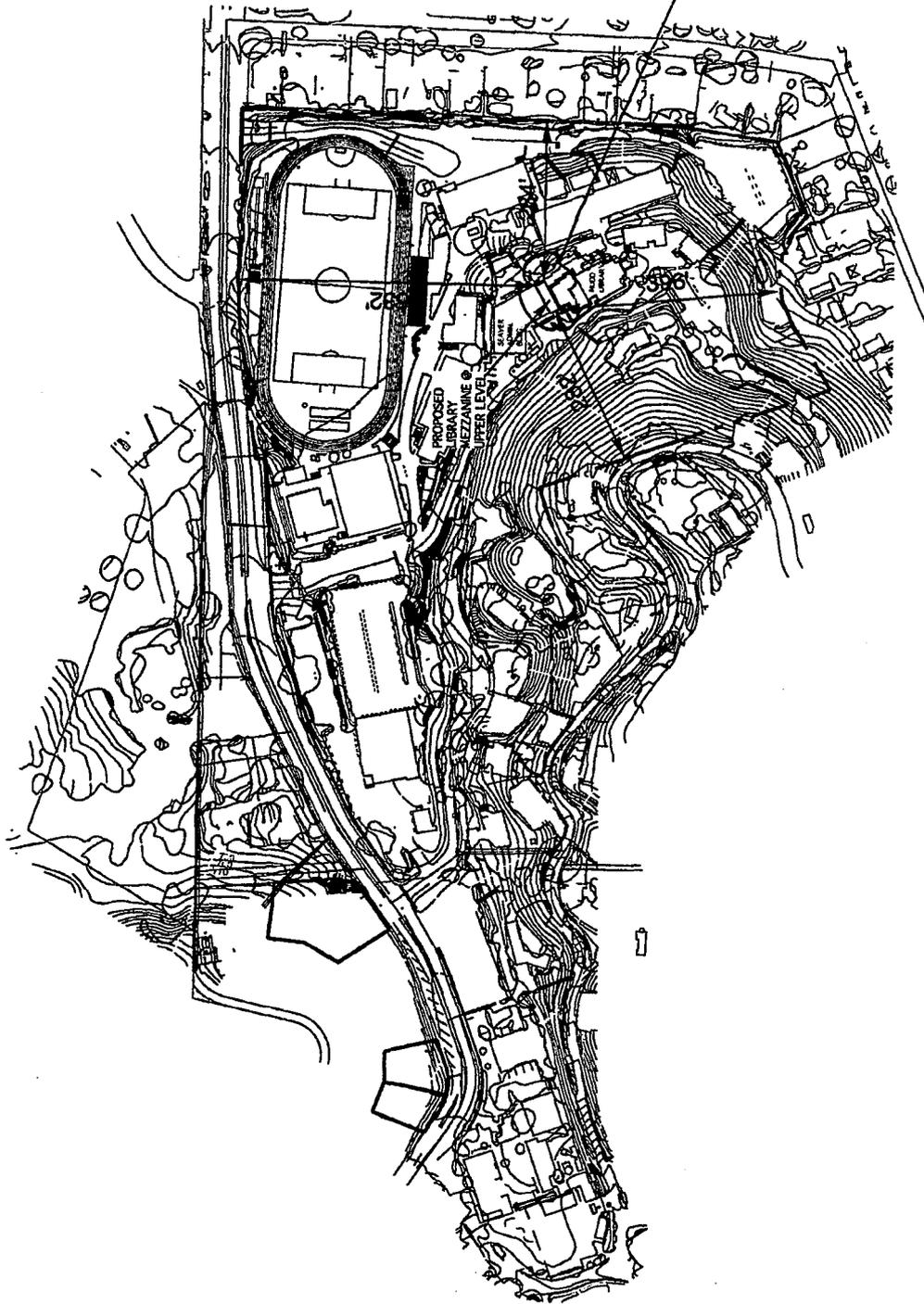
Bldg-Addition
Commercial
Plan Check

City of Los Angeles - Department of Building and Safety

Plan Check #: B11LA09020FO
Initiating Office: METRO
Printed on: 08/29/11 12:57:14

PLOT PLAN ATTACHMENT

SCOPE OF
WORK AREA



3700 N COLDWATER CANYON

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)

CITY OF LOS ANGELES CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

CERTIFICATE OF OCCUPANCY

OWNER HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604	No building or structure or portion thereof and no trailer park or portion thereof shall be used or occupied until a Certificate of Occupancy has been issued thereof.	
	CERTIFICATE: Issued-Valid BY: ANDREW K CROMER	DATE: 03/11/2013
GREEN - MANDATORY		

SITE IDENTIFICATION
ADDRESS: 3700 N COLDWATER CANYON AVE 91604

LEGAL DESCRIPTION

TRACT	BLOCK	LOT(s)	ARB	CO. MAP REF #	PARCEL PIN	APN
TR 1000		1111	1	M B 19-34 (SHT)	162B161 397	2384-007-005

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the above address(es) complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use and occupancy group in which it is classified and is subject to any affidavits or building and zoning code modifications whether listed or

COMMENT **NEW SWIMMING POOL FOR A PRIVATE SCHOOL**

USE	PRIMARY	OTHER
	Pool/Spa - Public	(-) None

PERMITS
 11047-20000-00969 |

STRUCTURAL INVENTORY

ITEM DESCRIPTION	CHANGED	TOTAL
Concrete Construction		
Pool Depth - Maximum	12.5 Feet	12.5 Feet
Pool Length	170.6 Feet	170.6 Feet
Pool Surface Area	12690 Sqft	12690 Sqft
Pool Width	75 Feet	75 Feet
A5 Occ. Group	1500 Sqft	1500 Sqft
A5 Occ. Load	219 Max Occ.	219 Max Occ.
Parking Req'd for Site (Auto+Bicycle)	0 Stalls	



APPROVAL

CERTIFICATE NUMBER 98494
 BRANCH OFFICE: VN
 COUNCIL DISTRICT: 2
 BUREAU: INSPECTN
 DIVISION: BLDGINSP
 STATUS: Cofo Issued
 STATUS BY: ANDREW K CROMER
 STATUS DATE: 03/11/2013

Andrew K Cromer
 APPROVED BY: ANDREW K CROMER
 EXPIRATION DATE:

PERMIT DETAIL			
PERMIT NUMBER 11047-20000-00969	PERMIT ADDRESS 3700 N Coldwater Canyon Ave	PERMIT DESCRIPTION Public (75'X170') Swimming pool, for private school.	STATUS - DATE - BY CoFo Issued - 03/11/2013 ANDREW K CROMER

PARCEL INFORMATION			
Area Planning Commission: South Valley	Census Tract: 1439.01	Certified Neighborhood Council: Studio City	
Cmpt. Fill Grd.: CFG-1500	Cmpt. Fill Grd.: CFG-3000	Cmpt. Fill Grd.: FG	
Community Plan Area: Sherman Oaks-Studio City-Toluca Lake-Cahu	Council District: 2	District Map: 162B161	
Earthquake-Induced Landslide Area: Yes	Earthquake-Induced Liquefaction Area: Yes	Energy Zone: 9	
Fire District: VHFHSZ	Hillside Grading Area: YES	Hillside Ordinance: YES	
Hillside Street: YES	LADBS Branch Office: VN	Lot Cut Date: PRIOR-06/01/1946	
Lot Size: IRR	Lot Type: Corner	Near Source Zone Distance: 1.9	
Thomas Brothers Map Grid: 562-E6	Zone: RE1S-1-H		

PARCEL DOCUMENT			
Affidavit (AFF) AFF-60586	Affidavit (AFF) OB-10459-A	City Planning Cases (CPC) CPC-18760	
City Planning Cases (CPC) CPC-2006-2375-PAD	City Planning Cases (CPC) CPC-24600	City Planning Cases (CPC) CPC-8123	
Historical Cultural Monument (HCM) LA-32	Ordinance (ORD) ORD-132416	Special Grading Area(BOE Basic Grid Map A-13372) (HLSAREA) Yes	
Zoning Administrator's Case (ZA) ZA-16047	Zoning Administrator's Case (ZA) ZA-1992-579-PAD	Zoning Administrator's Case (ZA) ZA-1996-882-PAD	
Zoning Administrator's Case (ZA) ZA-1997-377-PAD	Zoning Administrator's Case (ZA) ZA-1999-93-PAD	Zoning Administrator's Case (ZA) ZA-5448	

CHECKLIST ITEMS		
Attachment - Plot Plan	Installation - New Pool/Spa	Pool Type - Public Pool
Special Inspect - Concrete>2.5ksi	Special Inspect - Structural Observation	Std. Work Descr - Seismic Gas Shut Off Valve

PROPERTY OWNER, TENANT, APPLICANT INFORMATION			
OWNER(S)			
Harvard Westlake School	3700 Coldwater Canyon Ave	N HOLLYWOOD CA 91604	
TENANT			
APPLICANT			
Relationship: Owner			
Jim De Matte -	Same As Job	STUDIO CITY 91604	(310) 288-3259

BUILDING RELOCATED FROM:

(C)ONTRACTOR, (A)RCHITECT & (E)NGINEER INFORMATION					
NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(A) Moeller, Kenneth P	1831 Avenida Josefa,	Encinitas, CA 92024	NA	C15022	
(C) D W R Construction Inc	3051 Bostonian Drive,	Los Alamitos, CA 90720	B	704916	(714) 404-1734
(E) Hess, Richard Lee	26529 Mazur Drive,	Rancho Palos Verdes, CA 90274	NA	S1562	

SITE IDENTIFICATION-ALL	
ADDRESS:	3700 N COLDWATER CANYON AVE 91604

LEGAL DESCRIPTION-ALL						
TRACT	BLOCK	LOT(s)	ARB	CO.MAP REF #	PARCEL PIN	APN
TR 1000		1111	1	M B 19-34 (SHT 34)	162B161 397	2384-007-005
TR 6293				M B 72-77/84	162B161 1020	2384-007-005

CITY OF LOS ANGELES CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

CERTIFICATE OF OCCUPANCY

OWNER HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604	No building or structure or portion thereof and no trailer park or portion thereof shall be used or occupied until a Certificate of Occupancy has been issued thereof.	
	CERTIFICATE BY: ANDREW K CROMER	Issued-Valid DATE: 03/06/2013
GREEN - MANDATORY		

SITE IDENTIFICATION
ADDRESS: 3700 N COLDWATER CANYON AVE 91604

LEGAL DESCRIPTION						
TRACT	BLOCK	LOT(s)	ARB	CO. MAP REF #	PARCEL PIN	APN
TR 1000		1111	1	M B 19-34 (SHT	162B161 397	2384-007-005

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the above address(es) complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use and occupancy group in which it is classified and is subject to any affidavits or building and zoning code modifications whether listed or

COMMENT **NEW POOLHOUSE / OFFICE / STORAGE / MECHANICAL EQUIPMENT BUILDING**

USE	PRIMARY	OTHER
Office		School Building
		Storage Building

PERMITS
 11010-20000-01949 | 11010-20001-01949 |

STRUCTURAL INVENTORY		
ITEM DESCRIPTION	CHANGED	TOTAL
Stories	2 Stories	2 Stories
Length	45.2 Feet	45.2 Feet
Width	28 Feet	28 Feet
Height (ZC)	27.25 Feet	27.25 Feet
Floor Area (ZC)	4293 Sqft	4293 Sqft
Type V-A Construction		
B Occ. Group	1157 Sqft	1157 Sqft
S2 Occ. Group	3136 Sqft	3136 Sqft
Parking Req'd for Site (Auto+Bicycle)	50 Stalls	578 Stalls
Provided Disabled for Site	2 Stalls	12 Stalls
Provided Standard for Site	48 Stalls	566 Stalls
Total Provided Parking for Site	50 Stalls	578 Stalls



CITY LA DBS

DEPARTMENT OF BUILDING AND SAFETY

APPROVAL

CERTIFICATE NUMBER: 98495
 BRANCH OFFICE: VN
 COUNCIL DISTRICT: 2
 BUREAU: INSPECTN
 DIVISION: BLDGINSP
 STATUS: Cofo Issued
 STATUS BY: ANDREW K CROMER
 STATUS DATE: 03/06/2013


 APPROVED BY: ANDREW K CROMER
 EXPIRATION DATE:

<u>PERMIT DETAIL</u>			
PERMIT NUMBER 11010-20000-01949	PERMIT ADDRESS 3700 N Coldwater Canyon Ave	PERMIT DESCRIPTION NEW 2-STORY POOLHOUSE / OFFICE / STORAGE / & MECHANICAL EQUIPMENT ROOM.	STATUS - DATE - BY CoFo Issued - 03/06/2013 ANDREW K CROMER
11010-20001-01949	3700 N Coldwater Canyon Ave	Supplemental permit to revise the Structural Inventory by deleting Sprinkler Throughout per the City Planning approval. No Fee (Dept's error).	Permit Finaled - 02/28/2013 PATRICK T DAY

<u>PARCEL INFORMATION</u>			
Area Planning Commission: South Valley	Census Tract: 1439.01	Certified Neighborhood Council: Studio City	
Cmpt. Fill Grd.: CFG-1500	Cmpt. Fill Grd.: CFG-3000	Cmpt. Fill Grd.: FG	
Community Plan Area: Sherman Oaks-Studio City-Toluca Lake-Cahu	Community Plan Area: Sherman Oaks-Studio City-Toluca Lake-Cahu	Council District: 2	
District Map: 162B161	Earthquake-Induced Landslide Area: Yes	Earthquake-Induced Liquefaction Area: Yes	
Energy Zone: 9	Fire District: VHFHSZ	Hillside Grading Area: YES	
Hillside Ordinance: YES	Hillside Street: YES	LADBS Branch Office: VN	
Lot Cut Date: PRIOR-06/01/1946	Lot Size: IRR	Lat Type: Corner	
Near Source Zone Distance: 1.9	Thomas Brothers Map Grid: 562-E6	Zone: RE15-1-H	

