

# Appendix L.1 RDEIR Comment Letters part 1

LETTER 1R



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

March 22, 2016

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CITY OF LOS ANGELES

MAR 31 2016

MAJOR PROJECTS  
UNIT

Diana Kitching  
City of Los Angeles, Dept. of City Planning  
200 N Spring Street Room 750  
Los Angeles, CA 91401

Subject: Harvard-Westlake Parking Improvement Plan  
SCH#: 2013041033

Dear Diana Kitching:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on March 21, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

1R-1

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2013041033  
**Project Title** Harvard-Westlake Parking Improvement Plan  
**Lead Agency** Los Angeles, City of

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**Type** EIR Draft EIR

**Description** Construction of a new 3-story, 750-space Parking Structure including an athletic field with lights on top at 3701 N. Coldwater Canyon Avenue (5.5-acre Development Site). Structure and athletic fields to be used by the existing 18-acre Harvard-Westlake School Campus located across Coldwater Canyon Avenue. A pedestrian bridge is also proposed to cross over Coldwater Canyon Avenue from the Development Site to the Harvard-Westlake Campus. As part of the Project roadway improvements would be made that would improve the flow of traffic in the Project area as well as pedestrian and vehicle safety.

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**Lead Agency Contact**

**Name** Diana Kitching  
**Agency** City of Los Angeles, Dept. of City Planning  
**Phone** 213 978 1342 **Fax**  
**email**  
**Address** 200 N Spring Street Room 750  
**City** Los Angeles **State** CA **Zip** 91401

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**Project Location**

**County** Los Angeles  
**City**  
**Region**  
**Lat / Long** 34° 8' 21.16" N / 118° 24' 52.30" W  
**Cross Streets** Hacienda Drive and Avenida del Sol  
**Parcel No.**  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** US 101  
**Airports** No  
**Railways** No  
**Waterways** LA River  
**Schools** Harvard-Westlake  
**Land Use** Very Low residential and Minimum Residential; RE40-1-H and R1-1

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**Project Issues**

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission

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**Date Received** 02/04/2016 **Start of Review** 02/04/2016 **End of Review** 03/21/2016

Los Angeles  Department of Water & Power

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March 18, 2016

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

Dear Ms. Kitching

Subject: Comment Letter Regarding The Recirculated Draft Environmental Impact Report (RDEIR) for the Harvard/Westlake Parking Improvement Plan (State Clearinghouse No. 2013041033; City Case No. ENV- 2013-0150-EIR)

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to review the Recirculated Draft Environmental Impact Report (RDEIR) for the Harvard/Westlake Parking Improvement Plan. The mission of the LADWP is to provide clean, reliable water and power to the City of Los Angeles. In reviewing your proposed project description, the LADWP has determined that the project may have impacts to water resources. The following comments reflect our review for matters related to water resources for the project; you may receive additional comments from other divisions at LADWP separately referring to other respective areas in the initial Study such as water infrastructure capacity, etc.

General Comments:

The property owner will need to be in compliance with certain California groundwater regulations and/or water rights as decreed by California Superior Court. The subject property is located within the San Fernando Basin where the water rights have been determined by adjudication and Court judgment. California recently enacted the Sustainable Groundwater Management Act (SGMA) in January 2015. A regional groundwater management agency may be formed pursuant to SGMA to manage groundwater in this basin. This management agency may require property owners who discharge groundwater to periodically report their discharge volumes.

2R-1

Fees may also be assessed to groundwater pumpers and dischargers in order to allocate the cost of SGMA compliance, related basin management infrastructure, and groundwater replenishment.

2R-1  
cont.

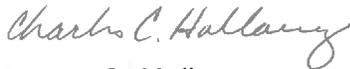
3.5 Geology, Soils and Hydrology, (Including Storm Water Drainage); Existing Conditions; Local Geology and Soils (pg. 3.5-5) and Liquefaction and Related Ground Failures (pg. 3.5-8):

It is stated that groundwater was encountered in connection with excavation for recent construction. It is understood that no ongoing water extraction occurs within either Campus and no structures are currently within the groundwater level requiring dewatering. If these conditions change, beneficial reuse of dewatering discharge (as an alternative to discharging to the storm drain or sewer) on or off-site is encouraged as a conservation measure. In addition to water conservation, beneficial reuse may reduce or eliminate costs associated with storm drain and sewer permitting and monitoring. Common applications of Beneficial Reuse include, Landscape irrigation, Cooling tower make-up, and Construction (dust control, concrete mixing, soil compaction, etc.)

2R-2

For any questions regarding the above comments, please contact Ms. Stephanie Eatinger of my staff at (213) 367-0968. Also, please add Ms. Eatinger to your direct mailing list for any future notices regarding this project and others.

Sincerely,



Charles C. Holloway  
Manager of Environmental Planning and Assessment

SE:pt  
c: Stephanie Eatinger

LETTER 3R

From: **Caitlin Gulley** <[cgulley@tataviam-nsn.us](mailto:cgulley@tataviam-nsn.us)>

Date: Tue, Feb 23, 2016 at 3:12 PM

Subject: Tribal Consultation: Harvard-Westlake Parking Improvement Plan; Recirculated Draft EIR

To: [diana.kitching@lacity.org](mailto:diana.kitching@lacity.org)



**Fernandeno Tataviam Band of Mission Indians Tribal Historic & Cultural Preservation**

February 23, 2016

Dianna Kitching  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

**RE: Harvard-Westlake Parking Improvement Plan; Recirculated Draft EIR**

Ms. Kitching,

The Fernandeno Tataviam Band of Mission Indians (Tataviam) thanks you for the opportunity to comment on the above referenced project (Project). Tataviam finds that a known tribal village site is located within sensitive proximity to the Project site and warrants further mitigation measures than those established in the DEIR. Therefore, Tataviam respectfully requests that the following be adopted as into the mitigation plan for the Final EIR for the Project:

3R-1

"Professional Native American monitoring shall be contracted by the applicant to oversee all ground disturbing activity performed on behalf of the project, for all native soil (not fill) up to 9 feet deep. One Native American monitor shall be present for each excavation team."

3R-2

Please contact Caitlin Gulley with any questions or for further information.

Respectfully,

--

*Caitlin Gulley, Director*  
*Tribal Historic and Cultural Preservation Department*  
Cell: (661) 433-0599  
Office: (818) 837-0794  
[cgulley@tataviam-nsn.us](mailto:cgulley@tataviam-nsn.us)

**Fernandeno Tataviam Band of Mission Indians**

1019 Second Street  
San Fernando, California 91340  
Phone: (818) 837-0794 Ext. 208  
Website: <http://www.tataviam-nsn.us>

This e-mail message is confidential, intended only for the named recipient(s) above and may contain information that is privileged, attorney work product or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient(s), please immediately notify the sender by reply-email and delete this e-mail from your computer. Also, neither this message nor any attachments to it constitute an offer of any kind, and to the extent this communication, or any other communication in connection herewith, is in the context of negotiations regarding a possible agreement or transaction, in no event shall Fernandeno Tataviam Band of Mission Indians be bound to anything without a final, signed contract (it being understood that in all cases Fernandeno Tataviam Band of Mission Indians shall have the absolute right to terminate any discussions or negotiations at any time and for any reason without any liability whatsoever). Thank you.



March 22, 2016

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Attn: Diana Kitching  
Los Angeles Department of City Planning  
200 North Spring Street, Room 750  
Los Angeles, CA 90012

**RE: Harvard-Westlake Parking Improvements Plan; ENV-2013-0150-EIR, SCH NO. 2013041033**

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies.

4R-1

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band wishes to defer to Gabrieleño Tribal Consultants, who are closer to the project area. Please feel free to contact me with any additional questions or concerns.

4R-2

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", with a long horizontal line extending to the right.

Joseph Ontiveros  
Cultural Resource Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of Los Angeles. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

LETTER 5R



PO Box 50003 Studio City, CA 91614  
805-225-5766 info@clawonline.org www.clawonline.org

March 21, 2016

VIA Electronic Mail

Diana Kitching  
Los Angeles Department of City Planning  
200 South Main Street, MS 16A  
Los Angeles, CA 90012  
Diana.Kitching@lacity.org

RE: Harvard Westlake Expansion RDEIR (ENV-2013-0150)

Dear Diana,

Citizens for Los Angeles Wildlife (CLAW) is a non-profit advocacy environmental organization concerned with the well-being of wildlife and open space habitats for the City of Los Angeles and beyond. A citizenry of more 3000 individuals now supports our multiple calls for biodiverse practices and policies.

5R-1

CLAW was asked to weigh-in on this project and after reviewing the Revised Draft Environmental Impact Report, the only two alternatives that we would support are environmentally superior Alternative #1 (i.e. no project) or Alternative #2 ( i.e. four homes compatible with residential use.) Indeed, we oppose alternatives for the Harvard Westlake "improvement" project that replace sensitive habitat with a practice field and parking structure. Final analysis of such an expansion should more clearly and correctly address:

5R-2

- real solutions and compensation for disruption of an undisputable habitat block of pristine natural land; and
- impacts to ALL wildlife – reptile, bird and mammal populations; and
- accurate tree counts and real mitigations for the loss of many, many native trees that will not fully rebound in our lifetime; and
- alternative night light solutions – an impact that is extremely disruptive to the well-being of wildlife.

5R-3

5R-4

Additionally, CLAW takes the position that any project that creates impacts that are "significant and unavoidable" with "no mitigation" is a project that just simply cannot be called an "improvement" project. A project such as this is most definitely a project that should NOT go forward in the Santa Monica Mountains -- the environmental heart of our city.

5R-5

Sincerely,

Alison Simard, Chair

CLAW is a public benefit non-profit 501(c)(3) environmental organization that works to protect and restore the environments of wildlife of Los Angeles and California from dwindling open spaces. Our mission is to promote, educate and protect the fundamental importance of wildlife, wildlife habitats and wildlife corridors everywhere.

## LETTER 6R

From: Marian Dodge <[president@hillsidefederation.org](mailto:president@hillsidefederation.org)>  
Date: Mon, Mar 21, 2016 at 10:22 AM  
Subject: ENV 2013-0150-EIR Harvard-Westlake School Parking Improvement Plan  
To: [Diana.kitching@lacity.org](mailto:Diana.kitching@lacity.org)  
Cc: Eric Garcetti <[Mayor.Garcetti@lacity.org](mailto:Mayor.Garcetti@lacity.org)>, Paul Krekorian  
<[councilmember.Krekorian@lacity.org](mailto:councilmember.Krekorian@lacity.org)>, David Ryu  
<[councilmember.ryu@lacity.org](mailto:councilmember.ryu@lacity.org)>, Lisa Sarkin <[lsarkin@scnc.info](mailto:lsarkin@scnc.info)>, Alan  
Dymond <[dymondscra34@gmail.com](mailto:dymondscra34@gmail.com)>

Dear Diana,

The letter from the Hillside Federation regarding the RDEIR for the Harvard-Westlake School Parking Improvement Plan is attached below. Also attached for your convenience are three previous letters that the Hillside Federation has submitted regarding this project. Please include all of them in the file for this case.

Thank you very much.

Best regards,

Marian Dodge, President  
Federation of Hillside and Canyon Associations  
[www.hillsidefederation.org](http://www.hillsidefederation.org)



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

March 21, 2016

Beachwood Canyon Neighborhood  
Bel-Air Association  
Bel Air Knolls Property Owners  
Bel Air Skycrest Property Owners  
Benedict Canyon Association  
Brentwood Hills Homeowners  
Brentwood Residents Coalition  
Cahuenga Pass Property Owners  
Canyon Back Alliance  
CASM-SFV  
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  
Rancho Verdugo Estates  
Residents of Beverly Glen  
Roscomare Valley Assn.  
Save Coldwater Canyon!  
Save Sunset Blvd.  
Shadow Hills Property Owners  
Sherman Oaks HO Assn.  
Silver Lake Heritage Trust  
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: ENV 2013-0150-EIR  
Harvard-Westlake School Parking Improvement Plan

Dear Ms. Kitching:

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 45 homeowner and resident associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

This letter supplements the Federation's letters of August 16, 2013 and December 10, 2013 regarding the original Draft Environmental Impact Report (DEIR), and our letter of November 9, 2015 to the City's Street Vacation Investigation Section (attached).

The Federation considered the Recirculated DEIR (RDEIR) of the Harvard-Westlake parking expansion plan at its February 2016 meeting and voted to send this comment letter based on the following: (1) the astonishing number of exceptions to statutory Hillside protections and the City's Baseline Hillside Ordinance, (2) the scale of such a project in an open-space hillside area, and (3) new information in the RDEIR regarding significant negative impacts to the hillside oak and walnut woodland, protected trees, and sensitive species.

Harvard-Westlake's Vesting Conditional Use Permit application proposes a number of far-reaching exceptions to the City's zoning code, including:

- A 90-foot 5-inch tall retaining wall, in lieu of 30-foot height limit otherwise required;
- Zero foot setbacks, in lieu of 17-foot side yard setbacks otherwise required;
- Grading export of 2,500 cubic yards in a Hillside Area, in lieu of the ordinary 1,600 cubic yard limit;
- Residential Floor Area of approximately 79,261 square feet, in lieu of the maximum residential floor area limits otherwise required by the BHO;
- Vacation of paper street West Hacienda Drive, the granting of which serves no public purpose and forever removes land from the public.

With respect to the grading export of 2,500 cubic yards in lieu of 1,600 cubic yards permitted, the application request should be for the actual export of 137,000 cubic yards required for the project. Based on a very dubious reading of the applicable Baseline Hillside Ordinance (BHO) provision, the applicant claims that 134,500 cubic yards of grading export are entirely exempt from the strict limitations of the municipal code.

CHAIRS EMERITI  
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Jerome C. Daniel  
Patricia Bell Hearst  
Alan Kishbaugh  
Gordon Murley  
Steve Twining  
CHAIRS IN MEMORIAM  
Brian Moore  
Polly Ward

6R-1

6R-2

6R-3

The relevant BHO language, in its entirety, states:

“Cut and/or Fill underneath the footprint of a Structure(s) (such as foundations, understructures including Basements or other completely subterranean spaces), as well as for water storage tanks, required stormwater retention improvements, and required animal keeping site development *that do not involve the construction of any freestanding retaining walls.*”

LAMC § 12.21.C.10(f)(3)(i) (emphasis added).