<u>PARCEL DOCUMENT</u>			
Affidavit (AFF) AFF-60586	Affidavit (AFF) OB-10459-A	City Planning Cases (CPC) CPC-18760	
City Planning Cases (CPC) CPC-2006-2375-PAD	City Planning Cases (CPC) CPC-24600	City Planning Cases (CPC) CPC-8123	
Historical Cultural Monument (HCM) LA-32	Ordinance (ORD) ORD-132416	Special Grading Area(BOE Basic Grid Map A-13372) (HLSAREA) Yes	
Zoning Administrator's Case (ZA) ZA-16047	Zoning Administrator's Case (ZA) ZA-1992-579-PAD	Zoning Administrator's Case (ZA) ZA-1996-882-PAD	
Zoning Administrator's Case (ZA) ZA-1997-377-PAD	Zoning Administrator's Case (ZA) ZA-1999-93-PAD	Zoning Administrator's Case (ZA) ZA-5448	

<u>CHECKLIST ITEMS</u>			
Attachment - Owner-Builder Declaration	Attachment - Plot Plan	Fabricator Reqd - Glued-Laminated Timber	
Fabricator Reqd - Shop Welds	Fabricator Reqd - Structural Steel	Special Inspect - Anchor Bolts	
Special Inspect - Concrete>2.5ksi	Special Inspect - Epoxy Bolts	Special Inspect - Field Welding	
Special Inspect - H/S Bolt	Special Inspect - Masonry	Special Inspect - S.M.R. Frame-Steel	
Special Inspect - Structural Observation	Std. Work Descr - Seismic Gas Shut Off Valve		

<u>PROPERTY OWNER, TENANT, APPLICANT INFORMATION</u>			
<u>OWNER(S)</u>			
Harvard Westlake School	3700 Coldwater Canyon Ave	N HOLLYWOOD CA 91604	
<u>TENANT</u>			
<u>APPLICANT</u>			
Relationship: Owner			
Jim De Matte -	Same As Job	STUDIO CITY 91604	(310) 288-3259

BUILDING RELOCATED FROM:

<u>(C)ONTRACTOR, (A)RCHITECT & (E)NGINEER INFORMATION</u>					
NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(A) Moeller, Kenneth P	1831 Avenida Josefa,	Encinitas, CA 92024	NA	C15022	
(C) D W R Construction Inc	3051 Bostonian Drive,	Los Alamitos, CA 90720	B	704916	(714) 404-1734
(E) Hess, Richard Lee	26529 Mazur Drive,	Rancho Palos Verdes, CA 90274	NA	S1562	
(E) Zweigler, Robert Ingraham	1461 E. Chevy Chase Dr. #200,	Glendale, CA 91206	NA	GE2120	
(O) , Owner-Builder	,	,	NA	0	

<u>SITE IDENTIFICATION-ALL</u>	
ADDRESS:	3700 N COLDWATER CANYON AVE 91604

<u>LEGAL DESCRIPTION-ALL</u>						
TRACT	BLOCK	LOT(s)	ARB	CO.MAP REF #	PARCEL PIN	APN
TR 1000		1111	1	M B 19-34 (SHT 34)	162B161 397	2384-007-005
TR 6293				M B 72-77/84	162B161 1020	2384-007-005

CITY OF LOS ANGELES CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

CERTIFICATE OF OCCUPANCY

OWNER HARVARD WESTLAKE SCHOOL 3700 COLDWATER CANYON AVE N HOLLYWOOD CA 91604	No building or structure or portion thereof and no trailer park or portion thereof shall be used or occupied until a Certificate of Occupancy has been issued thereof Section	
	CERTIFICATE: Issued-Valid BY: ANDREW K CROMER	DATE: 12/31/2012
GREEN - MANDATORY		

SITE IDENTIFICATION
ADDRESS: 3700 N COLDWATER CANYON AVE 91604

LEGAL DESCRIPTION

TRACT	BLOCK	LOT(s)	ARB	CO. MAP REF #	PARCEL PIN	APN
TR 1000		1111	1	M B 19-34 (SHT)	162B161 397	2384-007-005

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the above address(es) complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use and occupancy group in which it is classified and is subject to any affidavits or building and zoning code modifications whether listed or

COMMENT NEW ADDITION TO AN EXISTING SCHOOL BUILDING

USE PRIMARY	OTHER
School - private	(-) None

PERMITS
 11014-10000-02985 | 11014-10001-02985 |

STRUCTURAL INVENTORY

ITEM DESCRIPTION	CHANGED	TOTAL
Stories	0 Stories	
Length	0 Feet	
Width	0 Feet	
Height (ZC)	0 Feet	
Floor Area (ZC)	4353 Sqft	
Type V-A Construction		
NFPA-13 Fire Sprinklers Thru-out		
A3 Occ. Group	3039 Sqft	
B Occ. Group	1314 Sqft	
A3 Occ. Load	100 Max Occ.	
Parking Req'd for Bldg (Auto+Bicycle)	0 Stalls	



APPROVAL

CERTIFICATE NUMBER: 98702
 BRANCH OFFICE: VN
 COUNCIL DISTRICT: 2
 BUREAU: INSPECTN
 DIVISION: BLDGINSP
 STATUS: CoFO Issued
 STATUS BY: ANDREW K CROMER
 STATUS DATE: 12/31/2012

Andrew K Cromer
 APPROVED BY: ANDREW K CROMER
 EXPIRATION DATE:

<u>PERMIT DETAIL</u>			
PERMIT NUMBER	PERMIT ADDRESS	PERMIT DESCRIPTION	STATUS - DATE - BY
11014-10000-02985	3700 N Coldwater Canyon Ave	1282 s.f. library extension at upper level within (E)bldg. & 1314 s.f. reading room addition at upper level to connect two bldgs with passageway at lower level.	CoFo Issued - 12/31/2012 ANDREW K CROMER
11014-10001-02985	3700 N Coldwater Canyon Ave	SUPPLEMENTAL TO PERMIT #11014-10000-02985 TO PROVIDE SHORTER ACCESSIBLE ROUTE TO THE LIBRARY'S ENTRY (REMOVE RAMP UNDER NEW BRIDGE BUILDING & USE THE DOOR ON SOUTH SIDE OF BUILDING)	Permit Finaled - 12/21/2012 PATRICK T DAY

<u>PARCEL INFORMATION</u>			
Area Planning Commission: South Valley	Census Tract: 1439.01	Certified Neighborhood Council: Studio City	
Cmpt. Fill Grd.: CFG-1500	Cmpt. Fill Grd.: CFG-3000	Cmpt. Fill Grd.: FG	
Community Plan Area: Sherman Oaks-Studio City-Toluca Lake-Cahu	Council District: 2	District Map: 162B161	
Earthquake-Induced Landslide Area: Yes	Earthquake-Induced Liquefaction Area: Yes	Energy Zone: 9	
Fire District: VHFHSZ	Hillside Grading Area: YES	Hillside Ordinance: YES	
LADBS Branch Office: VN	Lot Cut Date: PRIOR-06/01/1946	Near Source Zone Distance: 1.9	
Thomas Brothers Map Grid: 562-E6	Zone: RE15-1-H		

<u>PARCEL DOCUMENT</u>			
Affidavit (AFF) AFF-60586	Affidavit (AFF) OB-10459-A	City Planning Cases (CPC) CASE-5448	
City Planning Cases (CPC) CPC-18760	City Planning Cases (CPC) CPC-2006-2375-PAD	City Planning Cases (CPC) CPC-24600	
City Planning Cases (CPC) CPC-8123	Historical Cultural Monument (HCM) LA-32	Ordinance (ORD) ORD-132416	
Special Grading Area(BOE Basic Grid Map A-13372)	Zoning Administrator's Case (ZA) ZA-16047	Zoning Administrator's Case (ZA) ZA-1992-579-PAD	
(HLSAREA) Yes	Zoning Administrator's Case (ZA) ZA-1997-377-PAD	Zoning Administrator's Case (ZA) ZA-1999-93-PAD	
Zoning Administrator's Case (ZA) ZA-1996-882-PAD			
Zoning Administrator's Case (ZA) ZA-5448			

<u>CHECKLIST ITEMS</u>			
Attachment - Owner-Builder Declaration	Attachment - Plot Plan	Fabricator Reqd - Shop Welds	
Fabricator Reqd - Structural Steel	Special Inspect - Anchor Bolts	Special Inspect - Concrete>2.5ksi	
Special Inspect - Epoxy Bolts	Special Inspect - Field Welding	Special Inspect - Grade Beam/Caisson	
Special Inspect - Structural Observation	Std. Work Descr - Seismic Gas Shut Off Valve		

<u>PROPERTY OWNER, TENANT, APPLICANT INFORMATION</u>			
<u>OWNER(S)</u>			
Harvard Westlake School	3700 Coldwater Canyon Ave	N HOLLYWOOD CA 91604	
<u>TENANT</u>			
<u>APPLICANT</u>			
Relationship: Owner			
Jim De Matte-	700 N. Faring Pl	LA, CA 90077	(818) 512-4256
Relationship: Architect			
Lester Tobias-	22223 Pch	MALIBU, CA 90265	(310) 317-0507

BUILDING RELOCATED FROM:

<u>(C)ONTRACTOR, (A)RCHITECT & (E)NGINEER INFORMATION</u>					
NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(A) Tobias, Lester Richard	22223 Pacific Coast Hwy,	Malibu, CA 90265	NA	C22552	(310) 317-0507
(A) Tobias, Lester Richard	22223 Pacific Coast Hwy,	Malibu, CA 90265	NA	C22552	
(E) Clandening, Kurtis James	1518 18th Street #1,	Santa Monica, CA 90404	NA	S3926	
(E) Zweigler, Robert Ingraham	1461 E. Chevy Chase Dr. #200,	Glendale, CA 91206	NA	GE2120	
(O) , Owner-Builder			NA	0	

<u>SITE IDENTIFICATION-ALL</u>	
ADDRESS:	3700 N COLDWATER CANYON AVE 91604

<u>LEGAL DESCRIPTION-ALL</u>						
TRACT	BLOCK	LOT(s)	ARB	CO.MAP REF #	PARCEL PIN	APN
TR 1000		1111	1	M B 19-34 (SHT 34)	162B161 397	2384-007-005



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3700 N COLDWATER CANYON AVE 91604
APPLICATION / PERMIT NUMBER: 01016-20000-05958
PLAN CHECK / JOB NUMBER: --

Permit Application or Issued Permit Information

GROUP: Building
TYPE: Bldg-Alter/Repair
SUB-TYPE: Commercial
PRIMARY USE: (18) School Building
WORK DESCRIPTION: T.I. removal of nonbearing wall, removal and replace of suspended ceiling (1,058 sq ft) in Chalmers Hall upper level southwest corner. Relocate dean's office and create new math office, fill-in opening between classroom C306 and C308.

PERMIT ISSUED: Yes **PERMIT ISSUE DATE:** 06/05/2001 **ISSUING OFFICE:** West LA
CURRENT STATUS: Permit Finaled **CURRENT STATUS DATE:** 03/04/2013

Permit Application Status History

Fees Due	04/05/2001	STEVEN KIM
Submitted	04/05/2001	LOUCIN ARTINIAN
Pre-Inspection not Required	06/05/2001	FRANCISCO ROJAS
PC Approved	06/05/2001	FRANK ROJAS
Ready to Issue	06/05/2001	FRANK ROJAS
Issued	06/05/2001	TONI ZANOTTI
Permit Finaled	03/01/2013	PATRICK DAY

Permit Application Clearance Information

Building Permit Clearance	Cleared	04/10/2001	MICHAEL THEULE
City historic monument approval	Cleared	04/10/2001	JAY OREN
Historical monument	Cleared	04/10/2001	MICHAEL MEAD
Project located in CRA area	Cleared	04/10/2001	MICHAEL MEAD
Historical monument approval	Cleared	04/17/2001	ARMANDO FLORES

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Licensed Professional/Contractor Information

Architect Information

Kalban, Jeffrey Michael; Lic. No.: C11124
 4737 BURNET AVE
 SHERMAN OAKS, CA 91403

Contractor Information

Owner-Builder

Inspection Activity Information

Inspector Information

PATRICK DAY, (818) 374-1105
 Office Hours: 7:30-8:15 AM MON-FRI

Pending Inspection Request(s)

No data available

[Inspection Request History](#)

Harvard-Westlake Pool Unpermitted Demolition, Excavation and Retaining Wall Over 12 Feet High



Harvard-Westlake School

July 21, 2011

The school is currently constructing a 50-meter pool to replace the current facility on the upper school campus.

Lara Kruska and Joe Kleinman like this.



Harvard-Westlake School

August 11, 2011





Harvard-Westlake School

April 2, 2012



Directions



times square new york city





Harvard-Westlake School

June 28, 2012

Construction on the new pool at the US is progressing!

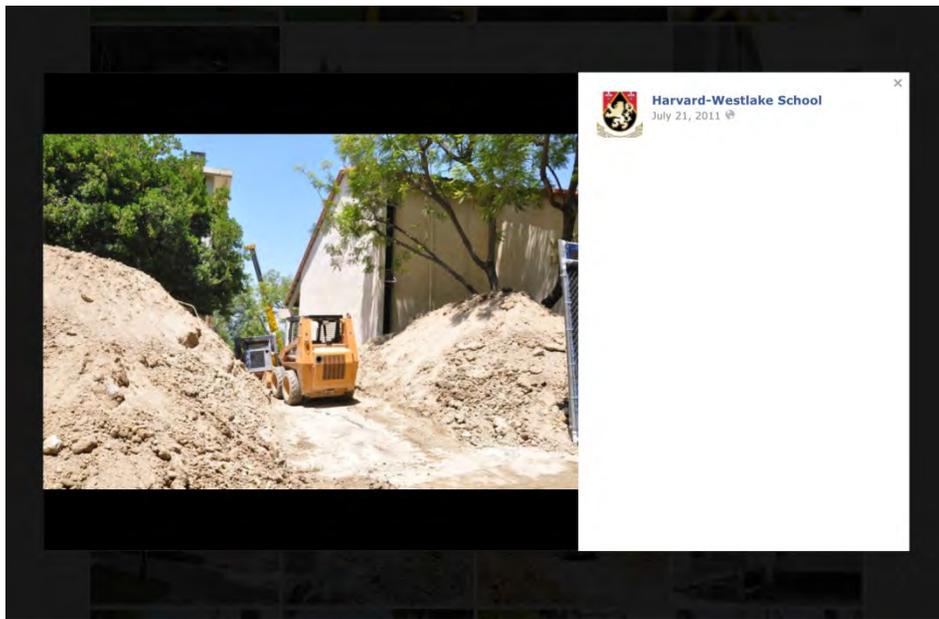


Harvard-Westlake Unapproved Kutler Center Construction and Mudd Library Renovations and Expansion 2011-2012

During 2011 and 2012, Harvard-Westlake Built the Kutler Center and Completely Renovated and Expanded the Mudd Library. There is No Record of Planning Department Review of The Kutler Center or Any CUP Modification Public Review Process or Any CEQA Review or Grading Division Review.

How did the Kutler Center and Mudd Library get built without required approvals?

Unlawful Demolition and Excavation without Permits:



Mudd Library Renovated and Expanded with new mezzanine level:



From April 2, 2012 Harvard-Westlake Facebook

Kutler Center – No Planning Department approval or public CUP review or CEQA review for work of this scope:



From August 1, 2012 Harvard-Westlake Facebook

Kutler Center Open (before Certificate of Occupancy) – No Public Review Process for this scope of work:



These photos show the inside of the Mudd Library gutted with work underway as of about August 15, 2011, before any permits or approvals:



This is a photograph of the construction of the new mezzanine level in the Mudd Library in progress as of about May 23, 2012, without Planning Commission approval:



This is the architect's renderings of the planned new mezzanine and classroom space that was added to the square footage in the Mudd Library during the construction that took place in 2012 without Planning Commission approval:



Photographs of completed and occupied Mudd Library, without required Planning Commission approval or certificate of occupancy, as of September 6, 2012:



From Harvard-Westlake Facebook page, September 6, 2012, showing Kutler Center and Mudd Library put into use and occupancy without proper approvals and permitting and without certificate of occupancy:

The Kutler Center and Mudd Library Are Open for Business!

By Harvard-Westlake School · Updated about 11 months ago · Taken at Harvard-Westlake School

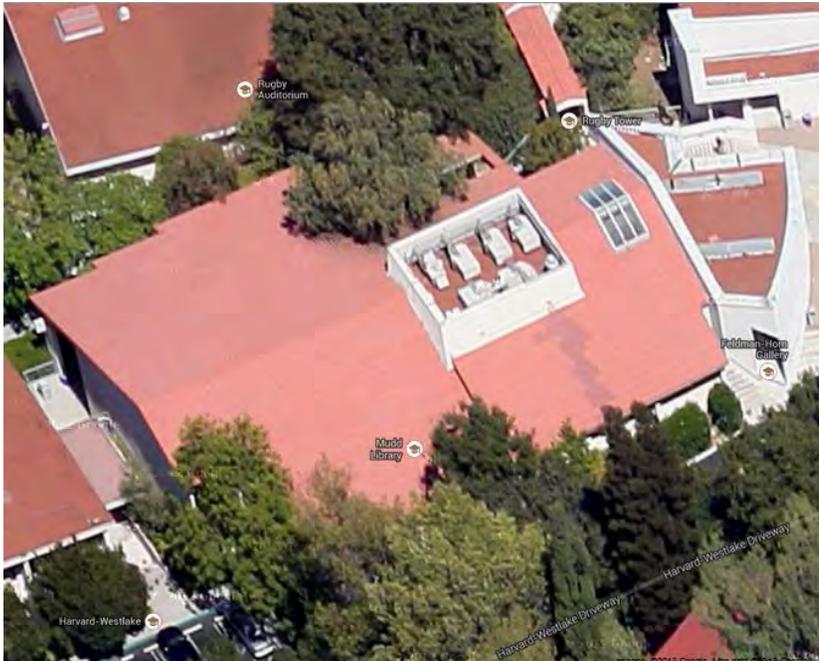
The brand-new Kutler Center connects the Mudd Library to the Seaver Building, and houses the Kutler Center for Interdisciplinary Studies and Independent Research. The project also included a complete renovation of the Mudd Library. Both facilities officially opened on the first day of school.



Aerial Photographs of Mudd Library and adjacent Kutler Center – Before and After Recent Renovation

New Roof on Mudd Library – Without Required Permitting?

Mudd Library and Kutler Center site – Before Recent Renovation



Mudd Library and Kutler Center – After Recent Renovation



Kutler Center construction begins, field replacement underway

11/9/2011

Share Tweet

By Miles Harleston and Andrew Park

The canopy linking Seever to the Seeley G. Mudd Library was demolished, a construction fence was erected in front of the administrative offices and around Zannuck Pool and the turf on Ted Slavin field was stripped off and replaced within the past two weeks in construction on the upper school campus.

"Our field had been down for eight years which is a good, long, healthy life [for a field]," said Athletic Director Terry Barnum. After eight years of use, the field needed to be replaced. The turf was thinning and shedding plastic. The project started on June 13 and is scheduled to end on Aug. 1.

Re-laying the field is a long process. Once the old field was removed, the new field had to be laid. The new field is bare carpet. The carpet had no lines or in-field, which is the rubber pellets inserted to give the turf the feel of dirt.

The workers dodged a bullet this time because the draining system was already in place from the previous field, Barnum said.

"Underneath this is a very complex and intricate draining system," Barnum explained. That is the reason that there is no water on the field and it doesn't stay on the turf.

Instead of painting in the lines and numbers, they are sewn in by hand.

"When you have them sewn in [they become] zero maintenance," Barnum said. If the lines were painted in, the colors would fade quickly and would require much repainting.

To sew in the numbers, the workers shave out the numbers and lines with a razor. Then they lay down different colored carpet for the numbers and lines. The numbers are then sewn in.

As the final process, in-field is poured onto field.

"They'll take rubber and they'll lay it in here and kinda smooth it out," Barnum said.

Construction on the Kutler Center is in the beginning stages.

A construction fence was erected, eliminating the parking in front of the administrative offices, and the roof that linked Seever to the library was torn down.

The new center will connect third floor Seever and the mezzanine level of library.

The library is also being remodeled as part of the construction of the Kutler Center.

"If you went to the library now it's fully gutted," DeMatte said. The school is planning to add 2,500 square feet to the library.

"It's a whole ton of work," DeMatte said.

This story was written by students in the Print Journalism and New Media summer school class.



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A work in progress

SEPTEMBER 8, 2011

Share Tweet

By **Eli Hains**

The demolition phases for a new \$6 million pool and the Kutler Center, both of which are scheduled to open next September, have been completed, according to Director of Campus Operations and Construction J.D. De Matte.

The plans for the Kutler Center have been submitted to the City of Los Angeles for approval and the final drawings are being completed for the pool. De Matte said that he hopes to get approval from the city for the Kutler Center in two to three weeks and hopes to send the final planning package for the pool to the city in a couple of weeks.

The Los Angeles Department of Water and Power is currently repairing water pipes under Coldwater Canyon Avenue. In order to access the pipes, traffic has been reduced to two lanes. The first phase of the project, which is scheduled to end in December, stretches from Dickens Street to Van Noord Avenue.

At the end of last year, the field was torn up in preparation for new turf. Associate Head of School and Head of Athletics Audrius Barzdukas said that the old turf had become worn out after eight years of use and was due to be replaced.

The coat of arms of Harvard-Westlake was hand-sewn into the center of the new field.

The Kutler Center is currently budgeted at \$4 million and the pool at \$6 million. Chief Financial Officer Rob Levin said that not all of this money will be used solely for construction.

"As you get further into it, you realize there are going to be some interim costs," he said. "We can't do this over a summer, so we have to disturb the library so the library has to go somewhere. Gosh we could put it in Chalmers East, but that's going to be sort of a half-baked solution. We really also need to get this portable classroom [for Silent Study]. There are going to be other costs."

Head of School Jeanne Huybrechts said that the funding for the Kutler Center is on track. A lead donation of \$2.5 million was secured for the pool and an additional \$1 million has been raised, but fundraising is ongoing.

Pool

Barzdukas said the new pool was influenced by discussions in the Sports Council, and particular attention was paid to making the time that students had access to the pool more efficient.

"A bigger pool allows more kids to train immediately after school so that the stacking effect goes away," Barzdukas said. "That's really the chief thing. The pool was built to help us get more aquatic student-athletes home sooner."

The new pool will be 51.9 meters long by 25 meters wide with a moveable partition allowing it to either be used as a single 50-meter pool or two 25-meter pools, compared to the old one which was 25 meters long. It will be built at the site of the Zanuck Swim Stadium, which was demolished during the summer. The pool will extend farther over the track than the old pool did and will also stretch into the parking lot, requiring the demolition of about 15 parking spaces.

De Matte, who is overseeing both the construction of the pool and the Kutler Center, said that the DWP construction on Coldwater Canyon Avenue will not impact the building process of either project. He said that since he has access to the work site from both the parking lot and the track, if one of the entrances to the school was blocked by construction, he could use the other.

"Getting all the demo work done and hauling all the trucks, that's what would have been very tough next year," De Matte said. "But it all got done during the summer by design."

Both the swimming and water polo teams will have to practice and compete off campus until the pool is complete. Barzdukas said that it would be "nonsensical to say [the lack of a pool] wouldn't have an effect" on the swimming and water polo programs. He said that he thinks that the athletes, coaches and parents are making the best of the situation.

"Given some lemons, we are making lemonade," he said. "I think we are learning a valuable lesson that we make our destiny and we control how we feel about things."

Kutler Center

The Kutler Center, named after Brendan Kutler '10 who died in his sleep in December 2009, will serve as the hub for interdisciplinary studies on campus. The project is funded by Jon and Sarah Kutler, Brendan Kutler's parents. It will oversee all humanities classes this year. The Faculty Academic Committee will design new classes specifically for the Kutler Center, which will house three new classrooms and an office.

Huybrechts said the location of the building, bridging the third floor of Seaver, which is the home of the history department, and the library was intentional.

"It is a physical bridge, it is a curricular bridge, and that those two elements come together was very intentional," she said.

Levin added that the building was meant to be "a spotlight building for a spotlight department."

Related Articles

- Alumni office unveils internship program
- August construction update: projects nearing completion
- Pool arrives from Italy, campus construction projects on schedule
- Approximately 40 fail to meet extended community service deadline
- Huybrechts to visit Obama's alma mater

Head Upper School Librarian Shannon Acedo said that logistically, it made a lot of sense to have a corridor from the history department to the library.

"It makes all the sense in the world to have people who do the most research in the library able to come immediately over from class," she said.

The construction has required the higher of the two staircases leading from the flag court outside of the first floor of Seaver to the doors on the northeast side of Seaver to be demolished.

In order to access the second and third floors of Seaver, students will have to enter the second floor through the doors by the receptionist. Huybrechts said that she hopes that the school has taken enough measures to prevent the construction from having too much of an effect on students, but admits that the path from the upper parts of the campus to the lower parts has become "rather circuitous."

President Thomas C. Hudnut said he thinks the inconvenience caused by the construction on campus is insignificant compared to that on Coldwater.

"The fact that the neighborhood is shut down, the fact that we have the inability to park anyone on Coldwater Canyon [creates] a much more stressful environment for all concerned," he said.

In addition to the construction of the bridge, the library will be remodeled. De Matte said there "has always been a need from the library for a new space," but the construction of the Kutler Center expedited this process. In addition to general refurbishing, such as new carpeting and bookshelves, a multipurpose room will be added to the bottom floor of the library. It will be used as a classroom and a place for group study.

The library has been gutted and a temporary library has been set up in Chalmers East. About 25 percent of the library's 20,000 volumes have been moved to the temporary library, with the rest in storage. The books that were moved to the new library were chosen based on circulation records and teacher selections, according to Acedo. The books in storage will be inaccessible to students. However, the librarians will be able to get any book requested through an interlibrary loan.

Four computers will be accessible to students to check their email and 20 laptops will be available for check out in Chalmers East. Acedo said she believes that students will be able to connect to the wireless network from personal laptops.

A structure has been built in the courtyard outside of Rugby Hall, where a tree was cut down amid protest last year to make space, to serve as the Silent Study. Acedo said that although it was built for Silent Study, it will be converted into classrooms once the library is moved back.