The applicant apparently seeks to invoke a rule of statutory interpretation known as the “last antecedent rule,” to suggest that the final clause of the subdivision (“that do not involve the construction of any freestanding retaining walls”) applies only to the previous clause (“required animal keeping site development”) but not to the other structures listed. Read in this limited way the parking garage structure would be almost entirely exempt from grading limitations. But such an interpretation is absurd and would do great violence to the meaning of the ordinance. The California Supreme Court has identified exceptions to the last antecedent rule. “One provides that when several words are followed by a clause that applies as much to the first and other words as to the last, the natural construction of the language demands that the clause be read as applicable to all. Another provides that when the sense of the entire act requires that a qualifying word or phrase apply to several preceding words, its application will not be restricted to the last. This is, of course, but another way of stating the fundamental rule that *a court is to construe a statute so as to effectuate the purpose of the law.*” *Renee J. v. Superior Court* (2001) 26 Cal. 4th 735 (internal citations and quotation marks omitted, emphasis added).

6R-3  
cont'd

The correct interpretation of the BHO, and the only interpretation that makes sense in the context of the entire legislative scheme, that “effectuate[s] the purpose of the law,” is that because freestanding retaining walls are necessary for this project (indeed, the proposed retaining walls themselves require outrageous deviations from ordinary maximum height restrictions) the parking garage structure is *not* exempt from the grading limitations of the BHO.

Properly interpreted, the cited exemption clearly does not apply to the proposed project. The Harvard-Westlake garage proposal is, in fact, precisely the type of massive project that the Baseline Hillside Ordinance was intended to restrict. In order to build this project the applicant must apply for and receive a variance from the BHO, along with the other required entitlements.

**The scale and scope of the project do not belong in a hillside open-space area.**

The Hillside Federation’s previous letters contend that the proposed parking structure and athletic field are “grossly out of character with the natural hillside environment” and that the pedestrian bridge would “destroy the character of the hillside environment.” The bridge will have a “substantial adverse urbanizing impact of the natural hillside environment and the scenic vista at all times of the day and night.” Nothing about the revised project improves this analysis. Indeed, even higher retaining walls and deeper cuts into the hillside are now proposed.

6R-4

The Federation remains concerned about the precedent-setting nature of a private pedestrian bridge over Coldwater Canyon, a designated scenic highway. Such a bridge would set a dangerous precedent that other institutions are likely to rely on to seek approval of similar structures across scenic roadways within the Santa Monica Mountains. The precedential impact must be considered as part of the project’s cumulative impact analysis.

6R-5

The RDEIR dismisses the possibility of parking demand reduction and satellite parking for major school events, even though other schools have successfully instituted such programs. The neighboring Buckley School, for example, recently abandoned its parking expansion plans and instead successfully reduced demand and uses satellite parking for major events. The applicant’s inexcusable dismissal of viable parking alternatives means that it has failed to substantiate the need for its massive and impactful project.

6R-6

**The proposed project has unacceptable unmitigated significant biological impacts.**

The RDEIR admits a significant negative impact to the oak/walnut woodland located at the proposed project site. The RDEIR still discounts the loss of habitat to the numerous sensitive species of birds found at the site, including many that are “threatened and declining” and “range restricted,” including the Oak Titmouse, the Rufous Hummingbird, the Nuttall’s Woodpecker, and Cooper’s Hawk. (RDEIR Sec. 3.3 pp. 7-8). The RDEIR’s ultimate

6R-7

conclusion regarding the breadth of the “significant” impact on wildlife is inconsistent with the underlying data. *Compare RDEIR sec. 3.3 pp. 7-8 with sec. 3.3 pp. 22-23.*

6R-7  
cont'd

The RDEIR acknowledges that an increased number of protected trees are impacted. The tally of impacted trees is now 65 Coast Live Oaks and 273 California Black Walnut trees. The RDEIR also exaggerates the poor state of the protected trees—only 15 of the 147 trees the school is proposing to destroy are F rated. But even D-rated trees “support partial foliage” and although not all may survive for the average species life-span, some “are expected to survive in a reduced state over the long term.” RDEIR Appendix D.3, p.16.

6R-8

The Federation disagrees with the RDEIR’s characterization of the wildlife corridor at the site. The RDEIR discounts the project’s negative impact to wildlife movement, stating that “the Project is on the periphery of an open space area; substantial interference with wildlife movement/migration corridors to the extent that the project would diminish the chances for long-term survival of any sensitive species is not anticipated because the Development Site is located at the east edge of the northern end of a finger or peninsula of open space within surrounding suburban development . . . This impact is not considered significant.” RDEIR Sec. 3.3 p. 21.

6R-9

Yet the RDEIR admits that “[t]he southern 3/4 of the Development Site is within the ‘Desirable Open Space Special Boundary’ [internal citation] and the Development Site is immediately adjacent to land owned by the Santa Monica Mountains Conservancy. The Project’s impact to oak/walnut woodland and associated sensitive species (primarily birds) that forage therein are considered to be cumulatively considerable contributions to significant impacts on 1) the sensitive oak-walnut woodland habitat and 2) associated sensitive species. RDEIR 3.3 p.23. Further, the RDEIR acknowledges that even with proposed mitigations, “*impacts to coastal western whiptail and San Bernardino ringneck snake and cumulative impacts to oak/walnut woodland would remain significant.*” *Id.* (emphasis added).

Based on review of the Recirculated Draft EIR, the Hillside Federation still comes to the inescapable conclusion that the proposed three-story, 750-car parking structure with an illuminated fenced-in athletic field and pedestrian bridge across the scenic corridor are grossly out of character with the natural hillside environment, and their approval would destroy the character of the hillside. We renew our strong opposition to the project, which would set a dangerous and unwelcome precedent that places the natural integrity of hillside areas throughout the Santa Monica Mountains at risk.

6R-10

The Hillside Federation urges the City to consider alternatives only on the east side of Coldwater Canyon. The City must consider feasible project alternatives that would be less impactful to the environment and character of the hillsides, which would also be more likely to conform to the requirements of the municipal code.

6R-11

Sincerely,

*Marian Dodge*  
Marian Dodge

cc: Mayor Eric Garcetti  
Councilmember Paul Krekorian, CD 2  
Councilmember David Ryu, CD 4  
Studio City Neighborhood Council  
Studio City Residents Association  
Santa Monica Mountains Conservancy

P.O. Box 27404  
Los Angeles, CA 90027  
[www.hillsidefederation.org](http://www.hillsidefederation.org)



**PRESIDENT**  
Marian Dodge  
**CHAIRMAN**  
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Mark Stratton  
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Don Andres

Street Vacation  
Investigation Section  
201 N. Figueroa St. Suite 200  
Los Angeles, CA 90012  
Attn: Edmond Yew, Manager

November 9, 2015

Beachwood Canyon Neighborhood  
Bel-Air Association  
Bel Air Knolls Property Owners  
Bel Air Skycrest Property Owners  
Benedict Canyon Association  
Brentwood Hills Homeowners  
Brentwood Residents Coalition  
Cahuenga Pass Property Owners  
Canyon Back Alliance  
CASM-SFV  
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  
Rancho Verdugo Estates  
Residents of Beverly Glen  
Roscomare Valley Assn.  
Save Coldwater Canyon!  
Save Sunset Blvd.  
Shadow Hills Property Owners  
Sherman Oaks HO Assn.  
Silver Lake Heritage Trust  
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: Vacation of Hacienda Drive (West) / Airspace Vacation over Coldwater Canyon  
VAC-E 14012373, ENV 2013-0150-EIR**

Dear Mr. Yew:

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 45 homeowner and resident associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

The Federation considered the Harvard-Westlake School's proposed vacations at its October 2015 meeting and voted to oppose the proposed air rights and street vacations based on the following: 1) the unwelcome precedent created by an approval for a private bridge over a designated scenic highway, especially one in the foothills of the Santa Monica Mountains; 2) the applicant's failure to follow the required multiple approvals process in the City's municipal code; 3) the street vacation for private use not considering present and future public uses; and 4) the fact that the requested pedestrian bridge is not necessarily adequate to resolve the safety concerns that the garage project itself creates.

The proposed vacations are clearly part of the "Parking Improvement" Plan proposed by the Harvard-Westlake school in the 5.5 acres of hillside west of Coldwater and south of Ventura. The airspace vacation over Coldwater is for the proposed pedestrian bridge (163-ft long and for the exclusive use of the school), and the street vacation for the Hacienda Drive right of way, which is either to allow the applicant to meet setback requirements or to allow construction of the southernmost 20-60 ft. high retaining wall.<sup>1</sup>

**Approval of an airspace vacation creates an unwelcome and ill-advised precedent on a scenic highway located in the Santa Monica Mountain foothills.**

The Federation is not aware of any location in the City of Los Angeles where a private bridge has been allowed over a public roadway that is in the hillside of a designated scenic highway.

**CHAIRS EMERITI**  
Shirley Cohen  
Jerome C. Daniel  
Patricia Bell Hearst  
Alan Kishbaugh  
Gordon Murley  
Steve Twining  
**CHAIRS IN MEMORIUM**  
Brian Moore  
Polly Ward

<sup>1</sup> It is unclear from the various drawings/renderings submitted to the City as part of the DEIR.

6R-12

6R-13

6R-14

All approved bridges spanning public roads have been in commercial areas or on large boulevards, not on scenic canyon roadways. This airspace vacation would create an unwelcome and dangerous precedent, which would threaten similar hillside canyon roads with future urbanizing development.

The photo below depicts the view looking south on Coldwater Canyon where the bridge would be constructed. The proposed bridge would destroy the bucolic canyon aesthetic.



Photograph by Kathryn Donohew, October 2015

6R-14  
cont'd

**The Hacienda Drive vacation violates the City’s multiple approvals process and likely constitutes piecemealing under CEQA.**

The DEIR does not reference the Hacienda Drive west right-of-way request as part of the discretionary actions for this parking project. The DEIR does mention the southern area and southwesterly areas of the proposed project as "encroaching" or having less than allowed setbacks (zero, as opposed to the 17 ft required). Yet this right-of-way request was not included as part of the multiple-approvals.

6R-15

Section 12.36.B of the Municipal Code provides that “[a]pplicants shall file applications at the same time for all approvals reasonably related to complete the project.” The Federation objects to the City separately considering this right-of-way vacation from the other required components of the project. Such an approval would likely constitute piecemealing under longstanding state law. *See, e.g., Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora*, 155 Cal. App. 4th 1214 (2007).

**The present and potential future public uses of Hacienda Drive foreclose its vacation for private use.**

The City does not own and therefore cannot give away property held in trust for the public benefit. Per the Streets & Highways Code sec 8324(b), the City would need to find that the street is unnecessary for present or future public use.

6R-16

Hacienda Drive has many present and future uses other than as a locus for a massive retaining wall and/or setback for a 3-story parking garage. Granting this part of Hacienda Drive to the school for its private use would not result in any public use or benefit. In fact, vacation would permanently and irrevocably

6R-17

preclude any public use of a future roadway for access to the hillside west of Coldwater. Future potential uses include improved access for fire safety for residents who live on Potosi Avenue (which dead-ends above the paper road). Even if not paved, it could be used for emergency evacuation of Potosi residents, brush clearance and trailhead access to Santa Monica Mountains Conservancy lands, as well as access to the other parcels of land that Harvard-Westlake owns.

6R-17  
cont'd

State law protects the public's right of equal access to public streets, and precludes municipalities from impeding such access. "The streets of a city belong to the people of the state, and every citizen of the state has a right to the use thereof..." *Rumford*, 31 Cal.3d at 499 (quoting *Ex Parte Daniel*, 183 Cal. 636, 639 (1920)).

6R-18

Vacation is proper only "if the controlling purpose was the convenience of the general public," such as for reasons of general public safety. *Constantine v City of Sunnyvale*, 91 Cal. App. 2d 278, 282 (1949). In this case, safety issues necessitate the public's access to this roadway land.

Furthermore, the Court in *Whitley Heights* noted, "a street may not be vacated for exclusive private use." *Whitley Heights*, 23 Cal. App. 4th at 820 (quoting *Constantine*, 91 Cal. App. 2s at 282). That is exactly what the School intends with this right of way request.

**The airspace vacation creates foreseeable safety hazards.**

Without the bridge and parking structure on the west of Coldwater there are no safety issues for students and visitors accessing the campus, since there is no need to cross the street near a blind curve in the road that has no traffic control devices. However, a three-story parking structure (accommodating 750 cars) and bridge would require hundreds of students and campus visitors to cross Coldwater Canyon. There are numerous foreseeable dangers caused by this arrangement, including students dashing across Coldwater when late for class or for a campus event, when the bridge is crowded or backed up, as well as the possibility of the bridge failing in an earthquake or significant seismic event. These scenarios were outlined in two expert reports submitted to the City as part of the DEIR in Nov 2013. According to Brohard and Associates Report, "Physically preventing at-grade pedestrian crossings of Coldwater Canyon Avenue from the parking structure to the campus and vice-versa is not possible." (p.8).

6R-19

Additionally, "The potentially significant difference in foundation properties [of the ground soil on each side of Coldwater] could cause each side of the bridge to react differently during a moderate to large earthquake...potentially causing the bridge to fail on to Coldwater Canyon Avenue." (Wilson Geosciences Report, p.2) These foreseeable scenarios are a danger both to the school community and the public, and are self-imposed by the applicant.

6R-20

Based on the above, the Federation urges the Bureau of Engineering to deny both the vacation of public airspace and vacation of a public roadway for private use.