The Tech Center will still be accessible to students through a door on the back of the old library.

Tag: Jeanne Huybrechts, Rob Levin, Kutler Center, JD DeMatte, Harry Salamandra, Audrius Barzdukas, Tom Hudnut, Zanuck Swimming Stadium, Ted Slavin Field, LADWP

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Ground broken for new pool and for Kutler Center

NOVEMBER 28, 2011

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By Eli Hains

The school has received permits and has begun construction on the pool, Head of Campus Operations and Construction J.D. De Matte said. The Harvard-Westlake website has reported that permits for the Kutler Center have been granted and construction has begun. The pool permits were granted Nov. 7, and the next day, part of the road next to Taper Gymnasium was ripped up to begin the electrical phase of work.

A new electrical system is being installed to increase the current power four-fold. The first stage of the pool construction will be laying the foundation.

A retaining wall will be built adjacent to the main driveway, and a wall will be continued around the perimeter. De Matte said the pool has to be open by early-to-mid August, in time for the start of the 2012-2013 school year.

There will be about seven months of "hard core construction" and the remaining time will be "fine tuning," he said.

President Thomas C. Hudnut said about half of the funding for the pool has been donated by Peter and Judy Copses (Henry '14, John '14), who turned over the first shovel at the ground-breaking Tuesday.

The construction of the Kutler Center, which bridges Mudd Library and Seaver, will begin as soon as the permits are received.

"Once I get the Kutler permit, we will be immediately inside the building, framing and doing our structural stuff to move forward," De Matte said.

De Matte said that he had hoped to get the permits for the Kutler Center before now.

"It's been difficult getting them," he said last week. "The city is tough to get through, and it's a complicated project with buildings connecting other buildings and what have you. Two buildings, height requirements, extra bathroom requirements, [Americans with Disabilities Act] requirements. There's a lot of stuff that triggers when you put two buildings together."

The Kutler Center will be a free standing building about an inch away from the Library and Seaver. It will be connected to the two other buildings by rubber gaskets.

"It's really a building on its own," he said. "It doesn't touch the others, it's about an inch apart."

De Matte said that the Kutler Center construction will also take approximately seven months.

Two construction teams will simultaneously be working, one on the bridge to house the Kutler Center and the other to work on the remodel of the library.

The team working on the Kutler Center will begin by doing caisson and foundation work, while the team working on the library remodel will start framing.

De Matte said that he has been keeping environmentally friendliness in mind during the construction.

The glass in the Kutler Center will be double glazed, which increases insulation. The pool is going to have high efficiency heaters and power flow regulators, which also increase energy efficiency.

De Matte hopes to have the building completed for the first day of school.

"We're getting down to the wire," he said. "It always makes you a little nervous, but we have to do the best we can."

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Chalmers renovation to begin in summer JUNE 4, 2012

By Eli Haims

Construction will begin in Chalmers Hall after graduation to make room for the Head of Upper School's office, which is currently located on the third floor of Seaver, Head of Campus Construction De Matte said. Head of Upper School Audrius Barzdukas and his assistant will occupy the space currently used by Dean Coordinators Camille De Santos and Ryan Wilson and Upper School Deans Vanna Cairns and Mike Bird.

Related Articles

- New cameras surveil former construction areas
- August construction update: projects nearing completion
- Pool arrives from Italy, campus construction projects on schedule
- Drivers no longer permitted to turn left into main entrance
- Campus construction on schedule, to finish by late August

The Chalmers construction will join the two other major construction projects on campus – the installation of a 50-meter pool and the building of the Kutler Center – in addition to major work being done on Coldwater Canyon.

Two new deans' offices will be built in Chalmers West, adjacent to the offices used by Chaplain Father J. Young and Director of Student Affairs Jordan Church. The wall erected last summer to divide the Chalmers West lounge from the Chalmers East "Mini-Mudd" library will be knocked down soon after graduation, De Matte said. The offices of the dean coordinators will move to the Chalmers East stage where the librarians worked this year.

Yesterday, all of the components of the pool were due to arrive after being shipped through the Panama Canal from Italy and the pool should be framed within five to six days.

This type of pool, which is made of metal walls covered with PVC and then finished with a vinyl coating, was requested Barzdukas as it is supposed to allow swimmers to put up faster times.

De Matte said that the dimensions of this type of pool are laser certified, ensuring that it is exactly 50 meters.

"Oaks Christian built a 50-meter pool out of shotcrete," De Matte said. "It's too small, by about a half of an inch. They can't do major competitions in it. It's always a gamble with a shotcrete pool, there is no gamble with this. It's a big, big deal for us."

De Matte said that construction on Coldwater Canyon is not going to impede the pool work at all.

The pool and the Kutler Center are both on schedule to open in time for the 2012-2013 school year.

"We're still looking to open up at the very end of August for the new year at this point," De Matte said. "It's going to be tight but we're going to make it."

The framing for the Kutler Center has been completed and work is being done on heating, ventilation, air conditioning and fire safety systems, in addition to dry walling.

Following graduation, preparations will begin to move the contents of "Mini-Mudd" back to the Seeley G. Mudd Library, which underwent an extensive renovation and remodel as part of the Kutler Center project.

For a gallery of the pool concrete pour, [click here](#).

August construction update: projects nearing completion

AUGUST 9, 2012

By **Claire Goldsmith**

Related Articles

The newly-completed Copses Family Aquatic Center will open on Saturday, Aug. 25 with a ceremonial "first swim" in the pool.

- New cameras surveil former construction areas
- Copses Family Aquatic Center opens
- Pool arrives from Italy, campus construction projects on schedule
- Chalmers renovation to begin in summer
- Drivers no longer permitted to turn left into main entrance

All other campus construction projects, including the new Kutler Center for Interdisciplinary Studies and the renovation of Seeley G.

Mudd Library, will finish on time before the first day of school, Director of Campus Operations and Construction J.D. DeMatte said.

Copses Family Aquatic Center

Head of Upper School Audrius Barzdukas called the installation of its laser-certified swimming pool an "engineering feat."

"Fitting the pool into that space took a significant amount of planning and engineering because we had to construct a retaining wall," he said. "It really is an accomplishment to place a 50 meter pool into that area."

Stainless steel panels, PVC membranes, glue, tiles and waterproof coatings were shipped through the Panama Canal from the headquarters of Myrtha Pools in Mantua, Italy, to the Port of Los Angeles. Components of the pool were then driven to Coldwater Canyon in fifteen truckloads on June 7, the day before commencement.

"As the trucks were coming in, we craned everything off and put it all onto the pool deck that had just been poured. It was perfect timing," De Matte said.

The modular stainless steel segments were bolted together and, along with the concrete pool bottom, coated by a PVC membrane. Once the structure was sealed and waterproofed, custom Myrtha tiles were applied on the walls and floor.

An eight thousand gallon surge tank sits underneath the pool deck to keep the surface of the water level. When swimmers dive in or otherwise disturb the water, the shock is transferred into the tank, allowing pool water to remain exactly at the surface of the deck.

Thanks to the size of the pool and its advanced technology the water polo and swimming teams will be able to practice simultaneously for the first time in school history, Barzdukas said.

Trustees, donors, and President Tom Hudnut are invited to witness the first laps in the new complex at the ceremony in two weeks.

Los Angeles Times high school sports reporter Eric Sondheimer pegged the cost of the pool at around \$5 million in a June article.

"It's in that realm," Barzdukas said.

Kutler Center, Seeley G. Mudd Library and Chalmers Hall

Construction on the Kutler Center, which is scheduled to open in the last few days of August, will "go right down to the wire as expected," De Matte said. "We always knew that it was a really big project to jam in during the summertime."

Mudd Library, which was modernized during the construction of the Kutler Center, was carpeted and furnished this week.

All construction in Chalmers Hall was completed by mid-July, with new offices built for Barzdukas, the Dean Coordinators and Upper School Deans Mike Bird and Vanna Cairns. The wall between Chalmers East and Chalmers West was torn down, reuniting the two halves of the student lounge. The portable silent study trailer was converted into two English classrooms and books from "Mini-Mudd" were restocked on the shelves of Mudd Library.

"We were pretty nervous for a while, but we can see the light at the end of the tunnel now," De Matte said.

Coldwater Canyon

Los Angeles Department of Water and Power construction on Coldwater Canyon water mains will impede access to the school's south entrance during the 2012-2013 school year. LADWP has tentatively scheduled the completion of all Coldwater construction for September 2015.

Tag: pool, Kutler Center, construction, update, Mudd Library, Chalmers Hall

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Copses Family Aquatic Center opens

AUGUST 27, 2012

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By **Michael Rothberg**

The recently finished Copses Family Aquatic Center officially opened Monday, Aug. 27 as faculty, athletes and parents celebrated its construction.

President Thomas C. Hudnut, sporting swimming goggles, thanked all the people who contributed to the pool's construction.

"Here it is folks, before school even opens," Hudnut said. "It ain't gonna get any better than this."

Head of Athletics Terry Barnum said the new pool will help the athletic program grow in the future.

"Now, we have that world class facility, and it is going to allow our program to go to new heights, heights that we have never experienced before," Barnum said.

Barzdukas explained the physics behind the pool's technology.

"Deeper pools are faster because waves bounce off them and hit the swimmers, and so if it's deeper, those waves dissipate," Barzdukas said. "It is the best pool in the world."

Henry Copses '14, John Copses '14, and their younger brother lined up on the starting blocks and dove into the pool for the first time.

Check out this photogallery [here](#):

Related Articles

- Kutler Center officially dedicated, ribbon cut
- Honor Board procedure to change
- August construction update: projects nearing completion
- Pool arrives from Italy, campus construction projects on schedule
- Barzdukas to replace Salamandra as Head of Upper School

Tag: pool, Barnum, Barzdukas, hudnut, copses

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Copses Family Aquatic Center opens, practices begin in Olympic-sized pool



BY CLAIRE GOLDSMITH
September 5, 2012

The newly-completed Copses Family Aquatic Center opened on Monday, Aug. 27. Varsity water polo has been practicing in the pool since it opened Aug. 27. with a celebratory "first swim" ceremony, followed by the first day of water polo practice.

President Tom Hudnut wore swimming goggles to address parents, trustees and donors on the pool deck, thanking contributors for their support of the new pool complex.

"Here it is folks, before school even opens," Hudnut said. "It ain't gonna get any better than this."

Head of Athletics Terry Barnum, speaking after Hudnut, described the advantages of the new pool for the athletics program.

"Now, we have that world class facility, and it is going to allow our program to go to new heights, heights that we have never experienced before," Barnum said.

Henry Copses '14, John Copses '14 and their younger brother Adam dove from the numbered starting blocks and took the first strokes in the new pool.

Head of Upper School Audrius Barzdukas called the installation of its laser-certified swimming pool an "engineering feat."

"Fitting the pool into that space took a significant amount of planning and engineering because we had to construct a retaining wall," he said. "It really is an accomplishment to place a 50 meter pool into that area."

Stainless steel panels, PVC membranes, glue, tiles and waterproof coatings were shipped through the Panama Canal from the headquarters of Myrtha Pools in Mantua, Italy, to the Port of Los Angeles. Components of the pool were then driven to Coldwater Canyon in 15 truckloads on June 7, the day before commencement.

"As the trucks were coming in, we craned everything off and put it all onto the pool deck that had just been poured. It was perfect timing," De Matte said.

The modular stainless steel segments were bolted together and, along with the concrete pool bottom, coated by a PVC membrane. Once the structure was sealed and waterproofed, custom Myrtha tiles were applied on the walls and floor.

An 8,000 gallon surge tank sits underneath the pool deck to keep the surface of the water level. When swimmers dive in or otherwise disturb the water, the shock is transferred into the tank, allowing pool water to remain exactly at the surface of the deck.

Thanks to the size of the pool and its advanced technology, the water polo and swimming teams will be able to practice simultaneously for the first time in school history, Barzdukas said. The wave-reducing technology will also enable athletes to swim faster.

"Deeper pools are faster because waves bounce off them and hit the swimmers, and so if it's deeper, those waves dissipate," Barzdukas said. "It is the best pool in the world."

Los Angeles Times high school sports reporter Eric Sondheimer pegged the cost of the pool at around \$5 million in a June article. According to De Matte, the total cost of the pool complex was approximately \$6.5 million.

All middle and upper school faculty had the opportunity to test the new pool complex before an inter-campus meeting Tuesday, Aug. 28.

Middle school history teacher Ian Ulmer jumped into the pool with middle school math teacher Dan Reeves and Rabbi Emily Feigenson as swimming coach Darlene Bible demonstrated a proper backstroke start.

"The pool is glorious," Ulmer said.

Kutler Center officially dedicated, ribbon cut

SEPTEMBER 28, 2012

Share Tweet

By Jack Goldfisher

The Kutler Center for Interdisciplinary Studies was officially dedicated after school Friday, and the Kutler family cut the building's ribbon in a ceremony featuring speeches from top administrators.

More than 50 alumni and faculty as well as the building's architect Lester Tobias attended the dedication and ribbon-cutting ceremony Friday afternoon.

Head of School Jeanne Huybrechts opened the ceremony with a speech that highlighted the history of the building, from its first imagining as "both an entity and a program, classrooms and a curriculum," to its present state housing over 200 students enrolled in interdisciplinary courses.

"[The Brendan Kutler Center] is a great start on what will be an ever-evolving program," she said.