6R-21

Sincerely,

*Wendy-Sue Rosen*

Wendy-Sue Rosen, Vice President

cc:

Mayor Eric Garcetti  
Councilmember Paul Krekorian, CD-2  
Phillip Martinez, Bureau of Engineering  
Dale Williams, Bureau of Engineering  
Diana Kitching, City Planning

P.O. Box 27404  
Los Angeles, CA 90027  
323-663-1031  
[president@hillsidefederation.org](mailto:president@hillsidefederation.org)  
[www.hillsidefederation.org](http://www.hillsidefederation.org)



**PRESIDENT**  
Marian Dodge  
**CHAIRMAN**  
Charley Mims  
**VICE PRESIDENTS**  
Mark Stratton  
Wendy-Sue Rosen  
**SECRETARY**  
Donna Messinger  
**TREASURER**  
Don Andres

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

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.

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

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

P.O. Box 27404  
Los Angeles, CA 90027  
323-663-1031



PRESIDENT  
Marian Dodge  
CHAIRMAN  
Charley Mims  
VICE PRESIDENTS  
Mark Stratton  
Wendy-Sue Rosen  
SECRETARY  
Carol Sidlow  
Donna Messinger  
TREASURER

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.  
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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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CHAIRMAN IN MEMORIUM  
Brian Moore

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

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

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

Nick Hendricks, Department of City Planning

Studio City Neighborhood Council

Santa Monica Mountains Conservancy

Saint Michael and All Angels Episcopal Church

The Reverend Daniel J. Justin, Rector

March 18, 2016

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

RECEIVED
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MAR 24 2016
MAJOR PROJECTS
UNIT

RE: File No. ENV-2013-0150-EIR SCH NO. 2013041033

Dear Ms. Kitching,

I write this letter in response to the Recirculated Draft EIR (File No. ENV-2013-0150-EIR SCH NO. 2013041033). I represent the 300+ members of St. Michael and All Angels Episcopal Church who continue to oppose this project.

7R-1

The Recirculated Draft EIR fails to adequately address the concerns of the parish. This project threatens the future viability of St. Michael's, a parish that has operated in our current location since the late 1940's. In previous letters I have outlined many different concerns. We continue to oppose this project for the following reasons:

- 1. We are concerned about the cumulative impact on traffic on Coldwater Canyon Ave if the construction projects at Harvard Westlake and the Sportsman's Lodge are happening simultaneously.
2. We are concerned about the impact of the noise generated by this project on the daily operations of the parish which include prayer services, rehearsals, meetings, times of study and reflection, weddings, funerals, and special services.
3. We are concerned about safety issues associated with building a parking garage on the west side of Coldwater Canyon. Currently students are not required to cross the busy street. The school cannot guarantee that students will use the walking bridge at all times.
4. We are concerned about the impact on traffic with the vast number of trucks that will travel on Coldwater Canyon and the plan to stage those trucks on the South Parking Lot so close to the church property.
5. We are concerned about the air quality during construction and its impact on those of us on the church campus on a daily basis.
6. We are concerned about potential damage to our campus, in particular our sensitive pipe organ, due to dust, dirt, and debris during construction.
7. We are concerned about the environmental impact of this project on plant and wildlife in the area.

7R-2

7R-3

7R-4

7R-5

7R-6

Please feel free to contact me at (818) 763-9193 if you have any questions. Thank you for your time and consideration.

Sincerely,

[Handwritten signature of Dan Justin]

The Rev. Dan Justin
Rector

**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



March 29, 2016

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

**Harvard-Westlake Parking Improvement Plan  
Recirculated Draft Environmental Impact Report Comments  
ENV-2013-1950-EAF — SCH No. 2013041033**

Dear Ms. Kitching:

As stated in the Notice of Completion and Availability, the Conservancy confirms that its prior comments on the Notice of Preparation and Draft Environmental Impact Report will be addressed in the Final Environmental Impact Report. The Conservancy remains opposed to the subject project because all of the project changes represented in the Recirculated Draft Environmental Impact Report (RDEIR) expand the footprint of either the direct or indirect project impacts. No impact avoidance was integrated into the project modifications and additions.

8R-1

The RDEIR range of alternatives remains deficient. All of the development project footprints, other than the four-home-Alternative 2, have the same basic original horizontal footprint of the proposed project. Alternative 4 apparently has a 25 percent reduced project footprint but the RDEIR included no dimensions and did not describe where such reduction would occur. The alternatives analysis claims its ecological impacts would be similar to that of the proposed project. How can a decision maker analyze Alternative 4 as reduced impact alternative without an adequate visual or written project footprint description?

8R-2

8R-3

As requested by Conservancy in earlier comments, the range of alternatives needs to include a reduced footprint, non-residential development in which the footprint is pulled dramatically (approximately 50 percent) closer to Coldwater Canyon Avenue to dramatically reduce grading, biological, and visual impacts. That development could include parking or various building space that would either free up space within the east campus for desired uses or meet a portion of the proposed parking objectives. The Conservancy remains opposed to a bridge across this scenic roadway, due to the significant

8R-4

8R-5

adverse visual and biological impacts it would have on this natural area in the foothills of the Santa Monica Mountains. | 8R-5  
cont'd

Another alternative that has not been suggested or analyzed in the RDEIR is a one story addition on an existing East parking lot. This much smaller alternative, on the Ease side, in conjunction with an actual Traffic Demand Management (TDM) program, would be an environmentally superior option. | 8R-6  
8R-7

The proposed project and most of its development alternatives would result in the most severe native woodland impacts in the Santa Monica Mountains east of the 405 freeway in at least three decades. The woodland proposed to be lost is part of the largest contiguous block of habitat on the north face of the range between the Cahuenga Pass and the 405 freeway -- absent only the Fryman Canyon core habitat area. These few remaining core habitat blocks are critical stepping stones and refugia for eastern Santa Monica Mountains wildlife populations. Often the extreme outer boundaries of such refugia provide special habitat value either for predators avoiding intra-species aggression, bearing of young, or prey seeking sub-refugia that is situated as far as possible from the most frequented game trails and travel paths. | 8R-8

The carrying capacity of the eastern Santa Monica Mountains for most medium and large-sized mammal species and many reptile species is not known. Permanent habitat loss in this area occurs on a near-daily basis and no new habitat is added. The ongoing drought has dramatically affected the canopy cover in native walnut woodlands. Wildlife water sources become more ephemeral each subsequent year as groundwater reserves are not replenished. Recreational use in the woodland areas of Wilacre Park continues to expand and adversely impact wildlife carrying capacity. The subject part of the range could well be at a tipping point for the continued permanent presence of bobcats and grey fox. | 8R-9

The proposed project and all of its development alternatives (other than Alternative 2) would permanently remove a substantial area of native woodland and have permanent indirect adverse impacts on surrounding offsite lands including land owned by the Mountains Recreation and Conservation Authority (MRCA). An acre of woodland typically has much more per-acre habitat value than grassland, chaparral and coastal sage scrub. It is also a less common habitat type as reflected by its special community status with the California Department of Fish and Wildlife. | 8R-10  
8R-11  
8R-12

The RDEIR is deficient for not addressing the substantial incremental degradation of a key habitat block on the north slope of the Santa Monica Mountains between the Cahuenga | 8R-13

Pass and the 405 freeway. There are few places where the habitat blocks on the north and south slope of the range in this east-west segment have strong connectivity across Mulholland Drive. One of the largest such connectivity zones is the southern end of the subject habitat block leading into Franklin Canyon and Franklin Canyon Park.

8R-13  
cont'd

Without question – tree replacement – the only proposed biological mitigation measure that addresses permanent habitat loss and degradation does not offset the direct, permanent loss of at least 3.3 horizontal acres of walnut woodland and its unique soils. The 3.3 acres probably translates into almost 4 acres when slope acres are considered.

8R-14

New habitat cannot be created, but more existing habitat can be protected as mitigation with a direct nexus to the reduction of high quality habitat in a key core habitat block. An earlier Conservancy letter suggested that the proposed project include a mitigation measure to permanently protect a minimum of 50 acres of habitat between the Cahuenga Pass and the 405 freeway. That suggested mitigation further specified that at least ten of the fifty acres support existing native walnut woodland and that twenty-five of the acres be provided if fee simple to a public park agency. To provide adequate mitigation the 50 acres would need to be connected to some other habitat block between the Cahuenga Pass and the 405 freeway.

That mitigation acreage could be accumulated in many fee simple pieces and conservation easements as long as it meets the prescription and objective of the habitat mitigation measure as finally adopted. Such mitigation could be costly but the visual impacts of the project and the resulting unknown permanent decrease in the carrying capacity of the subject portion of the Santa Monica Mountains warrant significant mitigation. The MRCA is an optimal agency to assist the school in finding and accepting such mitigation land interests.

8R-15

If the school demonstrates that it is prohibitive to acquire such mitigation land interests between the Cahuenga Pass and 405 freeway, the field of acquisition area should be expanded to include the unprotected lands surrounding Griffith Park east of the Cahuenga Pass. Fifty percent of such land must be protected within two months of the issuance of any grading permits. The remainder must be protected within the next eight months. For every acre not permanently protected with a conservation easement or fee simple to a public agency by each of those deadlines, the school would have a letter of credit that guarantees \$500,000 per acre to the MRCA available to be put into land acquisition escrows and to reimburse appraisal and title report costs for properties that meet the mitigation

Diana Kitching  
Harvard-Westlake Parking Improvement Plan RDEIR Comments  
March 29, 2016  
Page 4

criteria. Such a significant cost per acre is necessary to insure adequate incentive for the school to complete the mitigation requirements.

8R-15  
cont'd

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



March 20, 2016

Diana Kitching, City Planning Dept.  
RE: ENV-2013-0150-EIR

Dear Ms. Kitching,

Save Coldwater Canyon!, Inc. (SCC) is a neighborhood non-profit group whose mission is to preserve and protect the Coldwater Canyon foothills. SCC submits the following comments on behalf of the 1,100 concerned citizens that have joined our cause.

9R-1

We have previously submitted comments to the DEIR, yet this recirculated DEIR (RDEIR) has most of the same deficiencies and faulty assumptions, as well as a number of new issues of concern that we will address in this comment letter.

We are submitting as part of this letter four independent expert reports: air quality, safety, noise, and traffic. Three of these four reports indicate the gross underestimation of the impacts from soil excavation and truck trips necessary to and from the Project site.

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We are also attaching a copy of our online petition, wherein over 1,300 citizens voice their concern over the Project's negative impact to designated desirable open space land.

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The RDEIR does not consider the impact of providing so many exceptions to city building codes and limits (especially the Baseline Hillside Ordinance) for this Project, nor the precedential effect that approval of this Project would have on future development.

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We continue to have serious concerns about the negative impact of this Project to Air Quality, Construction and Operational Noise, Biological Resources, Traffic, Aesthetics, Land Use Compatibility, Expansion, and Safety hazards created by the Project.

9R-5

**1. AIR QUALITY impacts during excavation and construction (now estimated at 30 months)**

**Information inadequate for fair public review**

SCC is submitting an independent expert report from Greg Gilbert of Autumn Wind and Associates (AWA). Mr. Gilbert’s report points out a number of inadequacies with the RDEIR and the current AQ Appendix. He was unable to get adequate information out of the Air Quality element and its Appendix to determine the assumptions they used for modeling and all the details involved with the modeling process. He requested this information from the Lead Agency but did not receive it in enough time to analyze the data within the comment period.

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Even so, there are MANY issues of concern specific to the construction and operational air quality impacts.

**No Health Risk Analysis/Modeling**

“School children will be captive on-campus for many hours per day, day after day, month after month, with increased health risks as a result of the project’s heavy reliance on extensive diesel-powered construction equipment and in combination with existing background TAC concentrations.” (AWA report, p.6) We ask that the Lead Agency insist on the use of AERMOD to characterize increased health risks of exposures to Toxic Air Contaminants (TACs).

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The RDEIR alarmingly has failed to consider the health risks to school children and nearby residents from construction-related toxics and the cumulative TAC emissions that include operational emissions.

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“In light of the overwhelmingly sensitive-receptor population—children—served by the school, with residents as close as 72’ from the construction zone, and against the backdrop of more protective OEHHA and SCAQMD TAC and health-risk guidance changes made prior to issuance of the RDEIR, **the Lead Agency should have put a priority on protecting public health** [emphasis added] by including a Health Risk Assessment in the RDEIR. Without a bona fide HRA, the Lead Agency cannot justifiably conclude that the project’s project-specific and cumulative TAC impacts are less than significant.” (AWA report, p. 7)

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**Impacts to sensitive receptors must be updated to new OEHHA standards**

“In February 2015, OEHHA (State Office of Environmental Health Hazard Assessment) released updated Risk Assessment Guidelines that outline risk calculations for specific age groupings, including a more protective breathing rate for children.” (AWA report, p.7) The RDEIR must use these new standards to analyze whether the negative air quality impacts are even more significant.

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At RDEIR pg. 3.2-5 the RDEIR says diesel exhaust is only a “likely carcinogen”. The RDEIR should be revised to properly categorize the diesel exhaust emissions as a toxic air contaminant based on its carcinogenicity. The RDEIR should not play fast and loose with our children’s health.

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Considering the proximity not only of residents and the School itself, but also the proximity of a number of sensitive receptors (elderly, student athletes, preschool children, and children of 100s of nearby residents), the accurate information for modeling and the verification of the modeling by an *independent outside source* (provided not by the Applicant but by the City) should be of paramount importance to the Lead Agency.

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**Mitigations unenforceable and inadequate**

As further describe in the report, a number of the proposed mitigations are unenforceable, such as the supposed coordination of truck trips and excavation with Sunnyside Preschool. The Applicant seems to be suggesting favoring its relationship with Sunnyside (see MM-AQ09) while ignoring the impact to other sensitive receptors in the vicinity, such as young children in the nearby residences, the elderly (and children) who worship at St. Michael’s church, and the School’s own athletes.

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Truck trips have been underestimated, according to multiple experts; however, even if we take “160 truck trips” as legitimate, we question the feasibility of 160 daily truck trips being able to avoid both peak traffic hours (as suggested in the Traffic section) AND times of day when these sensitive receptors are outside. Between athletic practices and events at Harvard-Westlake, weekday preschool hours, and St. Michael’s church’s weddings and other services on weekends, there are simply too many hours in the week when the community will be put at risk by the emissions caused by the enormous excavation and hauling of this Project.

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Daily thresholds have changed in the RDEIR, by the Applicant deciding to draw the project out even longer and add more phases -- however, the new analysis in

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the RDEIR showed the NOx went up. It went from 49 to 137 - and that's unmitigated. So the Applicant then apparently offered to change the diesel equipment to Tier 3 status, and the level dipped back under the daily thresholds. This is MM-AQ10. The problem with this suggested mitigation is that this shift to Tier 3 equipment is only "where available" -- there is no requirement and no enforcement in this mitigation measure.

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**The underestimation and mischaracterization of Truck trips and Hauling distances could lead to significant impacts on Air Quality and must be further analyzed in the EIR.**

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**2. CONSTRUCTION AND OPERATIONAL NOISE pollution impacts**

SCC reiterates its prior statements about the unmitigatable construction noise, as well as the ongoing operational noise from cars, engines, car alarms, field whistles, yelling, tires screeching, etc.

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9R-18

We further submit for the record a noise study done by Veneklasen Associates in December 2014. The Veneklasen report shows the noise impacts of the current Ted Slavin field, as well as documentation that the school's use of its current field makes noise in excess of the LAMC and Noise Ordinance, in violation of their current CUP. The report shows that game day noise raises the level of noise to a degree that is disruptive and creates a nuisance -- and it does so at distances far in excess of those allowable by ordinance. The study documents the Applicant's noncompliance of the parameters of the CUP for their existing field lights (CPC-2006-2375-PAD), and suggests likely noncompliance on other game days. The Lead Agency should therefore take any assertion the Applicant makes about being a "good neighbor" with the appropriate-sized grain of salt.

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**3. VISUAL QUALITY/AESTHETICS impacts to the scenic canyon and its natural views**

SCC reiterates its prior statements about the visual blight of the private bridge, the 3-story, 4-level structure, the lighted practice field, and the parking garage on land that is currently a green hillside filled with open space, a rare oak and walnut woodland, and scenic natural views.

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***4. BIOLOGICAL RESOURCES impacts to protected trees and sensitive species***

The RDEIR finally admits the “significant negative impact” the project would have on the rare oak and walnut woodland. Even so, the RDEIR still underestimates the impact to biological resources after proposed mitigations.

SCC echoes the concerns of the Sierra Club in their March 2016 comment letter, “The importance of saving healthy native trees becomes more urgent with each year of increasing drought and climate change.”

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“The project should be situated in a place that has no significant impact on the wild areas of the San Fernando Valley.” (Sierra Club comment letter, March 15, 2016)

SCC reiterates the concerns raised in the independent expert report submitted by Land Protection Partners (LPP) (Comment letter, 2013) and once again asks that the many conclusions in that report be addressed in the FEIR.

**Negative Impact to Sensitive Bird Species Still Underestimated**

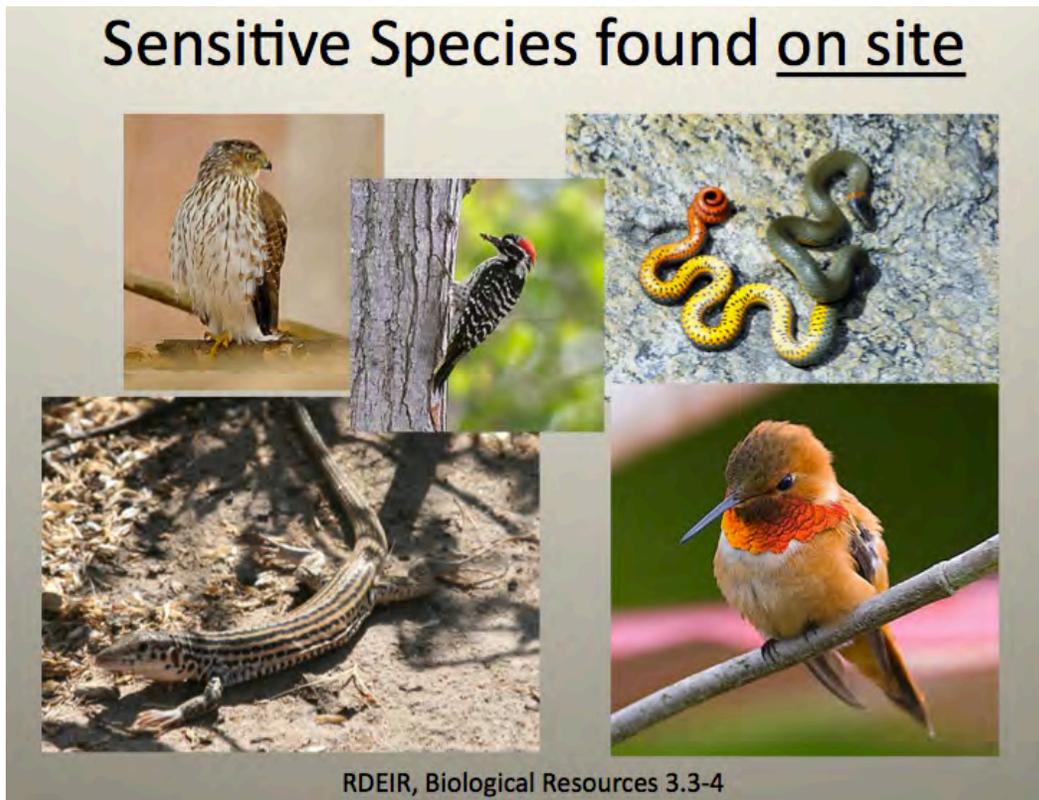
LPP pointed out, in their comment letter in 2013, the missing analysis of the impact to a number of species of concern for LA County that are present or likely to be present (Greater Roadrunner, Western Meadowlark, Golden-crowned Kinglet, Ruby-crowned Kinglet, California Towhee). Analysis of these bird species of concern remains missing from the RDEIR.

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The RDEIR has added two sensitive species to the list of concerned species (San Bernadino ringneck snake and Coastal western whiptail lizard). The RDEIR Table (on page 3.3, 7-8) enumerates many bird species either “*Found on Site*” or “*Very Likely*” on site that are listed on the Partners in Flight watchlist (a coalition of NGOs including the National Audubon Society, National Fish and Wildlife Foundation) as “*threatened and declining*” and “*range restricted*”: the Oak titmouse, the Rufous Hummingbird, the Nutall Woodpecker, the Cooper’s Hawk. (3.3-7,8) The underlying Biological Resources report found a “*significant impact on these species region-wide*” as result of loss of habitat. (RDEIR, Apdix D.4, p.6)

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Yet somehow, in its Impact Conclusions, the RDEIR strangely focuses on the two species of Reptile but singles out ONLY ONE (the Nutall woodpecker) of the many sensitive species of birds found on site. For the RDEIR to conclude that the only “significant” impact on wildlife is to reptiles is inadequate and inconsistent with its own findings. (Compare 3.3-7,8 to 3.3-22,23) The Land Protection Partners report submitted to the DEIR in 2013 addresses the many reasons why the analysis of the impact to bird species is inadequate to address the negative impact of this project to wildlife.



### Mischaracterized Tree Damage and Wildlife Corridor

The RDEIR added to the number of protected trees that are on site and *increased* those which are proposed to be removed. Now it is 65 coast live oaks and 273 California black walnuts (total of 338 protected trees -- 147 to be removed). The RDEIR still exaggerates the poor state of the protected trees – only 15 of the 147 trees the school is proposing to destroy are F rated.

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*Even D rated trees -- most of which are semi-mature or mature -- “support partial foliage” and “are expected to survive.”* (Appendix D.3, p 16). The Santa Monica Mountains Conservancy agrees that even trees with “thousand canker disease” still provide habitat, and food source for wildlife and continue to thrive. (SMMC Comment Letter, Nov. 4 2013) This fact is overlooked in the RDEIR.

So-called “D-rated trees”- mature and semi-mature



We also disagree with the RDEIR’s characterization of the wildlife corridor at the site. The RDEIR, in its discussion of wildlife corridors, discounts the Project’s negative impact to wildlife movement, saying: “...the Project is on the periphery of an open space area...the Development Site is located at the east edge of the northern end of a finger or peninsula of open space within surrounding suburban development”... [therefore]... “This impact is not considered significant” (3.3-21).

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Experts have shown that wildlife use the full amount of the open space in this corridor; the fact that this part of land is on the Northern end, and up against Coldwater Canyon, does not diminish its impact to the wildlife corridor. Wildlife routinely crosses canyon roads throughout the Santa Monica Mountains. There are suburban residences surrounding the entirety of the Santa Monica Mountains' wildlife corridor, yet wildlife still make use of as much of the undeveloped land as there still is.

The RDEIR fails to take into account the cumulative impact to the wildlife corridor of developing this Site - if more and more Projects are allowed, with each one reducing wildlife habitat that is PART of the wildlife corridor, the wildlife will have less and less land on which to roam, live and breed. Where will this encroachment to the wildlife corridor end?

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Elsewhere, the RDEIR admits "The southern  $\frac{3}{4}$  of the Development Site is within the 'Desirable open space Special Boundary' and is immediately adjacent to land owned by the Santa Monica Mountains Conservancy." (3.3-23) The site is almost entirely on open space land and it is part of the wildlife corridor, regardless of its location on the Northern peninsula.

### **5. LAND USE COMPATIBILITY/OPEN SPACE impacts to this Desirable Open Space land**

SCC reiterates its prior statements about protecting our desirable open space land. The RDEIR shows that project has increased in acreage from 5.5 to 6.83, and now "The southern  $\frac{3}{4}$  of the Development Site is within the 'Desirable open space Special Boundary' and is immediately adjacent to land owned by the Santa Monica Mountains Conservancy." (3.3-23) As such, the Project is incompatible with the community plan and the current land use on the West side of Coldwater.

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This is land which has a higher standard for protection in our City's community plan; its desecration should not occur absent some overwhelming public purpose.

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### **Story Poles and Transparency of Project's Scale**

In an effort to make this project known to the larger community, including all motorists who travel along Coldwater, and all residents included in our community plan (particularly those who are outside the 500 ft notification boundary, yet whose views will be severely negatively impacted by this Project, eg up Alta Mesa and Avenida del Sol), Save Coldwater Canyon supports the SCNC's recommendation of erecting story poles. They are regularly used in other municipalities to make the public aware of the scale and scope of a project.

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The Lead Agency, along with Councilmember Krekorian, should require the Applicant to erect story poles that visually demonstrate all components of the project. This must be done as soon as possible to alert citizens of what might happen to the canyon if Project goes forward.

### **6. SAFETY impact, moving students and visitors across Coldwater Canyon to the West side**

The independent expert report from WEXCO enumerates many safety concerns with the proposed Project. These include: moving students and visitors across

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Coldwater; the dangers to students and visitors during an emergency with only the Bridge as an exit or Coldwater Canyon at grade; hazards of practice field netting; the gross underestimation of the soil excavation and truck trips necessary to and from the Project site.

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### **Current Pedestrian Circulation and Bus Loading/Unloading is Safe**

The report analyzes the current pedestrian circulation and finds that the current bus loading and unloading is entirely safe and that keeping pedestrians on the East side of Coldwater Canyon is the safest choice for the School community.



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Moving the school community across Coldwater Canyon is what would jeopardize them. “There is no legitimate safety argument for moving the campus community...across Coldwater Canyon to the West so that they must travel eastward across Coldwater Canyon at risk.” (Wexco, p.8)

### **Hazards of Practice Field Netting**

The 32-ft netting is insufficient to guarantee that athletic balls will not fall (with great velocity from a height of over 83 ft) onto oncoming motorists. Anyone who has ever witnessed a “goal kick” during a soccer game knows how high and far a soccer ball can be kicked.

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The netting is also a likely hazard to flying birds, especially given the suggestion that every effort is made for the netting to be camouflaged with the natural environment. Given the numerous threatened and declining species known to be on Site, and the numerous bird species on the LA County Watchlist, as well as the bats and butterflies known to be on Site, this netting causes a negative impact that has not been adequately analyzed.

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***7. EXPANSION of school and its activities to the West side***

Moving the parking across Coldwater is clearly the beginning of a larger effort to expand the campus West of Coldwater. One need only look at the parcels that have been bought by the Applicant in the past few years. Yet the Applicant is not releasing a 10-yr plan, nor has it linked this Project to other plans to build buildings on existing parking lots (or elsewhere) on the existing campus. If the Applicant is found to be developing piecemeal, this would amount to illegal segmentation. This is a serious concern for the community, and goes against the Applicant's claim to wish to be transparent to the community.

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Despite receiving permits based on enrollment at much lower numbers than the Applicant currently has, the Applicant has continued to increase enrollment since 1992, and alleges that they are not subject to an enrollment cap. Obviously, should the Project go forward, the Applicant must be held to an enforceable and clear enrollment cap at the current level of enrollment. Further they must be held to a 25 year building moratorium.

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***8. LIGHTING impacts with a lighted field, lighted bridge, and lighted garage where there is now only trees and hillside***

SCC reiterates prior comments about negative impacts to residents and wildlife from lights. The community has documented the nuisance from both direct and indirect lighting from the current Ted Slavin field, even involving Dept of Building and Safety to demand that the Applicant shield and/or redirect their current field lights. The Applicant made small modifications (one resident did not even realize any adjustment had been made since light still shines into his home), and the Applicant received approval from DBS. Despite receiving approval from this agency, the lights from the Ted Slavin field continue to create significant glow to the hillside, and the lights themselves are still visible from many houses at grade on Van Noord, Alcove and Halkirk, as well as from the Western hillside. A number of Galewood Ave residents informed Save Coldwater Canyon that they still have light intrusion directly into their homes. Field lights "still shine on our

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front yard,” says one Galewood resident. “Direct lighting does still enter my property,” says another Galewood resident. Field lights shine into “multiple rooms of our house,” says a Van Noord resident.

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SCC therefore does not support lights of any kind on the proposed practice field. The Applicant alleges that the one of the main reasons they would like the practice field is so that more students on sports teams can leave school early -- therefore having no lights on the field would help both student athletes as well as the residents and wildlife, by precluding practices after dark.