Huybrechts quoted Emily Dickinson's 'I Dwell In Possibility,' saying, "I can never resist an opportunity to speak a few phrases of poetry."

"To be standing here now, in this beautiful space, our new academic hub, is to dwell in possibility," Huybrechts said.

Head of Upper School Audrius Barzdukas emphasized "the well-lived life is the interdisciplinary life" that Kutler embodied.

"As our community passes through, around, and outside these walls it is a reminder to each of us to pursue that well-lived life," he said.

He said that to live a true interdisciplinary life, one must embrace both happiness and sadness, and expressed hope that the Kutler Center would serve as a reminder of this lesson to all members of the Harvard-Westlake community.

In the final speech, President Tom Hudnut said that the building, "conceived out of tragedy and now risen in triumph," is Brendan Kutler's special gift to generations of students.

"[The interdisciplinary classes offered] here now are likely among the tool kit students will find necessary as they move through college and into the workplace," Hudnut said. "Every student at this school, for today and years to come, will be one of Brendan's legatees," he added.

Hudnut expressed his dismay upon discovering there was a typo on the plaque in the Kutler Center, which he found out from a student who had sent him an email.

"But the more I thought about [the email and the young woman that sent it]," Hudnut said, "the more I thought that this is likely what Brendan would've done...he would have spotted the error and he would have done something about it."

At the end of the presentations, Jon and Sara Kutler, Brendan's parents, and Caroline Kutler, his sister, cut the ribbon and led the guests up to the second floor of the building for a reception.



President Thomas Hudnut talks to Science Teacher John Fenner, who wore two baseball hats Friday in honor of Brendan Kutler. (Jack Goldfisher/Chronicle)

Tag: Hudnut, Kutler, Interdisciplinary, Dedication

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Letter MM

From: **mary mallory** <marymal@earthlink.net>

Date: Mon, Dec 16, 2013 at 11:34 AM

Subject: Fw: Please Deny Harvard-Westlake Their Garage

To: diana.kitching@lacity.org, michael.logrande@lacity.org, karo.torassian@lacity.org, areen.ibranossian@lacity.org

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.

MM-1

Sincerely,

Mary Mallory

11161 1/4 Acama St.

Studio City, CA 91602

Author, "Hollywoodland: Tales Lost and Found," eBook, 2013

Author, "Hollywoodland," Arcadia Publishing, 2011

Blogger, "LA Daily Mirror"

Author, "Hollywoodland: Tales Lost and Found," eBook, 2013

Author, "Hollywoodland," Arcadia Publishing, 2011

Blogger, "LA Daily Mirror"



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.

Letter NN

From: **Nancy Mehagian** <nmcocina@gmail.com>
Date: Sun, Dec 8, 2013 at 1:12 PM
Subject: Re: Proposed Harvard Westlake Parking Garage
To: diana.kitching@lacity.org
Cc: areen.ibranossian@lacity.org, karo.torossian@lacity.org, nick.hendricks@lacity.org,
michael.logrande@lacity.org, jwalker@studiocitync.org, lsarkin@studiocitync.org,
gsteinberg@studiocitync.org, dwelvang@studiocitync.org, jdrucker@studiocitync.org,
lshackelford@studiocitync.org, souellette@studiocitync.org, rvilla@studiocitync.org,
ssayana@studiocitync.org, rkessler@studiocitync.org, rniederberg@studiocitync.org,
bmahoney@studiocitync.org, lcahandavis@studiocitync.org, jepstein@studiocitync.org

Dear Diana Kitching,

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

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.

NN-2

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.

Thank you for your consideration,

Sincerely,
Nancy Mehagian
12838 Halkirk St.
Studio City, CA 91604

JWM

November 7, 2014

Studio City Neighborhood Council
John Walker, President
4024 Radford Ave.
Editorial Bldg. 2, Room 6
Studio City, CA 91604

Re: Harvard-Westlake Improvement Plan

Dear Mr Walker:

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.

Sincerely,

Jeffrey Miller

OO-1

Letter PP

From: **Harvey Myman** <harvey@harveymyman.com>
Date: Mon, Dec 2, 2013 at 3:03 PM
Subject: Harvard Westlake expansion: ENV-2013-015 EIR SCH NO.2013041033
To: diana.kitching@lacity.org

December 2, 2013

RE: Harvard Westlake Expansion Plan
ENV-2013-015 EIR SCH NO> [2013041033](#)

Dear Ms. Kitching,

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

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

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.

PP-3

I appreciate your consideration of the negative impacts of this proposal.

Yours truly,

Harvey L. Myman
harvey@harveymyman.com
P: [818.508.1225](tel:818.508.1225) | M: [818.472.6140](tel:818.472.6140)

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HARVARD-WESTLAKE: A GOOD NEIGHBOR WORTHY OF COMMUNITY SUPPORT

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.

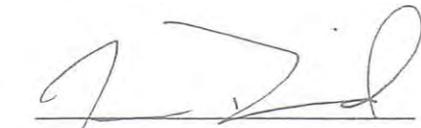
Harvard-Westlake has designed an elegant solution to address traffic, parking and safety concerns for the school and for the neighborhood, and the addition of nearly 200 trees on the property is good for the environment as well.

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 lights 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.

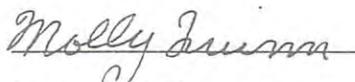
Finally, and importantly, let's not forget that this property recently had two homes on it and served as a storage area for LADWP construction equipment for years. It's far from pristine "open space" as some have represented. A well-planned project on that site that adds trees, increases pedestrian safety, takes 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.

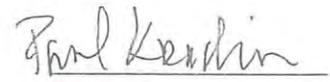
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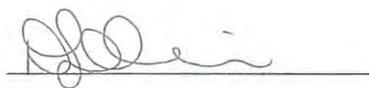
JAMES DAVID
STUDIO CITY RESIDENT



MOLLY QUINN
STUDIO CITY RESIDENT



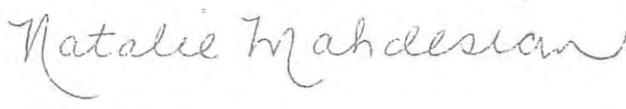
PAUL KRADIN
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TOM QUINN
STUDIO CITY RESIDENT



NATALIE MAHDESIAN
STUDIO CITY RESIDENT

Professor Jennifer E. Rothman
c/o Loyola Law School
919 Albany St.,
Los Angeles, CA 90015

December 3, 2013

By U.S. Mail & E-Mail

Diana Kitching, Project Coordinator
City of Los Angeles Planning Department
200 North Spring St. Rm.763
Los Angeles, CA 90012

Re: Comments on the Harvard-Westlake Parking Expansion Project Draft
Environmental Impact Report ENV-2013-0150-EIR, SCN-2013041033,
October 10, 2013

Dear Ms. Kitching:

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

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.

RR-2

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.

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

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

RR-4

“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
cont.

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.

RR-5

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.

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

RR-6

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
cont.

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

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.

RR-8

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
cont.

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

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

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

Third, the changed traffic patterns will lead to more cars turning across heavier southbound traffic in the morning creating a traffic nightmare.

RR-12

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

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

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

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 cross-section 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

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

RR-17

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
cont.

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

Second, the dismissal of reducing parking demand and the use of satellite parking is unsupported. 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

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

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.

RR-21

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
cont.

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

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

Sincerely,

Jennifer E. Rothman

cc: Paul Krekorian
Areen Ibranossian
Karo Torossian
Nicholas Hendricks
Michael LoGrande
Studio City Neighborhood Council Board
Save Coldwater Canyon!

From: **Jennifer Rothman** <jennifer.rothman@lls.edu>
Date: Mon, Dec 16, 2013 at 9:56 AM
Subject: Addendum to Comment Letter of December 3, 2013
To: Diana Kitching <diana.kitching@lacity.org>

Dear Ms. Kitching,

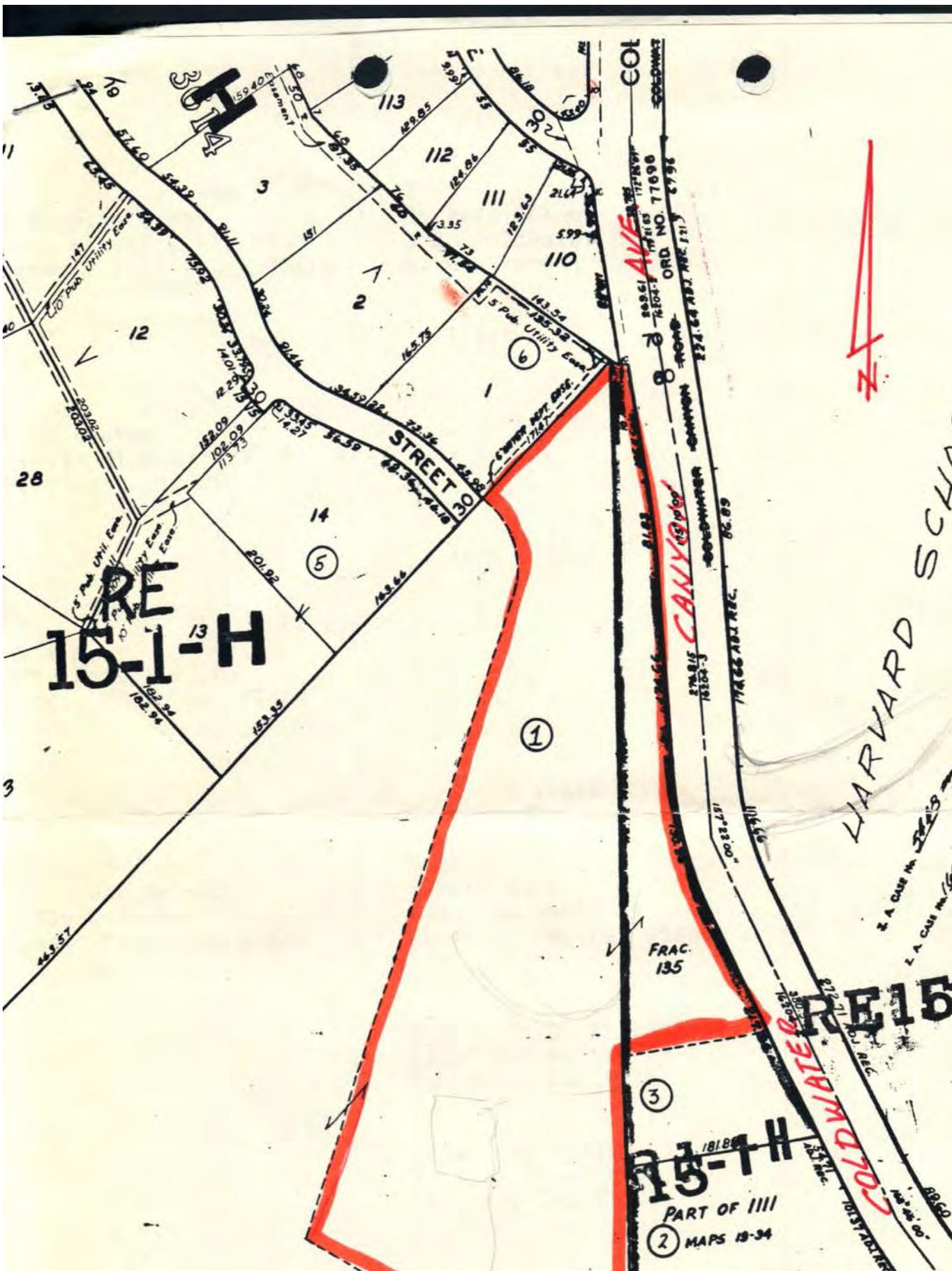
Upon reviewing my submission of December 3, 2013, I noticed that I inadvertently referred to the Constellation Orion and its "belt" on page 3 of my submission. I intended to write Orion's **sword** – which is composed of three much fainter stars and which has not been visible from any other location 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.

Best regards,

Jennifer E. Rothman Professor of Law and Joseph Scott Fellow Loyola Law School,
Loyola Marymount University 919 Albany St. Los Angeles, CA 90015-1211 Tel: (213)
736-2776 Email: jennifer.rothman@lls.edu Alternative Email:
jrothman@alumni.princeton.edu Webpage:
<http://www.lls.edu/academics/faculty/rothman.html> Selected papers are available at my
SSRN author page: <http://ssrn.com/author=271592>

RR-24



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 no additional student enrollment will be authorized.

On March 4, 1994,

ROBERT JANOVICI
CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS

JAMES J. CRISP

DANIEL GREEN

ALBERT LANOINI

WILLIAM LILLENBERG

JOHN J. PARKER JR.

JON PERICA

HORACE E. TRAMEL JR.

March 4, 1994

**Thomas Hudnut (A)
Harvard-Westlake School
3700 Coldwater Canyon
Studio City, CA 91604**

**John C. Funk/Kei Uyeda (R)
Paul, Hastings, Janofsky & Walker
555 South Flower Street, 23rd Floor
Los Angeles, CA 90071-2371**

On Page 4 of this document we read.

A campus parking study completed by ("Crain Study", Attachment D) in currently provided on the campus and 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:

CASE NO. ZA 97-0377(PAD)

4. No additional student enrollment is

And detailed the Parking Places in drawings:

HARVARD SCH

PARKING LOT T

AREA	"A"	6
AREA	"B"	5
AREA	"C"	4
AREA	"D"	3
AREA	"E"	1
AREA	"F"	5
AREA	"G"	4
AREA	"H"	4

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?