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***9. TRAFFIC impacts are much more significant than RDEIR suggests***

Despite the fact that “Objectives” of the “Harvard-Westlake Parking Improvement Plan” include: “improve the flow of traffic on Coldwater Canyon Avenue,” and

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“enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area,” (RDEIR 2-8) the Project will accomplish neither of these objectives and would, in fact, have disastrous effect on traffic during at least 30 months of construction and continue to have negative impacts after completion.

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### **No Established Need**

The attached report by Tom Brohard and Associates, dated February 29, 2016 concludes that there is “no justification... to double the existing number of parking spaces at Harvard-Westlake that were adequate in 1992, which are adequate today... Adopting a TDM Program including a progressive disciplinary system of enforcement, an alternative that has not been considered, would be a much more cost effective solution if parking issues develop in the future.” (Brohard, p. 9)

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The RDEIR (3.8-6) incorrectly states, “A total of 578 parking spaces are currently required and provided on the existing Harvard-Westlake Campus.”

578 parking spaces do exist, but they are not required.

In 1994, the School stated in its application for a proposed science building, (ZA-1992-0579-PAD) “A Campus parking study completed by Crain and Associates confirms that the 436 parking spaces currently provided on the Campus are more than adequate to meet the parking needs of the Campus, including the proposed Science Building.”

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In 1992 the student population was 815 and has grown in 2016 to “about 900.” The School has never since secured nor properly justified a need for more parking.

Harvard-Westlake states that they “currently undertake a number of measures to reduce trips,” claiming that one-third of the 900 children are bused, that there are financial incentives to carpool, and ride-matching services are provided by the school. (RDEIR 3.8-6) These actions are voluntary, as there is no reference elsewhere in the RDEIR to what the school claims is a TDM (Transportation Demand Management) program.

In Section 5.0 Alternatives, the RDEIR states that they have “rejected, not considered” the option of “Increased Traffic Demand Management,” stating that the “School has a complicated program of activities that includes a variety of after-school programs.” The Brohard Report states:

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“Alternatives to the very expensive parking structure should have been seriously considered but they were not...A TDM must be proposed, analyzed and instituted before any need for an increase in parking spaces can be established. TDM limitations have not been established for Harvard-Westlake...These strategies typically provide incentives for carpooling/ridesharing and significant penalties for non-compliance with program goals and objectives for trip and parking reduction. To be effective, TDM programs must have timely monitoring and must have a progressive disciplinary system of enforcement.”

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Many private schools in the Los Angeles area, including The Buckley School in Sherman Oaks and The Archer School for Girls in Brentwood, operate successfully with comparably complex school activity schedules using strict Traffic Demand Management Plans. As schools operating in residential areas, these plans are mandated by each school’s individual Conditional Use Permit with the City of Los Angeles. The schools have been required to develop and implement plans that require up to 70% bus ridership on a daily basis, as well as mandatory 3 and 4 person car pools. These TDMs require monitoring and reporting, as well as penalties for noncompliance. Harvard-Westlake should be held to no less a standard.

**Underlying Traffic Studies/Traffic Counts:**

The RDEIR states, “Updated counts were taken in 2015, but they showed lower traffic volumes than 2011 and therefore in the interests of being conservative, the 2011 counts are used in this analysis for all intersections. See Appendix G.2.” (3.8-2)

“Lower traffic volumes” are clearly in opposition to any direct observation by residents and commuters. But of course that’s because at the intersection of Coldwater and Ventura, lower volume would be occurring due to greater traffic congestion. Traffic counts tally the number of cars that GET THROUGH the intersection, so if traffic is stalled or stopped, FEWER cars get through and the traffic count is LOWER.

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The Brohard report states: (p 3) “Capacity Calculations Were Not Verified in the Field” “When the vehicle demand exceeds the capacity, traffic volumes actually drop as lengthy queues form and vehicles are unable to clear intersections. In some cases, calculations provide false indications of the actual operating condition (level of service) since traffic volumes over peak time periods actually drop below

maximum flow rates. Minor disruptions cause significant queuing and further delays. Peak hours which had previously been limited to 7 to 9AM and 4 to 6PM have stretched well beyond those limits and typically range from 6 to 10 AM and 2 TO 7 PM.”

Brohard goes on to point out the dramatic increase in incursions to adjacent south-of-Ventura Blvd. neighborhoods, amplified by access to WAZE, as desperate commuters look for any possible way to get to work (or school) on time. This is consistent with experiences of Van Noord and Greenleaf residents and others in the residential streets West of Coldwater Canyon.

Councilmember Krekorian acknowledged the dramatic increase in local traffic by securing funding for temporary assistance by traffic control officers during “peak” hours, saying:

“... there is often a massive volume of traffic backed up in all directions..... These busy intersections are jammed up for a number of reasons. Studio City is a popular place to live, Ventura is a bustling commercial corridor and these streets provide an alternative transit route to the basin for drivers who don't want to idle on the southbound 101 parking lot. But the main reason traffic is so bad is that there are far more vehicles traveling through these intersections during the morning rush today than they were originally intended to accommodate.”

All impacted intersections should have been studied and calculations verified in the field.

## **Traffic impacts DURING CONSTRUCTION**

### **Truck trips underestimated**

The RDEIR offers as a mitigation strategy the suggestion of delaying truck trips until after 9am, however the peak traffic congestion exceeds the conservative 7am-9am. A total of 160 truck trips per day are scheduled during the excavation phase - up to 28 an hour, or one every two minutes (3.8-13,14). How could this activity have no negative impact on traffic flow?

As discussed in both the Wexco (WEXCO, p.6-7) and Autumn Wind expert reports (AWA, p.5), the truck trips and material hauling were grossly

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underestimated, which would effect the impact of this project throughout its 3+ year duration.

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**Haul routes and distances underrepresented, length of Project not clear**

Haul distances were underrepresented in Air Quality modeling (AWA, p.5), so traffic impacts must be carefully re-analyzed with this specific correction accounted for. No haul routes have been established yet, so it is premature for the RDEIR traffic reports to conclude an insignificant impact to traffic flow. Please provide clarification and specific details used for modeling haul truck emissions to resolve haul truck and trip-related discrepant information contained within the RDEIR's various elements and appendices.

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The Autumn Wind report describes that although the RDEIR project increased in duration to 30 months, the Air Quality modeling shows construction across 4 years, with construction phases likely extending to 42 months. This discrepancy of Project duration must be addressed in the FEIR.

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**Damage to road from 4 years of heavy machinery**

Coldwater Canyon Avenue is an essential commuter artery that serves the City of Los Angeles as well as other local cities including Beverly Hills and West Hollywood. The Applicant must demonstrate that they will be able to protect the street and underlying infrastructure from DAMAGE OR DESTRUCTION during Project. The Applicant should be required to present a contingency plan in case of closure of the road. All costs of repairing or replacing damage or destruction to street and underground infrastructure should be the sole responsibility of the Applicant.

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The Applicant must be required to supply a detailed daily and weekly Construction schedule including numbers of vehicles and their movement. This should demonstrate fully and accurately any overlaps in construction phasing as outlined in RDEIR 3.2-27. It should be required that this schedule and all revisions to the schedule distributed to SCNC, SCRA, CD2, CD4, and nearby residents. (This was required, for example, in the Archer School's FEIR)

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The Applicant must be required to prove the SAFETY of running one 20 cubic yard, 5-axle truck, approximately every 2 minutes on Coldwater Canyon.

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## Traffic Impacts AFTER CONSTRUCTION

### Extended operational hours, additional field and parking use

By building a parking structure with the same operating hours as the school: Monday through Friday 6:30am – 11:30pm and “some weekends” 6:30am – 11:30pm, (RDEIR 2-15, "The Harvard Westlake Campus would continue to operate these same hours with the Project,") as well as a practice field with operating hours of 8am – 8pm Monday through Friday and weekends 8a – 5p, there will only be a seven-hour window of quiet every Sunday through Thursday nights and an eight-hour window Friday and Saturday nights. If the Applicant is allowed to rent out (or donate) the use of their parking structure or their practice field to other groups, an increase in vehicle trips would be inevitable. The garage would empty and fill through the 17-hour operational day and evening.

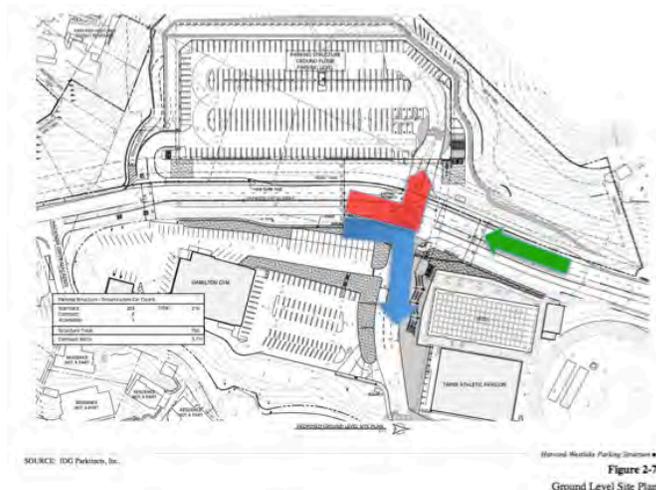
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There is notice on the School’s website that the School would offer parking to selected community groups. This valiant effort to find some small community benefit to the Project also offers incentive to certain groups (such as Sunnyside Preschool) to support this project in return for the privilege of being one of those selected to use the Parking Structure. This additional use was not calculated in the RDEIR and presents an additional burden to neighbors and an additional traffic impact.

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Brohard’s report already raised concerns about the lack of analysis of delays caused by the change of 100s of cars needing to cross Southern traffic. (Red represents proposed new Left turns) (Blue represents the way traffic flows now, RIGHT turn into campus) (Southbound Cars that turn into campus now have a very long turn lane in the middle of Coldwater).

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If more cars are added to this traffic (ie from allowing Sunnyside Preschool parents to park in Applicant's garage), the impact of this traffic pattern change must be considered. Furthermore, if the Applicant eliminates more of its on-campus, eastern parking in the future, (for example, by building on existing parking lots after acquiring 200% more parking spaces via this Project) the number of vehicles parking in the Structure will increase even further, and those impacts must be considered.

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### **Insufficient turning lanes**

RDEIR claims, "...Traffic turning into the new Parking Structure would not disrupt through traffic flow on northbound nor southbound Coldwater Canyon Avenue...". Brohard refutes this claim as unsubstantiated. (Brohard, p. 7) Applicant should be required to provide data breaking down numbers of students and staff entering from north and south, so cumulative delays can be properly calculated. "As proposed, the lengths of the turning lanes are too short to meet accepted standards and practice..." (Brohard, p.6) The RDEIR does not analyze the impact to east-west traffic on Ventura Blvd. or local neighborhood streets not only during 3-4 years of construction, but also during normal operations, with insufficient turning lanes.

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### **Traffic Light Gives Inappropriate Credit and False Improvement credited to Project**

#### **ATSAC/ATCS Credit**

"The LADOT Level of Service Worksheets allow a full level of service credit (0.10) for installation of ATSAC/ATCS traffic signal system equipment that changes traffic signal timing in response to real-time vehicle demands within a network of coordinated traffic signals." However, the distance between signals is well beyond the range of coordinated traffic signal benefits... and "cannot be considered as being within a system of traffic signals along an arterial corridor."

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If the credit is eliminated from the calculations for future conditions with Project (Table 3.8-6 of page 3.8-23) "the Project causes a significant traffic impact at this location, operating at Level of Service "F" with an increase in the volume to capacity ratio from 1.051 to 1.138." Increase is 0.087 and any increase of >0.010 is a significant traffic impact that required further mitigation. (Brohard, p.7)

#### **Truck Access**

Brohard's report finds that truck access has still not been evaluated. " The RDEIR and Traffic Study do not discuss the traffic control to be used to facilitate

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construction trucks leaving the site... Proper study is required to properly analyze the exiting truck traffic during construction so that all significant impacts can be properly identified and analyzed, enabling feasible mitigation measures to then be developed.” (Brohard, p. 5)

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**Traffic Safety and Speeding Concerns**

Traffic safety and speeding concerns have not been documented in the RDEIR. Further, “the claim that moving school buses off of Coldwater would increase safety is unsubstantiated. The 250-foot long area immediately north of the Harvard-Westlake traffic signal on the east side of Coldwater Canyon Avenue is at least 12 feet wider than the other portions of the roadway and provides an area – out of the travel lane – for vehicle parking and/or bus loading/unloading. “ (Brohard, p. 6) Wexco confirms that the current bus loading/unloading is safe for the School community, and says, “There is absolutely no need to move bus loading and unloading within the campus.” (Wexco, p. 8)

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Brohard also raises the safety concern of “the impossibility of physically preventing at-grade pedestrian crossings of Coldwater Canyon from the parking structure to the campus and vice-versa” (Brohard, p. 7). Wexco Safety report reiterates exactly this same concern, both on ordinary operational days and especially in an emergency situation. “There is no guarantee that pedestrians travelling to/from the Parking Structure/Harvard Westlake campus will refrain from illegally crossing Coldwater...” (Wexco, p.1)

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The Applicant recognizes that access to Coldwater Canyon at grade is “associated with the danger of speeding vehicles.” (Exec Summary, S-3, S-4)

Wexco affirms, “There is no legitimate safety argument for moving the campus community...across Coldwater Canyon to the West so that they must travel eastwards across Coldwater Canyon at risk.” (Wexco, p.8)

**Special Events not Properly Studied**

Special event parking and Traffic impacts were not properly studied and parking demand and traffic volumes should be observed, counted and analyzed. (Brohard, p.8) A separate TDM for large events should be developed and implemented. The community rejects the notion that shuttle parking is not feasible.

9R-62

**DISCRETIONARY ACTIONS/ENTITLEMENTS THAT NEGATIVELY AFFECT HILLSIDE**

SCC is very concerned about the numerous far-reaching exceptions the School seeks as part of the Vesting Conditional Use permit, including:

- **90 ft 5 in tall retaining wall** (in lieu of 30-ft height limit otherwise required). This is increased from the previous 87 ft high wall and would make it the tallest soil nail retaining wall in the entire City.

9R-63

- **0 ft setbacks** (in lieu of 17-ft side yard setbacks otherwise required). Not having a shoulder/clearance for students to escape the Structure in an emergency leads to the safety hazard of students running into the street and the danger of speeding vehicles “...the lack of a designated shoulder is a safety hazard.” (Wexco, p. 8)

9R-64

- **Grading of 2,500 cubic yards in a Hillside area** on a lot in the RE40-1-H Zone (in lieu of 1,600 cubic yard maximum). *This number, already almost double the allowable maximum, is CONTESTED by both Save Coldwater Canyon and the Hillside Federation, since the actual amount of grading is an astounding 137,000 cubic yards.* The Lead Agency has accepted the School’s incorrect interpretation of the underlying statute when it argues that the School should be exempt from 134,500 cubic yards of excavation. (LAMC Section 12.21 C.10 (f)(3).) If the School’s interpretation were correct, then the BHO would have been meant to be more restrictive to dwellings than for a giant parking structure. Clearly, the intent of the BHO was to limit the excavation of the hillside in out-of-scale projects just like this one. (For more details on the proper legal interpretation of this statute, see the Hillside Federation Comment letter, March 2016.)

9R-65

As the Wexco Report points out, this figure does not account for “swell” of the export soils. The actual figure is more likely 175,000 cubic yards, which would be 40,500 cubic yards in excess of the limit -- assuming the Applicant is able to prove its interpretation of LAMC Section 12.21 C.10 (f)(3) is defensible. If not, the amount is a shocking 173,400 cubic yards in excess of the Hillside limit.

9R-66

- **Earth export of 2,500 cubic yards in a Hillside Area** (in lieu of 1,000 cubic yard limit otherwise required)

9R-67

• **Residential Floor Area of approx. 79,261 sq Ft in a Hillside Area** (in lieu of the maximum residential floor area limits otherwise required by the Baseline Hillside Ordinance.)

9R-68

• **Vacation of Airspace and Public Right of Way on Hacienda Drive West** (the granting of which serves no public purpose and forever removes land from the public). SCC has submitted extensive comments on this subject to the Bureau of Engineering and cc'ed the Lead Agency in its 2015 Comment Letter RE: VAC-E 14012373. We are attaching a copy of that document to this submission as well.

9R-69

These entitlement requests fly in the face of the tireless efforts of our City officials, and Neighborhood Council officers, as well as the Hillside Federation, to create the Baseline Hillside Ordinance and protect LA's hillsides from out-of-scale development. **Absent some overwhelming public purpose, excavation and retaining walls on this scale should not be permitted.** Exceptions and special treatment for this well-connected, deep-pocketed private school would be inappropriate and set a dangerous precedent for Los Angeles development.

9R-70

## ALTERNATIVES

### Inconsistent rejection of Alternatives

The RDEIR rejects Smaller Parking Structures on the existing Campus because they do not allow for a practice field, yet it *does* consider the alternative of NO PROJECT and an alternative of 4 HOMES on the site (which doesn't meet their objectives either) and it *does* consider a 10-story alternative without a practice field. So the RDEIR inappropriately rejects many feasible alternatives for not meeting Project Goals while considering others.

9R-71

The RDEIR rejects Shuttle Parking as "infeasible" and rejects "increased TDM," yet the Applicant does not currently have a TDM. (Also discussed at length on p. 13, 14, and 19 of this comment letter). SCC asks the Lead Agency to seek further explanation from the School about its current voluntary parking plan. The School has said they use "75% carpooling and busing" (according to their lobbyist, Mr. Khalatian) yet have not broken those numbers down. There are a number of factors that need to be explained, such as the number of the 400 students drivers who carpool, as well as the number of parent carpools. Further they should explain whether they are 3-person or 4-person carpools. The School should be asked to provide the exact number of yearly bus permits as well as the number of reserved, dedicated spaces they provide for Juniors and Seniors.

9R-72

The RDEIR rejects increased TDM and shuttle parking, going so far as to say there is something “unique” about the parking needs and activities of Harvard-Westlake school. Yet Archer School, Oakwood School and Buckley School, to name only a few of other private schools in residential areas have TDMs and use shuttle parking for large events. There is nothing unique about the parking needs of Harvard-Westlake.

9R-73

**The RDEIR analyzes two viable, environmentally superior alternatives.**

Alternative 1 (no project) compares No project vs the Project saying incorrectly that the result of mitigation measures would be “many more *protected* trees [emphasis added] being located on the Development Site” – not only are NONE of the proposed mitigation trees Oak or Walnuts, but there is only enough room on the site after the Project is built for a fraction of these mitigation trees.

9R-74

In Alternative 2 (4 new homes) the RDEIR correctly states Alternative 2 would be “compatible with adjacent residential uses” and all impacts are less than significant. However, there is no reason to assume (as the RDEIR does) that the on-site walnut trees would die -- as we mentioned, even D-rated trees continue to provide habitat for wildlife and are likely to prevail.

9R-75

The RDEIR correctly states that Both Alternative 1 and 2 are “environmentally superior alternatives”.

Since the 2013 DEIR, the project has gotten bigger, taller, longer, and asked for even more entitlements, including a number of enormous exceptions to the municipal codes and the Baseline Hillside Ordinance. This project creates numerous significant negative environmental impacts and for the protection of our community only those Alternatives which seriously address those impacts and offer environmentally superior options should be allowed by the Lead Agency.

9R-76

Thank you for your attention to our comments on this Project.

Sincerely,

Sarah Boyd, President /s/  
Save Coldwater Canyon! Inc.

Cc: Mayor Eric Garcetti  
Councilmember Paul Krekorian, CD2  
Councilmember David Ryu, CD4  
Karo Torrossian, CD2  
Areen Ibranossion, CD2  
Studio City Neighborhood Council Board  
Studio City Residents Association  
Sherman Oaks Homeowners Association  
Santa Monica Mountains Conservancy  
Hillside Federation

**ATTACHMENTS:**

1. AWA report
2. Brohard report
3. Wexco report
4. Veneklasen report
5. CCB/SCC Comment letter 2013
6. SCC Comment letter to Bureau of Engineering
7. SCC Petition signature
8. SCC Petition comments
9. SCC Petition coverpage



**Autumn Wind Associates, Inc.**

Air Quality CEQA Analysis and Consulting Services

P.O. Box 1030 ▪ Newcastle, CA 95658  
916.719.5472 ▪ ggilbert@autumnwind.us

March 16, 2016

RE: Harvard Westlake RDEIR ENV-2013-0150-EIR SCH NO. 2013041033; Air Quality Analysis and Comments

At the request of the group Save Coldwater Canyon, Autumn Wind Associates has reviewed the above-referenced RDEIR and provides these comments regarding its treatment of air emissions, significance determinations, and proposed mitigations.

**I. Introduction**

Our review of the RDEIR reflects that the Harvard Westlake project will contribute substantial quantities of criteria and health risk-related emissions and relies on poorly written, unenforceable mitigation as the basis for claims of reduced NOx emissions that will, as a practical matter, not materialize. Lack of detailed project-specific air quality-related information in the RDEIR, its Air Quality Appendix (Appendix C), or via online access at the Lead Agency’s website, identifying and explaining the Lead Agency’s choices regarding equipment-related modeling inputs and their changes made to CalEEMod model defaults, greatly inhibited ours and the public’s ability to validate and verify the emission reductions claimed in the Air Quality element.<sup>1</sup> Notwithstanding the lack of detailed information and explanation on how emissions were calculated from use of equipment, haul trucks, worker vehicle trips, etc., it appears that CalEEMod modeling used under-representative numbers of truck trips and vehicle trip lengths; if this is the case, the project’s emission estimate in the RDEIR are underestimated. In turn, underestimation would jeopardize the accuracy of the RDEIR’s air quality impact significance determinations, actual emission impacts, the RDEIR’s reasons for not performing a health risk assessment, and the efficacy of proposed mitigation measures (and especially MM-AQ-9 and MM-AQ-10). Health risk modeling is conspicuously absent from the RDEIR; this is unacceptable considering the extent of construction equipment numbers and activity that will emit toxic air contaminants across the multi-year construction period to nearby students and residents, and because background levels of

9.1R-1

9.1R-2

9.1R-3

9.1R-4

<sup>1</sup> Our requested equipment-specific information affecting the RDEIR’s estimates of emissions and used to calculate NOx reductions for MM-AQ-10 arrived after COB March 16, too late to permit a full re-review and re-analysis of the project prior to the March 21 deadline.

toxics in ambient air and to result from diesels routinely operating on or near school grounds will contribute additively and cumulatively with project emissions to student and resident health risks.

Individual points of concerns are noted below; overall, we have serious concerns about the RDEIR's analysis and proposed mitigation for the project's air quality impacts. If our concerns noted below prove to be on point, the RDEIR must be revised and then reissued for public review and comment.

9.1R-4  
cont'd

## **II. Project Expansion and Timing Discrepancy**

Starting at RDEIR Project Description element pg. 2-1 and elsewhere, the Harvard-Westlake project has grown and changed significantly in comparison to the project proposed and studied in the preceding DEIR. The construction components have been expanded and re-phased, with the project duration extended. New and/or changed components include addition of a debris basin; security office and an "ancillary 2,582 square foot enclosed structure for offices, restrooms and equipment storage use"; road and roadway access changes; addition to the site of 8 parcels and the Paper Hacienda; and new and/or relocated soil nails. No information in the RDEIR is found to show that those changes have resulted in changes to emissions estimates, although they may have been reflected as unexplained, unreferenced changes to defaults in the CalEEMod modeling prepared by the Lead Agency. At Air Quality element pg. 3.2-26 project duration is changed from 25 to 30 months, and three original phases are changed to eight. Newly added phases increase unmitigated construction emissions considerably over those estimated in the DEIR, with NOx estimated to exceed SCAQMD's regional CEQA threshold of significance. Mitigation proposed to reduce NOx emissions, claimed in the RDEIR to bring emissions below regional significance thresholds, will actually do little for air quality since the primary mitigation measure (MM-AQ-10) is fatally flawed. (See comment IX, below.)

9.1R-5

At various locations in the RDEIR project duration is identified as 30 months, an increase of five months over that shown in the DEIR. However, CalEEMod modeling output sheets provided in the RDEIR's Appendix C shows construction across 4 years (2016 – 2019), with construction phases likely extending to 42 months. This is a significant unexplained discrepancy between information found in the RDEIR and Air Quality Appendix C. Project timing and duration are important to emissions estimation, but because assumptions regarding inputs used in the CalEEMod model have not been provided by the Lead Agency, discrepant timing/duration information between the RDEIR's elements and CalEEMod output sheets in Appendix C cannot be logically resolved by the RDEIR's reader.

9.1R-6

## **III. Emission-Related Details and Explanatory Information Has Not Been Provided in the RDEIR**

Neither the RDEIR's Air Quality element nor its Appendix C provide narrative, descriptive, or graphical information identifying and explaining inputs chose for modeling the project's emissions, including those

9.1R-7

related to equipment types, horsepower, trip numbers, etc. Model inputs have a direct, consequential effect on emissions quantities estimated for the project, and for their relevance, in turn, to significance thresholds and for estimating mitigation effectiveness. Without providing to the public the CalEEMod input files used by the Lead Agency’s modeler, we are unable to effectively determine all the input values associated with each construction phase. In addition, changes made to CalEEMod modeling defaults must be explained in the EIR. Our review reflects that numerous changes to defaults were made without explanation or justification, and because no detailed information is provided it is not possible to understand the details of each changed input. Changes to equipment types, horsepower, hours, and other parameters operating as defaults in the CalEEMod model have been made, and without explanatory information and detail, it is not possible to confirm the accuracy or validity of modeled emission estimates. To correct this significant defect, the EIR must be revised to include comprehensive changes that include the addition of, and online accessibility to, the CalEEMod input table(s) used by the Lead Agency’s modeler, along with detailed identification and explanation for changes to model defaults.

9.1R-7  
cont'd

**IV. Haul Trips Appear Underestimated and May Not Be Consistent with CalEEMod Guidance**

The CalEEMod output sheet excerpted below (pg. 90 of 532) reflects 17,640 haul trips, but no information is provided in the RDEIR’s Air Quality element to explain how this value was determined.

Table Name	Parameter	2014	2019
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripNumber	17,500.00	17,640.00
tblTripsAndVMT	VendorTripNumber	70.00	3.00
tblTripsAndVMT	VendorTripNumber	70.00	5.00

9.1R-8

At RDEIR pg. 3.2-27, haul truck and delivery truck trips/day are noted as 160. Total excavation of 140,000 cubic yards was identified for modeling purposes, and at RDEIR pg. 2-20 each haul truck is limited to no more than 14 yards of soil. Empirically, 10,000 one-way trips (140,000 cubic yards / 14 cubic yards/haul truck) from the project site to the landfill site should occur during the first substantial

phase of the project--yet this trip estimate varies substantially from the unexplained 17,640 trips identified in the screen shot, above, and we are unable to tell how many yards were estimated per truck trip or whether the 17,640 value in the excerpt above represents all hauling trips or some combination of hauling-plus-other trips, or as one- or two-way roundtrips.

CalEEMod Users Guide provides that “Hauling trips are based on the assumption that a truck can handle 20 tons (or 16 cubic yards) of material per load. Assuming one load of material, CalEEMod considers a haul truck importing material will have a return trip with an empty truck (2 trips). Similarly, the haul truck to take material away will have an arrival trip in an empty truck (2 trips). Thus, each trip to import and export material is considered as two separate round trips (4 trips) unless the “phase” box is clicked. Then, a haul truck trip to import material will be the same haul truck to export material (2 trips). We are unable to determine if the “phase” box was checked during the model runs for the RDEIR since the RDEIR fails to provide any explanatory information on how its modeling inputs were chosen. Regardless, our empirically-based estimate of 10,000 one-way haul trips would then either amount to 20,000 roundtrips or, based on CalEEMod’s default approach, 40,000 roundtrips, and these numbers vary appreciably from the unsupported, unexplained 17,640 haul trip value cited in Appendix C. Without having provided the CalEEMod input file with explanatory information on the selection of its inputs, the Lead Agency has hampered the public’s ability to verify the RDEIR’s emissions estimates, significance findings, and claimed effectiveness of proposed mitigations. An empirical approach to calculating the project’s haul trips also calls into serious question the accuracy of the 17,640 trip value used in the RDEIR’s CalEEMod modeling for emissions estimation.