Respectfully,

Arden Rynew

On Nov 5, 2013, at 10:58 AM, John Walker wrote:
Good Morning:

It is always at the President's discretion to determine the amount of time given to speak. I "took it upon myself" because that is part of my responsibility.

Your assumption that I am "steamrolling the issues*" is not an accusation I take lightly or that I have taken any position is incorrect. This is a *presentation of the project* to see and hear what it is about. I have read the entire DEIR and have several questions myself however, this is not that

meeting! That meeting will occur in December just prior to the Board submitting their written response and position on this project.

Also, this meeting will allow the Board to hear what the community has to say about the project and that too will be taken into consideration.

Respectfully,

Dr. John Walker, PhD
President, SCNC

On Nov 5, 2013, at 9:44 AM, Arden and Sari Rynew
<rynew@roadrunner.com> wrote:

Yes, Dr. Walker. I read what you wrote, but at what point did you did it upon yourself to reduce the 2 minute speaking time to one minute?

It's very hard to believe that you are taking a "balanced view" to this whole undertaking. Please stop "Steamrolling the issues".

Sincerely,

Arden Rynew

On Nov 5, 2013, at 9:12 AM, John Walker wrote:
Please read both the Letter and the Agenda that we sent out.

Regards,

John

On Nov 5, 2013, at 8:57 AM, Arden and Sari Rynew
<RYNEW@roadrunner.com> wrote:

I thought that each speaker was allowed 2 minutes. If 4 speakers give their time to Mr. Lurie, and he is allowed 2 minutes, wouldn't this be enough to give him 10 minutes? Why is Harvard Westlake being given so much time to present their arguments.

Arden Rynew

Arden Rynew
13027 Galewood Street
Studio City, Ca. 91604-4048

818 501-7906
rynew@roadrunner.com

On Nov 5, 2013, at 8:48 AM, John Walker wrote:
Good Morning Mr. Lurie:

As already indicated in both my letter and now the Agenda, those people allocating time to you will need to be present at the meeting and fill out a Comment Card indicating that they are donating their time. Those Comment Cards will be put together and 10 are allowed which then allow 10 minutes to that spokesperson.

I did not read the organization you are representing so I don't know who the "we" are? It must be an organization that the City recognizes, such as "Save Coldwater Canyon," "the Santa Monica Conservancy" , etc., so please reply back with that information and if you are a paid representative?

I hope this helps and yes, the room our meeting is taking place in is ADA compliant.

Regards,

John Walker
President, SCNC

On Nov 5, 2013, at 2:40 AM, Bruce J. Lurie <brucelurie@lurie-zepeda.com> wrote:

Dear Dr. Walker and Ms. Sarkin:

I am an attorney with Lurie, Zepeda, Schmalz & Hogan in Beverly Hills, specializing in litigation and dispute resolution

with a particular emphasis on real estate and construction matters and land use issues. I am also a resident of the Coldwater Canyon, Galewood, Blairwood area. Several months ago I was requested by a number of members of the community to investigate issues that relate to the current parking garage proposal by Harvard-Westlake School. We have been working with and communicating with members of the community, Save Coldwater Canyon, members of the Planning Department and personnel from the Department of Building and Safety. We have researched and reviewed hundreds of documents and interviewed dozens of witnesses and officials.

Our goal has been to do an objective, fact-based investigation and analysis of the permitting and compliance history relating to the School in order to be able to report to the Neighborhood Council, the Planning Commission, the City Council and the community as to our findings. We have been able to compile a significant amount of data regarding the School's record of compliance or noncompliance with prior orders of the Planning Commission and the Los Angeles Municipal Code and, specifically, the Building Code. Much of the information we have compiled is not generally known and is extremely important and relevant to the issues being discussed. Our findings are thoroughly documented and will be made available to the Neighborhood Council and the community.

I have been asked by members of the community to make a brief presentation at your meeting on Thursday. I would like to confirm with you in advance that I can be able to make a 10

minute presentation under the guidelines you have established. I would like to confirm that I/we meet your guidelines for the 10 minute presentation. If necessary, we can produce written consents of at least 10 members of the community who will cede their speaking rights to me so that everyone has the opportunity to become familiar with the information we have compiled.

We thought it was best to work out the 10 minute presentation issue in advance in order not to distract or cause confusion at the time of the meeting when, I am sure, you will be very busy endeavoring to conduct the meeting in an orderly fashion. If there's anything specific you need from me in advance, please let me know and we will be happy to provide it.

I'm sure your facility is totally wheelchair accessible and that won't be a problem, but I thought I would mention it in case it creates any issues for you. The only accommodation I would request is that I be placed as early as possible on the list of speakers.

Many thanks for your anticipated cooperation,

Bruce

Bruce J. Lurie
Lurie, Zepeda, Schmalz & Hogan
9107 Wilshire Blvd., Suite 800
Beverly Hills, CA 90210

310-274-8700 Phone

310-274-2344 ext. 105 Phone Direct

310-274-2798 Fax

818-990-8668 Best Number to Call

Letter TT

From: **Patricia Shellogg** <pshellogg@yahoo.com>

Date: Fri, Dec 13, 2013 at 1:08 PM

Subject: ENV 2013-0150-EIR

To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>

Cc: "councilmember.krekorian@lacity.org" <councilmember.krekorian@lacity.org>, "

areen.ibranossian@lacity.org" <areen.ibranossian@lacity.org>, "

karo.torossian@lacity.org" <karo.torossian@lacity.org>, "nick.hendricks@lacity.org"

<nick.hendricks@lacity.org>, "michael.logrande@lacity.org"

<michael.logrande@lacity.org>, "board@studiocitync.org" <board@studiocitync.org>, "

savecoldwatercanyon@gmail.com>

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.

Respectfully,

Mrs. Patricia Shellogg Seal, Homeowner
4032 Van Noord Avenue
Studio City, CA 91604

TT-1

Letter UU

From: **Karen Steinbaum** <Karen@skmanagement.com>
Date: Mon, Dec 2, 2013 at 9:12 AM
Subject: Case Number ENV2013-0150-EIR
To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>

Dear Ms. Kitching,

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.

Very truly yours,

Karen Steinbaum, Member, NAHP-e
SK Management Company, LLC
15910 Ventura Blvd., Ste. #1400
Encino, CA 91436
Ph: [323\) 930-2300](tel:(323)930-2300). X 208
Fax: [323\)935-3605](tel:(323)935-3605)



UU-1

November 27, 2013

Ms. Diana Kitching
Los Angeles Department of City Planning
200 W. Spring Street, Room #750
Los Angeles, CA 90012

Re: Harvard-Westlake Parking Improvement Plan
Case #ENV 2013-0150-EIR

Dear Ms. Kitching:

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. 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.

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

UU-1 cont.

UU-2

UU-3

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 cont.

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.

UU-4

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.

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

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.

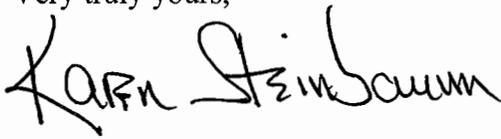
UU-6

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

Very truly yours,



Karen Steinbaum, Member
SK Management Company, LLC
15910 Ventura Blvd, Suite 1400
Encino, CA 91436
(323) 930-2300 ext. 208

Cc: Councilmember Paul Krekorian, CD2
Chief of Staff, CD2, Areen Ibranossian
Land Use Director, CD2, Karo Torossian
Nicholas Hendricks, City Planning Department

Letter VV

From: **T and C Tardio** <tardio4@hotmail.com>
Date: Wed, Nov 27, 2013 at 8:13 PM
Subject: I OPPOSE Harvard Westlake Garage
To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>

Dear City Official,

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?

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.

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!

Regards,

Cathy Tardio

VV-1

VV-2

VV-3

RECEIVED
CITY OF LOS ANGELES

OCT 15 2013

Dear Mr. Amato,

MAJOR PROJECTS

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 an 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-10:15 pm, we had to leave our home for the evening due to the 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.

UNIT

WW-1

I would greatly appreciate your cooperation for a remedy to this light & noise disturbance as soon as possible.

Thank-you,
your neighbor,
Cathy Tardio

cc Paul Krekorian
Richard B. Commons, HW President

From: John Van Tongeren <mc202vt@yahoo.com>
Subject: HW Parking Project
Date: November 5, 2013 at 7:28:26 PM PST
To: board@studiocitync.org

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.

John Van Tongeren
studio city, Ca. 91604

Letter YY

From: **wes winter** <wwinter216@gmail.com>
Date: Thu, Dec 5, 2013 at 9:33 PM
Subject:
To: diana.kitching@lacity.org

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

Letter ZZ

From: Dana <danakathryn22@yahoo.com>

Date: Wed, Dec 11, 2013 at 1:48 PM

Subject: Save Coldwater Canyon!!

To: "diana.kitching@lacity.org" <diana.kitching@lacity.org>

Cc: "Councilmember.Krekorian@lacity.org" <Councilmember.Krekorian@lacity.org>, "areen.ibranossian@lacity.org" <areen.ibranossian@lacity.org>, "karo.torossian@lacity.org" <karo.torossian@lacity.org>, "nick.hendricks@lacity.org" <nick.hendricks@lacity.org>, "michael.logrande@lacity.org" <michael.logrande@lacity.org>, "jwalker@studiocitync.org" <jwalker@studiocitync.org>, "lsarkin@studiocitync.org" <lsarkin@studiocitync.org>, "gsteinberg@studiocitync.org" <gsteinberg@studiocitync.org>, "dwelvang@studiocitync.org" <dwelvang@studiocitync.org>, "jdrucker@studiocitync.org" <jdrucker@studiocitync.org>, "lshackelford@studiocitync.org" <lshackelford@studiocitync.org>, "souellette@studiocitync.org" <souellette@studiocitync.org>, "rvilla@studiocitync.org" <rvilla@studiocitync.org>, "ssayana@studiocitync.org" <ssayana@studiocitync.org>, "rkessler@studiocitync.org" <rkessler@studiocitync.org>, "rniederberg@studiocitync.org" <rniederberg@studiocitync.org>, "bmahoney@studiocitync.org" <bmahoney@studiocitync.org>, "lcahandavis@studiocitync.org" <lcahandavis@studiocitync.org>, "jepstein@studiocitync.org" <jepstein@studiocitync.org>

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.

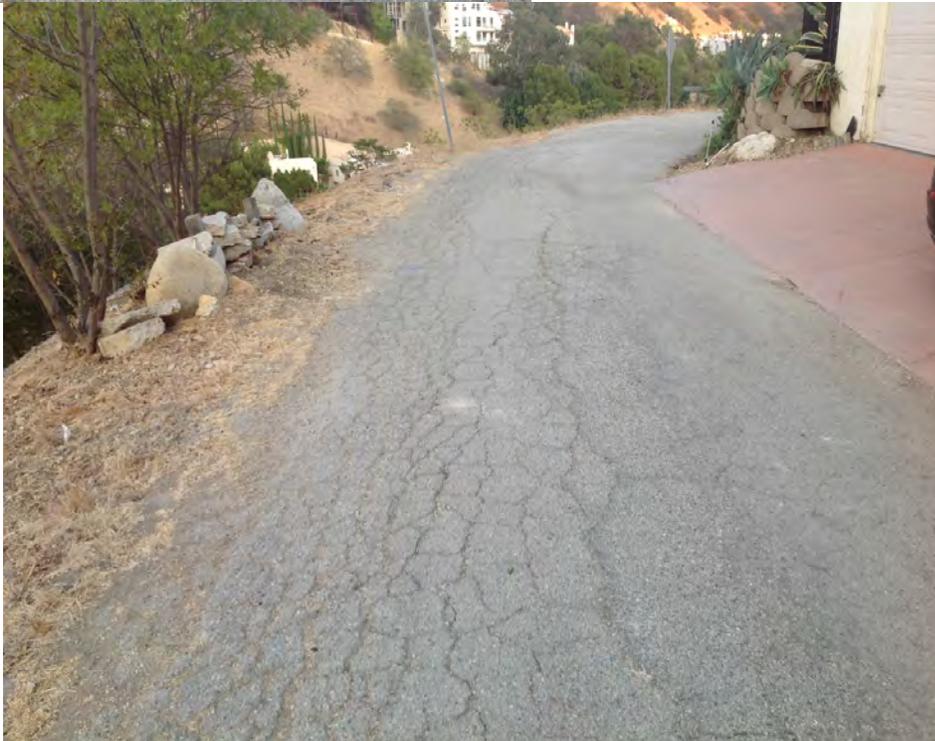
I am also a business owner in Studio City. That has been affected by the closures on Coldwater by DWP. I believe this will be even worse for me and other business owners that are already struggling. Thank you for your time. And you Hold Studio City's beautiful future in your hands

Thank you , Dana Kathryn Witt GG

This this picture is Potosi 15 years ago



This was taken a around a month ago



ZZ-1 cont.

From: **Jon-Erik Akashi** <jon Erik akashi@gmail.com>
Date: Wed, Dec 18, 2013 at 9:49 PM
Subject: Abandon the Harvard Westlake parking lot expansion
To: diana.kitching@lacity.org

Dear Ms. Kitching,

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.

--

Jon-Erik Akashi

AAA-1

Letter BBB

December 16, 2013

RE: Case Number: ENV 2013-0150-EIR

**Diana Kitching,
Los Angeles Department of City Planning,
200 N. Spring Street, Rm 850
Los Angeles, CA 90012**

Dear Ms. Kitching:

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.

BBB-1

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.

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.

BBB-1
cont.

BBB-2

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.

BBB-2
cont.

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.

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.