9.1R-8  
cont'd

**V. Truck Trip Numbers Appear to Be Underestimated and Concrete Truck Trips May Not Have Been Included with Haul Trips**

At Appendix C pg. 28 of 532 the following table is provided:

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	30.00	0.00	17,640.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Soil Nailing	6	30.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Shotcrete	4	30.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundation/Structure	9	30.00	50.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

9.1R-9

The column labeled “Hauling Trip Length”, above, appears to indicate that all hauling trips were calculated only for the grading phase, but what hauling tasks are factored into the 17,640 trips? The reader is left to guess, since there is no explanatory information found in the RDEIR or Appendix C. However, the default capacity used in CalEEMod for haul trucks is 16 cubic yards, and if we divide

140,000 cubic yards by that value we arrive at 8 cubic yards'/truck capacity. Doubling that capacity would result in 8820 truckloads—which then doubled to create a round trip (one trip to, one trip return) gets us back to the 17,640 hauling trip number shown in the screenshot above. If this approach is what was used in the modeling, it understates the total number of trips since the 16 cubic yard/truck haul default in CalEEMod should not have been used. Rather, the 14 cubic yard/truck haul value specified at various locations in the RDEIR should have been used to calculate numbers of truck hauls. Additionally, the RDEIR states that there will be 16 trips/day during the grading phase, apparently applying to concrete trucks, although we are not able to determine if those trips were included for calculating “Trips and VMT” showing in the table above. If they were not, where were they calculated? If they were inadvertently omitted by the Lead Agency’s modeler, emissions estimates for the project have been under-calculated.

9.1R-9  
cont'd

9.1R-10

#### **VI. Haul Distances Appear Underrepresented in Project Modeling**

At Project Description pg. 2-20, the hauling distance for disposal of the project’s ~140,000 cubic yards of excavated soil is noted as 35 miles, yet as noted in the screen shot above the default distance is listed as 20 miles. Lacking explanatory information in the RDEIR on input choices made by the Lead Agency, we are unable to explain the discrepancy. Did modeling for Appendix C count haul trips as one roundtrip per 14-cubic yard increment, or, as CalEEMod notes in its guidance on the issue, as 2 complete roundtrips? Using the empirically derived roundtrip estimate of either 20,000 or 40,000 roundtrips for the project’s soil disposal, the 30-mile increased roundtrip trip length would result in an additional 600,000 – 1,200,000 miles traveled. From the table above, a 40-mile haul roundtrip would actually result in 70 miles’ travel, an increase of 43%. So, too, would related heavy-duty truck emissions. If the RDEIR has undercut haul trip emissions by using the CalEEMod trip distance default, project emission estimates contained in Tables 3.2-6 and 3.2-7 are underestimated. Please provide clarifications and specific details used for modeling haul truck emissions to resolve haul truck and trip-related discrepant information contained within the RDEIR’s various elements and appendices.

9.1R-11

#### **VII. PM10/2.5 Concentration Modeling for Project-Specific Operational and Cumulative Impacts Is Poorly Explained and Ignores Relevant Cumulative Sources**

RDEIR Tables 3.2-8 and 3.2-9 provide modeled pollutant concentrations at four sensitive receptor locations for emissions generated at the parking structure and where diesel school buses will pick up and deliver students. No information is provided in the RDEIR to show how those were selected or whether they were on the basis of “maximally exposed individual” (MEI) locations. Please provide clarification on why those locations were selected and whether they represent the most at-risk MEIs.

9.1R-12

Additionally, at pg. 3.2-29, PM10 and PM2.5 concentrations were modeled for the school pool area and “the single-family residence located directly northwest”. Similarly, no information is provided that explains why those locations were selected for PM concentration modeling. Moreover, the RDEIR should have provided multiple pollutant concentrations at those locations, similar to what was undertaken in the tables referenced above. While the tables reflect operational emissions, the project’s 2016 – 2019 construction period (either 30 months or, according to CalEEMod output sheets, substantially longer) will generate sustained criteria pollutant and TAC emissions for residents located north and west of the project area and, per Table 2-1, as close as 77’ to the construction limit line. We are requesting that pollutant concentrations be estimated and provided for those locations.

9.1R-12  
cont'd

9.1R-13

Further, construction-generated PM10/2.5 concentrations are cumulatively significant, locally. The *construction* PM10/PM25 concentration increments are a significant fraction of the State/federal AAQS at the nearest sensitive receptors, unlike modeled *operational* ambient concentrations which are a small fraction of the AAQS. South Coast is a PM10/PM2.5 nonattainment area with a long and ongoing record of serious challenges to re-attainment of federal and state health-based particulate standards. While the RDEIR at pg. 3.2-34 dismisses project’s potential to cause cumulatively significant TAC exposures, there could easily be a point when project construction PM10/2.5 concentrations combine with background PM10/PM25 concentrations to exceed ambient air quality standards. The RDEIR notes that SCAQMD requires that other cumulative PM10/2.5 sources within 500 meters of the site be identified (the RDEIR refers to footnote “17”, yet no reference is given at bottom of page), but ignores that the RDEIR’s aerial view of the project provides ample evidence of numerous sources of PM10/PM2.5 (i.e., local roadways) within that radius.

9.1R-14

#### **VIII. RDEIR Fails to Provide Adequate Review of Project-Specific and Cumulative Health Risks**

Tables 3.2-8 and 3.2-9 were constructed using outputs for the project’s operational criteria pollutants taken from the Lead Agency’s use of the AERMOD model; AERMOD may also serve to estimate chronic and acute health risks from potential exposures of nearby sensitive receptors to toxic air contaminants (TAC) that will be emitted by the project and primarily as diesel particulate matter (DPM). Construction-related DPM, a CARB-declared toxic, will be emitted at the project site throughout its 30 – 42-month duration, and will combine with both project-specific operational DPM and that contributed by diesel vehicles operating at adjacent roadways.

9.1R-15

At pg. 3.2-30 the Lead Agency has rejected use of AERMOD to characterize increased health risks, largely under the assumption that short-term exposures to TACs need not be evaluated. This position is routinely contradicted in practice; many EIRs in the South Coast air basin and elsewhere in the state have undergone AERMOD modeling to characterize their short-term, construction-related health risks. OEEHA guidance for evaluating air toxic hotspots recognizes that air districts can and do require health

risk modeling for short-term TAC-emitting projects, including those that may involve as little as 2 months' duration.<sup>2</sup> PM2.5 emission concentrations at various locations on or around the project site, to result from project construction equipment, is not a replacement for the health risk assessment that should have been conducted for the RDEIR to ensure that cancer and non-cancer risks do not exceed SCAQMD significance thresholds for maximally exposed individuals. School children will be captive on-campus for many hours per day, day after day, month after month, with increased health risks as a result of the project's heavy reliance on extensive diesel-powered construction equipment and in combination with existing background TAC concentrations. In February 2015, OEHHA (State Office of Environmental Health Hazard Assessment) released updated Risk Assessment Guidelines that outline risk calculations for specific age groupings, including a more protective breathing rate for children.

9.1R-15  
cont'd

OEHHA's guidelines were adopted by SCAQMD in June, 2015, well ahead of issuance of the Harvard-Westlake RDEIR, with age and breathing rate protections now three times more protective than existed previously. Soon after, revised SCAQMD HRA guidance was issued that anticipated an increase in the significance of TAC emissions as a result of the more protective values in OEHHA's recommendations; the net effect of OEHHA recommended changes was that short-term projects—including construction projects such as this one—could readily cause excessive health risks. In supporting documentation, SCAQMD staff have advised that a six-month construction project of a size smaller than that described in the Harvard-Westlake RDEIR could cause health risks that would exceed their established TAC thresholds of significance.<sup>3</sup>

9.1R-16

The RDEIR has failed to consider health risks to school children and nearby residents that will result from construction-related toxics emitted through the 2016 – 2019 period, and it has similarly failed to evaluate cumulative TAC emissions that include operational emissions from increased vehicle operation at the new parking structure, with school bus parking/access changes, and with increased vehicle use at roadways that will be improved as part of the project. In light of the overwhelmingly sensitive-receptor population—children--served by the school, with residents as close as 72' from the construction zone, and against the backdrop of more protective OEHHA and SCAQMD TAC and health-risk guidance changes made prior to issuance of the RDEIR, the Lead Agency should have put a priority on protecting public health by including a Health Risk Assessment in the RDEIR. Without a bona fide HRA, the Lead Agency cannot justifiably conclude that the project's project-specific and cumulative TAC impacts are less than significant.

9.1R-17

9.1R-18

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<sup>2</sup> OEHHA; "Air Toxics Hotspots Program Guidance Manual"; February 2015; pg. 8-18.

<sup>3</sup> Based on SCAQMD Staff presentation, Potential Impacts of New OEHHA Risk Guidelines on SCAQMD Programs, Agenda Item 8b, <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/may-specsess-8b.pdf>, p. 9. Presentation provides that 6 months' construction impacts from a typical 1-acre office project could cause significant risk where 1 lb/day of DPM for 6 months would increase cancer risk beyond the 10 per million threshold of significance.

## IX. Construction Mitigation Measures Are Fatally Flawed

Construction mitigations proposed for reducing the project's construction equipment emissions are identified at RDEIR pg. 3.2-36. MM-AQ-9 in its latest version requires:

"The construction contractor shall coordinate with the Project Site administrator for Harvard-Westlake School and the administrator for Sunnyside Preschool to schedule construction activity that utilizes heavy equipment and generates fugitive dust to when student exposure would be minimized."

As written the mitigation measure cannot be depended upon to produce real, measurable reductions in school children's exposures to the project's construction-related PM10, PM2.5, or toxic DPM emissions since it lacks enforceability and offers no metrics by which to measure its effectiveness, particularly important for young breathers immediately adjacent to the construction zone. The only hard requirement imposed by the measure's language on the contractor is that they "shall coordinate" with school personnel, which means nothing more than that they will communicate. Mere requirement for coordination does nothing, in itself, to minimize or reduce student exposures to construction activity emissions.

Furthermore, no definition is offered for what constitutes "heavy equipment" or at what level or point "fugitive dust" or "heavy equipment" would invoke the "coordination" requirement. As a practical matter, all phases of the project will utilize diesel construction equipment heavy enough to perform the excavation, earthmoving, cement pumping, offsite soils hauling, and the dozens of other tasks identified for the project, and diesel equipment types and tasks have already been scheduled for each day of each phase of the project (see equipment phases and schedules in Appendix C). No less importantly, nearly every piece of construction-related equipment identified in Appendix C will routinely create diesel emissions and fugitive dust, with emissions occurring across every working hour and day of the project, and they will occur from the first phase through the last phase of the project identified for years 2016 – 2019. Is the public asked to believe that the School will voluntarily keep construction equipment idle when schoolchildren are walking or riding to or from school, or on playgrounds or playing field areas? What possible times of the weekday will occur when preschool children, high school athletes, and neighboring residents are guaranteed to be indoors? Requiring nothing more than coordination does not protect children, athletes, or residents from construction emissions.

The Lead Agency's reliance on this mitigation ignores the practical reality that with millions invested in construction equipment and labor, along with construction contracts requiring specified completion dates, construction equipment will not be idled by this mitigation. Moreover, school children will attend school on five of the six days per week during which construction is allowed---this inherent conflict simply overwhelms meaningful application of the measure. We note, as well, that the mitigation gives

9.1R-19

school administrators no criteria by which they may demand that construction activities be halted or reduced. In total, the measure can do little more than act as window-dressing designed to mollify concerned citizens and parents. The Lead Agency must revise the measure to include objective metrics that will ensure that it provides real, substantial emission reductions for students and teachers, and which lays out under exactly what conditions school administrators can expect construction equipment to cease operation upon their request.

9.1R-19  
cont'd

MM-AQ-10, found at pg. 3.2-36 requires:

“The construction contractor shall ensure that diesel-powered construction equipment greater than 50 horsepower meets the USEPA Tier 3 emission standards, where available.”

This measure is written to do little more than give the appearance of substantive emission benefits, using what the lay person will assume is a requirement that lower-emitting Tier 3 diesel equipment or better will be required to operate on site. The measure does not require that, nor will it provide it— instead, it is cleverly written to permit the contractor through the use of the subjective “where available” language to opt out of requiring any or all Tier 3 equipment and without challenge. This equates to asking the fox to guard the henhouse, and it neatly ignores the reality that requiring actual Tier 3 engines (or better) for every piece of diesel equipment to operate on the site across its 30 – 42-month project duration will increase costs, delay work schedules, and require constant surveillance of onsite contractors and sub-contractors to ensure 100% compliance with the mitigation.

9.1R-20

Similar to MM-AQ-9, the measure fails to provide the objective criteria by which the term “where available” is defined, rendering it unenforceable. While most forms of Tier 3 construction equipment have been available since the 2006—2008 timeframe, many larger pieces of expensive equipment are long-lived and operate at Tier 2 or lesser Tier rates and they are located and operate regularly throughout the South Coast Air Basin. Many construction fleets in CA comply with CARB’s offroad diesel regulation by using a fleet-averaged emission approach, allowing them to continue to use older, more difficult and costly to replace, higher-emitting equipment. Fashioning an enforceable mitigation that recognizes the existence of older, higher-emitting equipment that is virtually certain to end up at the Harvard-Westlake project, similar to what has been done in other CEQA-reviewed-and-mitigated construction projects around the state, should have been undertaken by the Lead Agency.