BBB-3

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 Westlake 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 its 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 for 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 year 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 its 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.

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

BBB_3
Cont.

BBB-4

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 demonstrate 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.

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 school's "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 be 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.

BBB-4 cont.

BBB-5

Harvard Westlake'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

BBB-5 cont.

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

Sincerely,

Alex Izbicki
12927 Galewood Street
Studio City California 91604

Letter CCC

From: **Jennifer Rothman** <jennifer.rothman@lts.edu>

Date: Fri, Feb 28, 2014 at 9:42 PM

Subject: Harvard-Westlake Project, ENV 2013-0150-EIR & Documentation of Flooding, Slides and Inadequate Drainage

To: Diana Kitching <diana.kitching@lacity.org>

Cc: Doug Carstens <dpc@cbcearthlaw.com>, Councilmember.Krekorian@lacity.org, areen.ibranossian@lacity.org, karo.torossian@lacity.org, Save Coldwater Canyon! <savecoldwatercanyon@gmail.com>

Dear Diana,

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

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

(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

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.

CCC-4

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.

Best regards,

Jennifer Rothman

--

Jennifer E. Rothman

Professor of Law and Joseph Scott Fellow

Loyola Law School (Los Angeles), Loyola Marymount University

919 Albany St.

Los Angeles, CA 90015-1211

Tel: [\(213\) 736-2776](tel:(213)736-2776)

Fax: [\(213\) 380-3769](tel:(213)380-3769)

Email: jennifer.rothman@lts.edu



April 22, 2014

Diana Kitching, Los Angeles Department of City Planning
200 N. Spring St., Rm 750
Los Angeles, CA 90012

RE: Havard-Westlake Parking Plan, ENV-2013-0150-EIR, SCN-2013041033

Dear Ms. Kitching:

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

DDD-1

(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.

Sincerely,

/s/ Sarah Boyd, Vice President, Save Coldwater Canyon, Inc.

CC: Councilmember Paul Krekorian, CD2
Dr. Lucile Jones, U.S. Geological Survey
Doug Carstens, Esq.
Marian Dodge, Hillside Federation

Encs.



APPENDIX I.
2014 Earthquakes near Harvard-Westlake campus
suggesting unmapped fault line

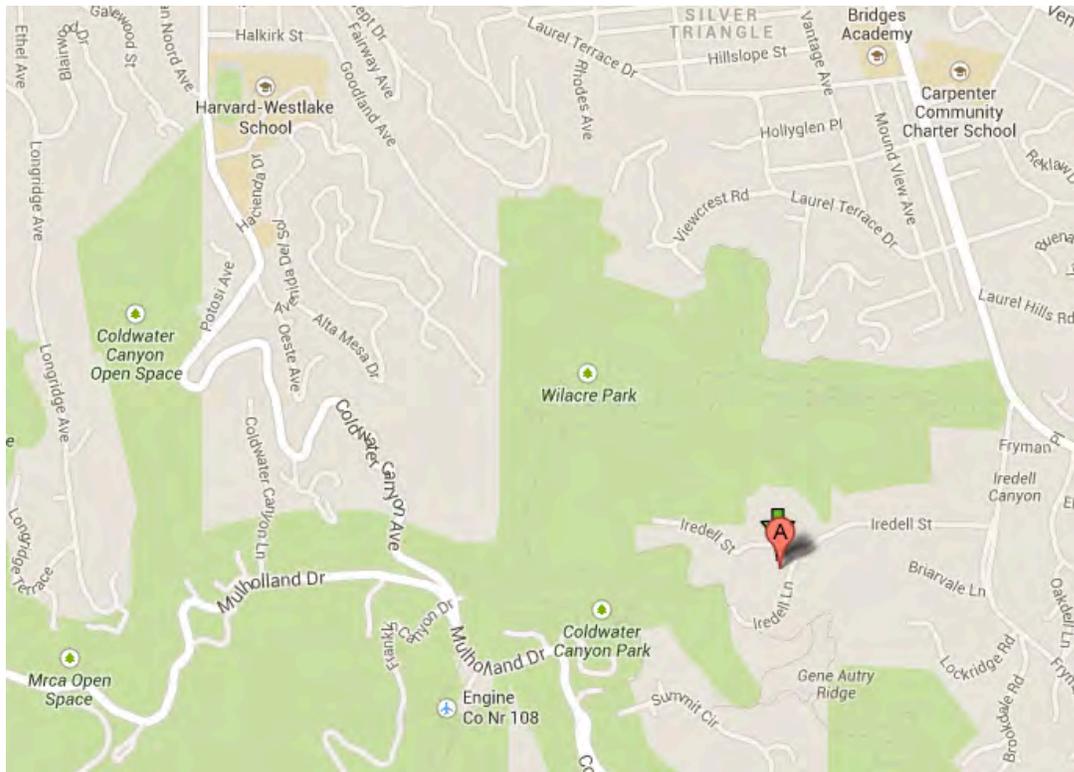
1.

M 2.5 - 4km WSW of Universal City, California

Time: 2014-01-17 06:26:59 UTC-07:00

Location: 34.130°N 118.398°W

Depth: 2.6km



Press Coverage of This Quake:

<http://losangeles.cbslocal.com/2014/01/17/2-6-magnitude-tremor-shakes-universal-city-on-20th-anniversary-of-northridge-quake/>

<http://articles.latimes.com/2014/jan/17/local/la-me-ln-earthquake-universal-city-friday-20140117>

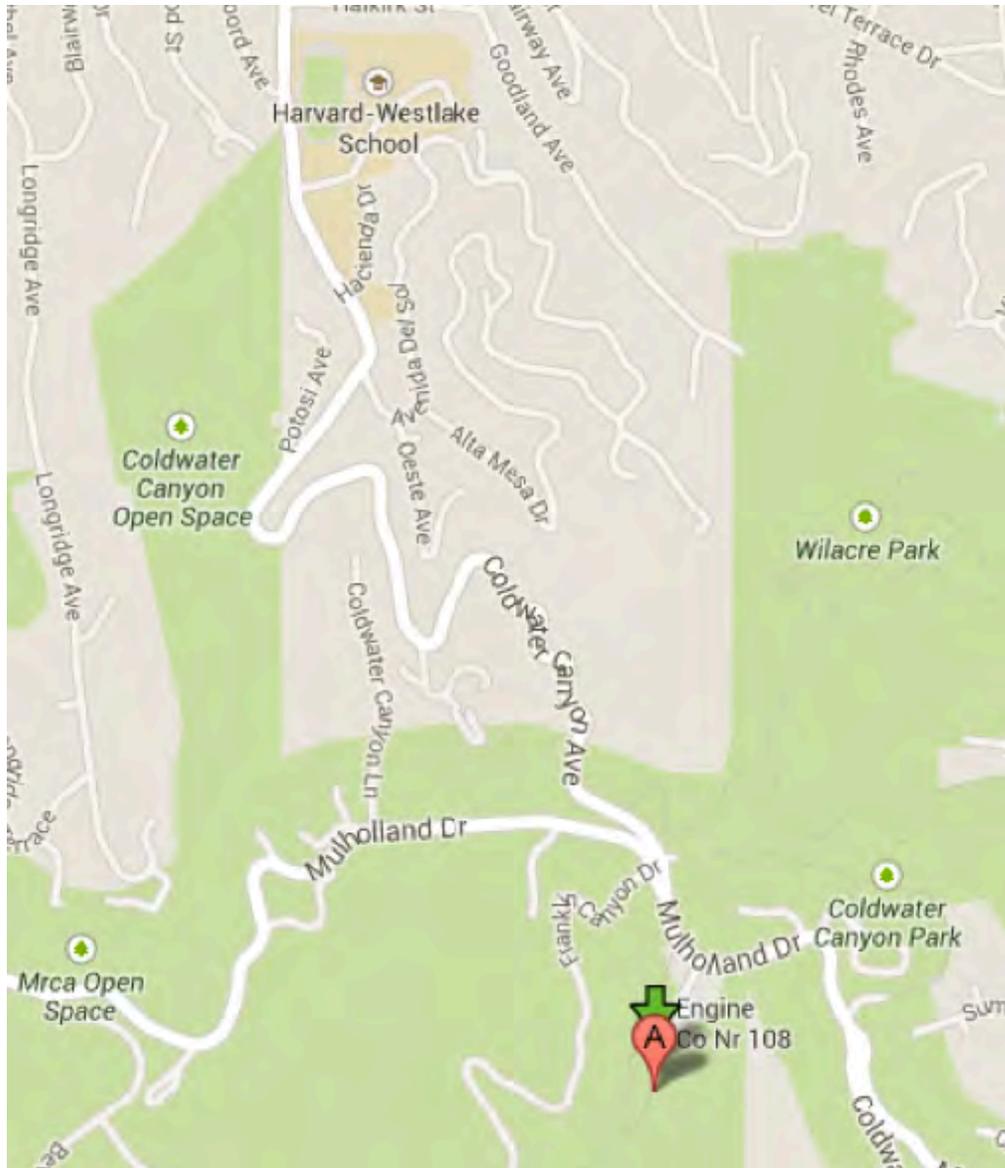
2.

M 1.9 - 5km WSW of Universal City, California

Time: 2014-02-03 10:20:42 UTC-07:00

Location: 34.126°N 118.407°W

Depth: 2.3km



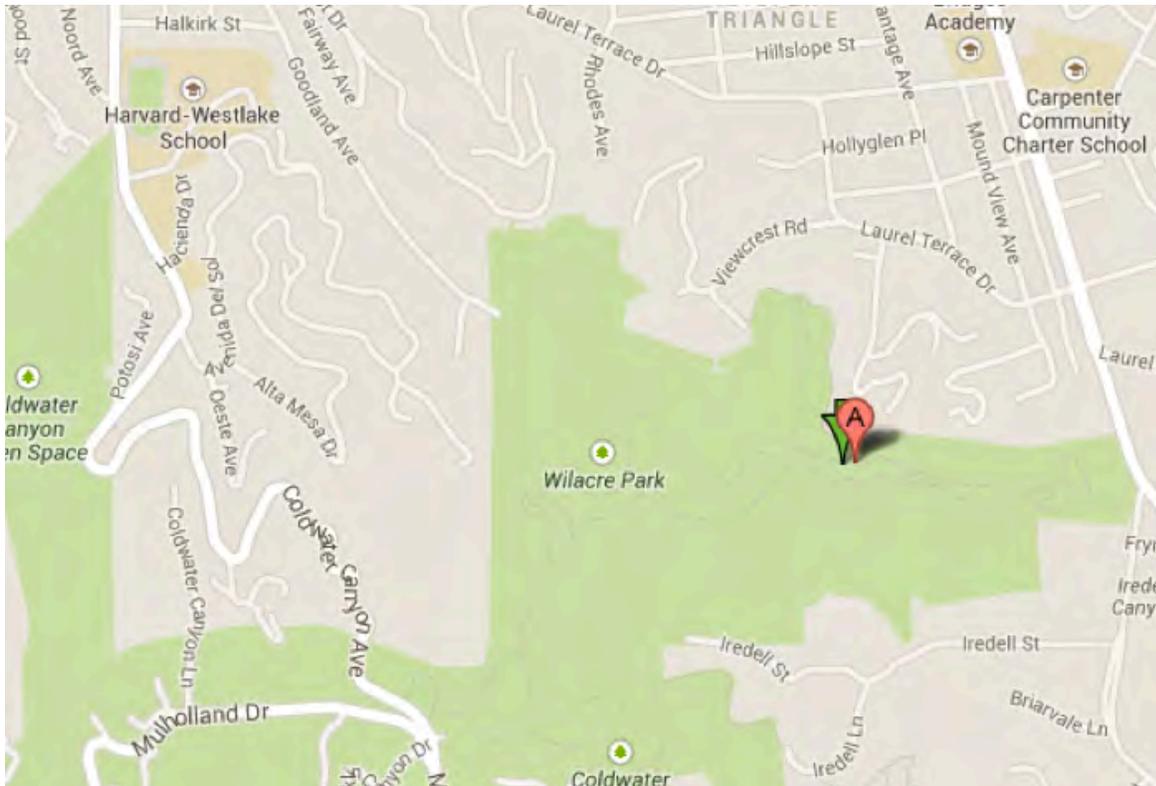
3.

M 1.1 - 4km W of Universal City, California

Time: 2014-02-21 17:49:36 UTC-07:00

Location: 34.134°N 118.398°W

Depth: 1.7km



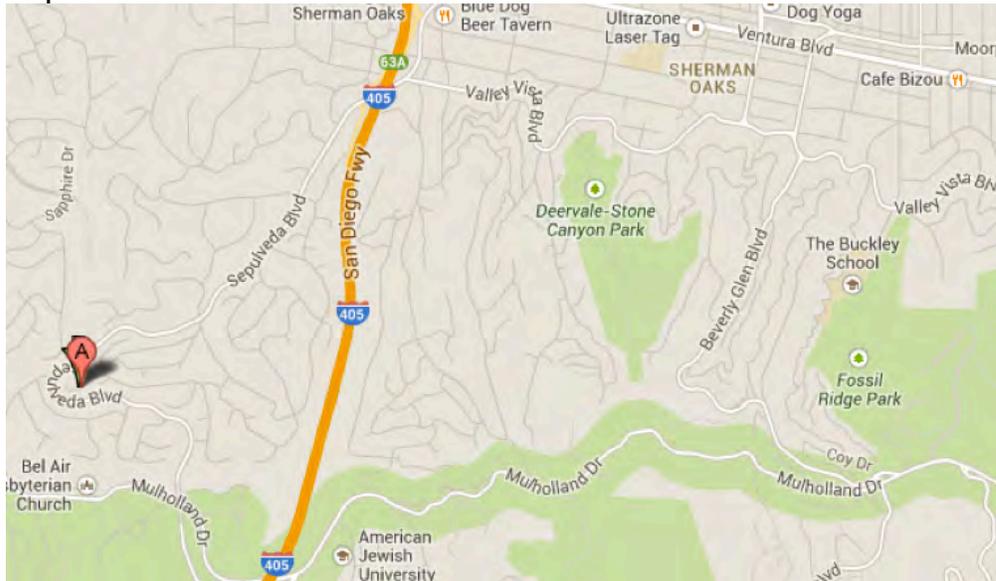
4.

M 4.4 - 10km NW of Beverly Hills, California

Time: 2014-03-17 06:25:36 UTC-07:00

Location: 34.135°N 118.486°W

Depth: 9.9km



Press Coverage of This Quake:

<http://www.dailynews.com/general-news/20140317/more-aftershocks-expected-after-44-magnitude-earthquake-strikes-los-angeles-rattles-nerve>

EXCERPT: Monday's quake was the largest temblor centered in the Santa Monica mountains, and seismologists were left wondering at which fault line it occurred.

"Since it's within the mountains, where no such fault is mapped, it's a little difficult to extrapolate this to the mapped faults in the regions," Hauksson [Egill Hauksson, seismologist at the U.S. Geological Survey in Pasadena] said.

<http://losangeles.cbslocal.com/2014/03/17/4-7m-earthquake-strikes-socal/>

EXCERPT: A 4.4-magnitude earthquake and at least six aftershocks shook the Sepulveda Pass area Monday morning.

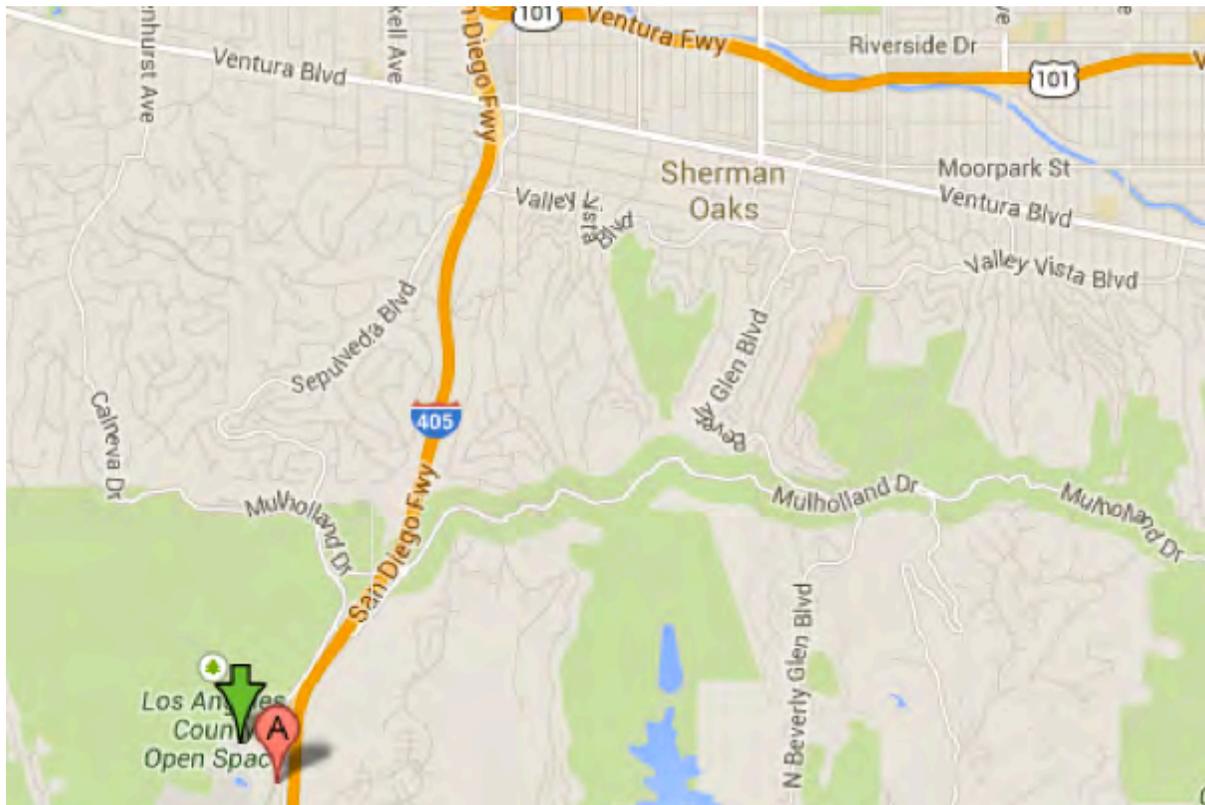
The tremor struck at 6:25 a.m. and was "epicentered in the Santa Monica Mountains between Westwood and Encino, closer to the Valley side, about five miles below the surface," Dr. Lucy Jones of the U.S. Geological Survey said.

5.
M 1.5 - 8km NW of Westwood, California

Time: 2014-03-19 22:46:40 UTC-07:00

Location: 34.116°N 118.486°W

Depth: 9.4km



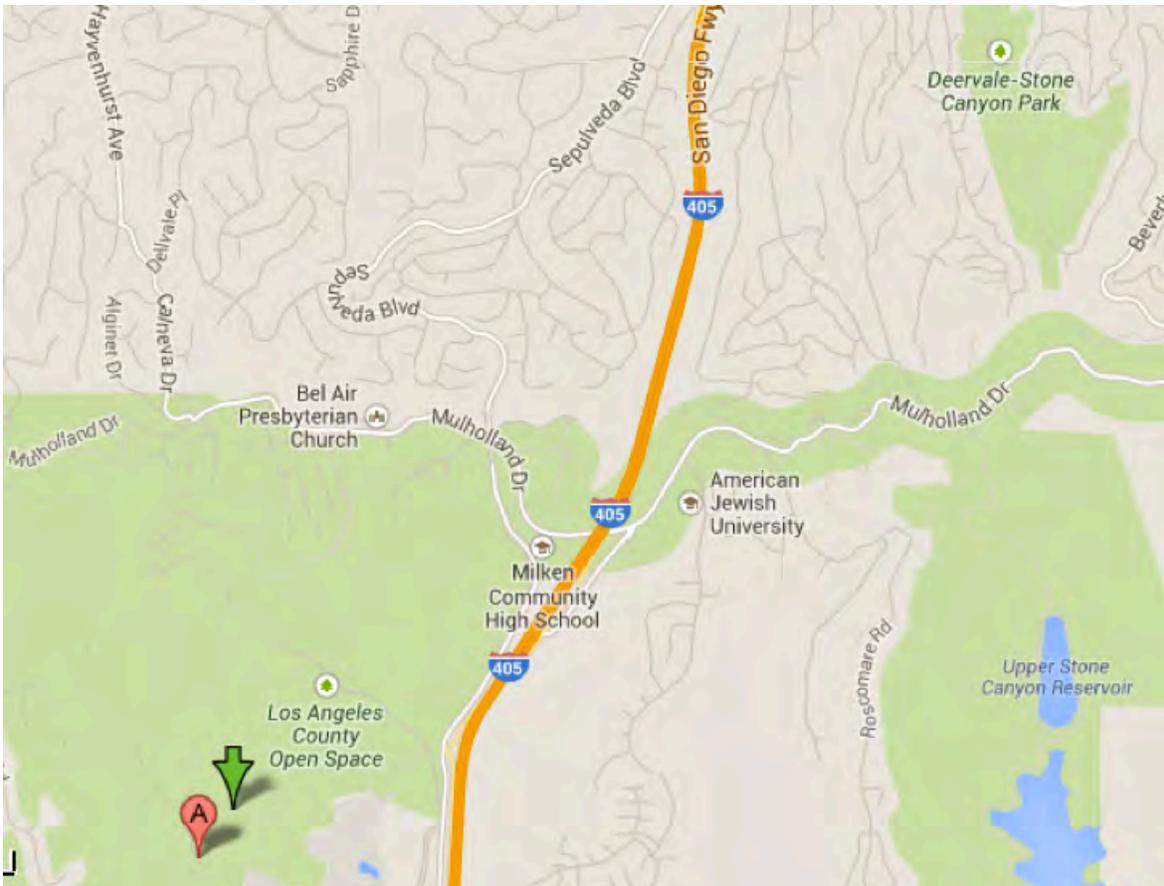
PRESS COVERAGE OF THIS QUAKE:

<http://losangeles.cbslocal.com/2014/03/20/2-7-magnitude-quake-strikes-near-universal-city/>

<http://www.dailynews.com/general-news/20140320/27-magnitude-quake-shakes-san-fernando-valley>

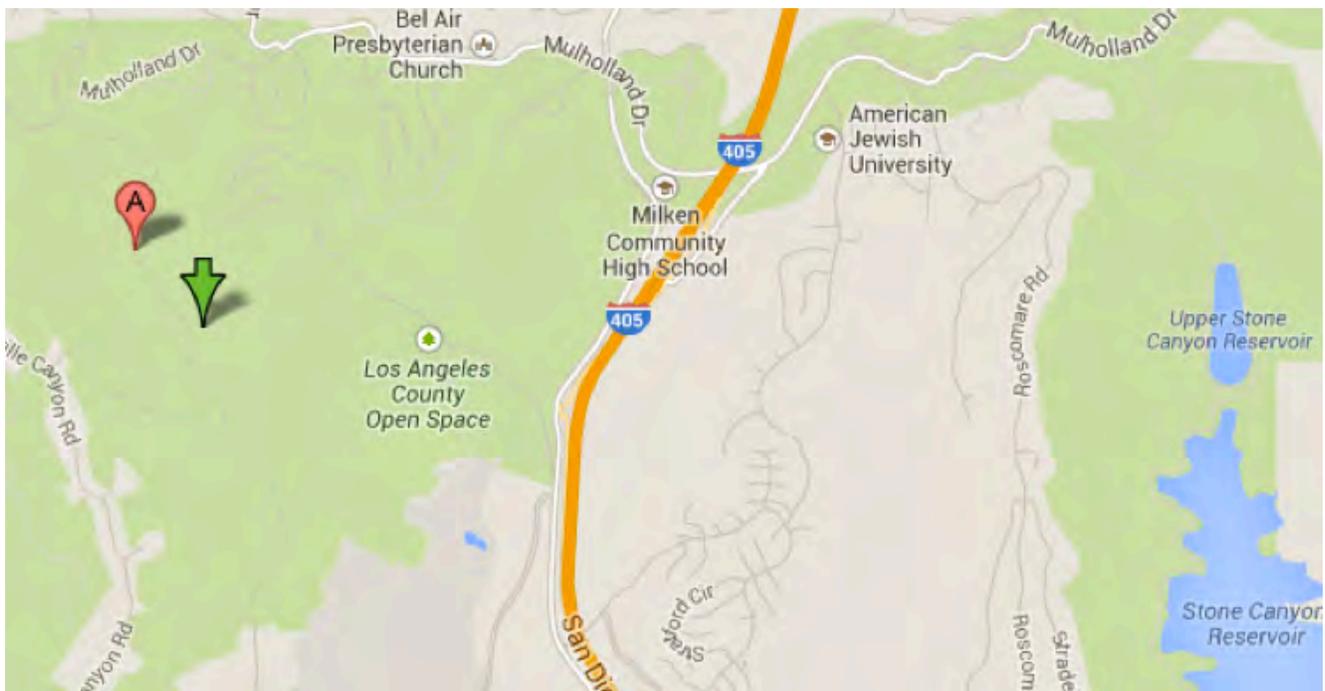
6.

<u>Magnitude</u>	1.8 - local magnitude (M _l)
<u>Time</u>	Friday, April 18, 2014 at 11:13:03 PM (PDT) Saturday, April 19, 2014 at 6:13:03 (UTC)
<u>Distance from</u>	Encino, CA - 5 km (3 miles) S (171 degrees) Sherman Oaks, CA - 5 km (3 miles) SW (227 degrees) Tarzana, CA - 7 km (4 miles) SW (215 degrees) Los Angeles Civic Center, CA - 24 km (15 miles) WNW (287 degrees)
<u>Coordinates</u>	34 deg. 7.0 min. N (34.116N), 118 deg. 29.5 min. W (118.492W)
<u>Depth</u>	9.4 km (5.8 miles)



7.

<u>Magnitude</u>	1.4 - local magnitude (M _l)
<u>Time</u>	Sunday, April 20, 2014 at 1:23:58 AM (PDT) Sunday, April 20, 2014 at 8:23:58 (UTC)
<u>Distance from</u>	Encino, CA - 4 km (3 miles) S (176 degrees) Sherman Oaks, CA - 5 km (3 miles) SW (235 degrees) Tarzana, CA - 7 km (4 miles) SW (221 degrees) Los Angeles Civic Center, CA - 24 km (15 miles) WNW (288 degrees)
<u>Coordinates</u>	34 deg. 7.3 min. N (34.121N), 118 deg. 29.8 min. W (118.497W)
<u>Depth</u>	9.2 km (5.7 miles)



SOURCES:

(<http://earthquake.usgs.gov/earthquakes/search>)

(www.scec.org)

(www.quake.ca.gov)

(<http://www.cisn.org>)

(www.conservation.ca.gov)