No standards are required by MM-AQ-10, and unchallengeable discretion is given solely to the “construction contractor” to implement and enforce the measure—or, as will occur without provision for challenge, to simply assert that Tier 3 equipment wasn’t/isn’t available at any given point in the construction process. Furthermore, the measure fails to specify which contractor the measure applies to, and what entity is responsible for ensuring that all contractors and every piece of equipment on the site, whether under his control or not, is at least Tier 3 rated so that fully 100% of emissions reductions

claimed in the RDEIR for AQ-MM-10 are achieved. Large construction projects such as this one routinely use scores of contractors; this one is virtually certain to use dozens over its four calendar year construction period. Because the measure is unenforceable and offers no mechanism by which it will measure its progress to ensure consistency with the reductions claimed for it in the RDEIR, MM-AQ-10 cannot be expected to deliver the emission reductions claimed in the RDEIR, and it must be revised to ensure real, discrete, verifiable reductions across the project life. Otherwise, the critical emission reductions claimed for it in the RDEIR must be removed.

9.1R-20  
cont'd

**X. Tower/Ramp Equipment and Emissions Appear to Have Been Omitted**

CalEEMod output sheets contained in Appendix C for summer, winter, and annual settings appear to show that the “Tower/Ramp” construction phase, called out in numerous locations in the RDEIR and with a 130-day schedule, will use no construction equipment and generate no emissions. We are at a loss to understand this.

RDEIR Tables 3.2-6 and 3.2-7 reflect unmitigated regional project emissions and localized construction emissions. Table 3.2-7 lists “Tower/Ramp” with <1 lb./day for the four criteria pollutants listed at the top of the Table. Inexplicably, however, Table 3.2-6’s regional focus on project emissions of six pollutants appears to have no “Tower/Ramp” phase or any related emissions. Because the Lead Agency has failed to provide the CalEEMod input table used to estimate the project’s construction emission quantities and concentrations as part of the RDEIR and its appendices available online to the public, and has similarly failed to provide any narrative or descriptive information explaining their choices of modeling inputs, we are unable to understand why Tower/Ramp emissions would have not been characterized for regionally significant project emissions. And while Table 3.2-7 does list the Tower/Ramp phase, its negligible emission quantities point to a strong possibility that the modeler failed to include its equipment-related model inputs before running the model. If this is the case, emission estimates in the RDEIR’s Air Quality element will be underestimated. In turn, an underestimation for Tower/Ramp activities will affect impact significance determinations and emissions reductions calculated for proposed mitigations.

9.1R-21

**XI. Reasonable, Feasible Construction Equipment Emissions Mitigations Should Have Been Reviewed and Discussed in the Air Quality Element**

RDEIR Table 3.2-6 provides detailed, unmitigated emission quantities estimated for the project, with NOx listed as the only pollutant exceeding SCAQMD’s daily threshold of significance. Mitigations are provided at pg. 3.2-36, with pg. 3.2-37 reflecting a reduction of NOx emissions to well below the regional threshold of significance by reliance on MM-AQ-10. As noted elsewhere in this comment letter, MM-AQ-10 is devised in such a way that it will result in little if any NOx benefit that would not otherwise

9.1R-22

occur. Regardless, the RDEIR should have provided a table showing quantities of emissions reductions anticipated by use of the proposed mitigation measures. Additionally, were MM-AQ-10 to be written in a form that ensured its effectiveness, it would provide meaningful reductions of both NOx and PM2.5, and particulate reductions are particularly important since the air basin reflects serious PM2.5 nonattainment challenges.

9.1R-22  
cont'd

Because MM-AQ-10 as written relies on the subjective judgments and actions of the “construction contractor” for its implementation and is therefore unenforceable, the Lead Agency must revise it. The Lead Agency must also consider more effective construction equipment mitigations regularly imposed on similar land use projects in other CA air basins with nonattainment air quality challenges both as severe and less severe than those facing the South Coast air basin. In the Sacramento and San Joaquin Valley areas, air district CEQA guidance providing for percentage reductions of a construction project’s NOx and PM10/2.5 emissions are regularly imposed by Lead Agencies. CEQA personnel in SMAQMD and SJVUAPCD recognized long ago that large construction projects will invariably need and use lower-tier (higher-emitting) diesel equipment as the practical result of a number of factors largely involving price and new equipment availability constraints attached to replacement of very long-lived construction equipment. As an example, replacement of a functioning older, higher-emitting scraper with new will often exceed a million dollars. Rather than relying on a mitigation that attempts to require all Tier 3 or better equipment for use throughout the project’s 30 -- 42-month duration, the Lead Agency should impose a fleet-averaged emission reduction approach.

9.1R-23

Lead Agencies in the Sacramento region routinely impose mitigation requiring 20% and 45% reductions of NOx and PM10 equipment emissions, taken against the fleet wide average for all construction equipment operating in the basin<sup>4</sup>. Detailed equipment lists are required of the Applicant, with revisions and updates provided for over time, and in the Sacramento region the air district inspects on an approximate monthly basis those larger construction projects to verify that specified equipment and emission reductions are consistent with equipment lists and emission rates provided by the project manager. Such an approach ensures compliance with substantive, quantitative-based mitigation measures, and just as importantly it provides flexibility to the Contractor who may wish to occasionally use older, higher-emitting equipment on the job by counterbalancing with use of some measure of newer (Tier 4I or Tier 4F) diesel-powered equipment. Most importantly, the measure provides flexibility, a record of all equipment used at the project site that provides for rapid compliance assessment, and enforceability by air agency or Lead Agency personnel whose duty it is to ensure that CEQA mitigations are complied with once project construction is initiated.

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<sup>4</sup> For more information on SMAQMD CEQA Mitigations and their prescribed use, see: <http://www.airquality.org/ceqa/mitigation.shtml>

Other CEQA-mitigated projects have required use of an emissions or environmental coordinator onsite. The coordinator logs equipment in on the site; ensures that it complies with inventory records and emissions requirements; provides visual inspections of equipment to ensure that idling time limits are not exceeded and that equipment is well maintained to reduce emissions; and provides an updated compliance log to the Lead Agency (and to the air district if requested) on a weekly or bi-weekly basis. The coordinator would also ensure compliance with SCAQMD Rule 403, for which the RDEIR claims a 61% emission benefit.

9.1R-24

We provide here the gist of SMAQMD's standard mitigation language routinely imposed on significantly-sized construction projects undergoing CEQA review; this mitigation should be carefully considered for application to the Harvard-Westlake project:

"The Applicant shall prepare an Air Quality Mitigation Plan (AQMP) and submit the Plan to the SMAQMD for approval prior to issuance of the Work Authorization Permit by the Planning and Community Development Department ground disturbing activities. The AQMP should provide narrative, descriptions, and exhibits that illustrate and justify the measures chosen to reduce the project's operational emissions of ROG and NOx. At a minimum the AQMP shall include:

The proponent shall provide a plan, for approval of the lead agency and the SMAQMP, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the project, including owned or leased and subcontracted vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction<sup>1</sup> compared to the most recent CARB fleet average at time of each annual report; and

9.1R-25

The proponent shall submit to the lead agency and the SMAQMD a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours per year during any portion of the project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted annually throughout the duration of the project. The proponent shall provide SMAQMD with the name and phone number of the project manager and/or on-site foreman.

Due to the long-term nature of this project, the requirement for the emission reduction plan referenced herein will sunset on Month/Year due to existing SMAQMD and CARB rules that will affect CARB fleet averages at that time.

Controlling visible emissions from off-road diesel-powered equipment. Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliance equipment. The SMAQMD and/or other officials may conduct periodic site

inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

The Applicant must receive an endorsement letter of the AQMP from the SMAQMD prior to ground disturbing activities.

9.1R-25  
cont'd

**XII. Alternative Diesel Mitigation Should Have Been Reviewed and Discussed in the Air Quality Element**

The Lead Agency has failed to consider requiring use of renewable diesel for all equipment that will operate at the project site. The RDEIR should be revised to include a mitigation measure that requires use of low-emission and/or low-CO2 alternative fuels unless costs are substantially (~100%) greater than routine diesel fuel costs. Use of renewable diesel (which is not to be confused with bio-diesel) should be required for all offroad diesel construction equipment and onroad diesel haul-truck vehicles operating at the project, with proof of its use to be submitted by contractors and sub-contractors to the trained and qualified outside environmental coordinator for record-keeping and compliance purposes noted in the previous paragraph.

9.1R-26

One such product that should have been carefully evaluated in the DSEIR is “Diesel HPR” or an equivalent product, made from 98% renewable content (a rate about 4 times greater than regular B-20 biodiesel) and currently marketed at many locations throughout CA. The price for this ultra-low carbon-intensity diesel, with better performance characteristics than traditional petroleum diesel fuel, is competitive with standard onroad and offroad diesel. Scores of municipalities throughout CA have switched or are switching to exclusive use of renewable diesel, based on its superior emission benefits and cost-effectiveness advantages.

Fossil diesel has a cetane rating of 40. The HPR Diesel product, or similar, has a cetane rating of 74. That level of higher cetane results in lower PM and NOx. (The Harvard-Westlake project will, with its poorly written MM-AQ-10, is virtually certain to produce NOx emissions exceeding the regional threshold of significance. Health risks to students and nearby residents from toxic DPM emitted by construction equipment have been ignored by the RDEIR. Renewable diesel fuel, readily available at little if any additional cost over traditional diesel, will provide substantial NOx and PM2.5 benefits for ozone precursor and health risk reductions.) Because the density of the fuel is slightly lower, so is the chemical energy per unit volume (3%). But because the cetane rating is so much higher PM otherwise not emitted is converted into productive energy, with tractive horsepower (per unit volume) slightly higher than fossil diesel (1%).

**XIII. Diesel Is a Carcinogen**

At RDEIR pg. 3.2-5 the RDEIR has included a statement that is both substantially out of date and misleading: “Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen”. The RDEIR should be revised to eliminate cut-and-paste, anachronistic information which, in this case, has been outdated for many years. CARB long ago declared DPM (emitted by diesels that will operate at the Harvard-Westlake project) a toxic air contaminant based on its carcinogenicity, and it has invoked dozens of Air Toxic Control Measures over the years aimed squarely at reducing diesel exhaust emissions since it first initiated its Diesel Risk Reduction Program in 1998.

9.1R-27

**XIV. Construction Equipment and Haul Trip Discrepancies**

From pg. 3.2-27, the RDEIR states “144 haul truck trips per day (i.e., 72 inbound trips and 72 outbound trips) for hauling of the excavated material; plus, up to 8 delivery trucks per day (8 inbound and 8 outbound).” It appears that the “8 delivery trucks per day” is in error, based on the 8 inbound and 8 outbound trips, and that delivery trucks will total 16 trips/day.

9.1R-28

Additionally, immediately below the quote noted above, the RDEIR states “3.5 acres of land disturbed per day during grading based on 2 scrapers, 1 dozer, and 1 blade”. A “blade” is not listed in CalEEMod or CARB’s OFFROAD equipment model, but likely refers to a grader. More importantly, the use of 2 scrapers, 1 dozer, and 1 blade as the only equipment to excavate, grade, and move and load 140,000 cubic yards of soils is a gross misstatement and is contradicted by equipment listings found in Appendix C’s CalEEMod output sheets. Rather than listing in the Air Quality element only three types of equipment for the project, the Lead Agency must provide all equipment details by type, make, model, their hours of intended use by phase, and any other factors that underlie emissions calculations or modeling performed for the RDEIR.

9.1R-29

Should you have any questions or comments regarding this comment letter, please feel free to contact me at your convenience.

Sincerely,



Greg Gilbert

**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](http://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

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.

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

walls up to 87 feet in height, the Project would forever alter the character and nature of this treasured hillside community.

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.

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.

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.

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

hillside.

Due to the length of this letter, we provide the following Table of Contents:

**TABLE OF CONTENTS**

	<b>Page No.</b>
I. The Project is Unnecessary.....	5
A. The School has Adequate Parking.....	5
B. The School is Estopped from Claiming a Need for Additional Parking .....	6
C. The DEIR Assumes a Need for a Second Football-Sized Field.....	8
II. The DEIR Fails To Adequately Analyze and Mitigate The Adverse Environmental Impacts of the Proposed Project as Required by CEQA.....	9
A. A Thorough Analysis of Impacts Is Required.....	10
B. The DEIR Must Consider and Adopt Reasonable Mitigation Measures to Avoid Significant Impacts.....	10
C. The EIR’s Analysis of Numerous Impacts and Mitigation Measures is Deficient.....	11
1. The Project Will Have Significant Visual and Aesthetic Impacts by Replacing Natural Open Space and Woodlands with a Massive Parking Garage, Lighted Athletic Field, and a Skybridge.....	11
2. The Project Will Adversely Impact Biological Resources.....	18
a. The DEIR Falsely Claims That the Area is Urbanized.....	19
b. The Analysis of Biological Resources Fails to Fully Consider the Project’s Impact on Displaced Wildlife.....	21
c. The DEIR Fails to Analyze and Mitigate the Impacts of Removing Oak and Walnut Habitat.....	22
d. The DEIR Fails to Consider the Cumulative Effect of Project-Related Habitat and Species Displacement.....	25
e. The DEIR Fails to Analyze the Effect of the Project on Conserved Lands Adjacent to the Project and on the Wildlife Corridor.....	25
f. Mitigation for Biological Resource Impacts is Inadequate.....	25
3. The Project Will Have Significant Adverse Land Use Impacts.....	26

a.	The Project is Inconsistent with the City’s General Plan and the Governing Community Plan.....	26
b.	The DEIR Fails to Adequately Analyze the Project’s Consistency with Surrounding Land Uses.....	27
c.	The DEIR’s Consistency Analysis Relies on Irrelevant and Unsupported Conclusions about Traffic.....	28
d.	The DEIR Fails to Adequately Analyze the Project’s Consistency with Applicable Land Use Plans.....	28
e.	The DEIR’s Consistency Analysis Relies on the Mistaken Claim that School Uses are Preferred for the Area West of Coldwater Canyon Avenue.....	29
f.	The Project Would Adversely Impact Established Neighborhoods.....	29
g.	The Project Violates City Code, Including the City’s Hillside Ordinance.....	30
4.	The Project Will Have Significant Adverse Traffic Impacts.....	31
a.	The DEIR’s Traffic Analysis Fails to Disclose or Analyze Project-related Increases in Traffic.....	32
b.	The DEIR’s Traffic Analysis Fails to Consider Impacts on Neighborhood Traffic Patterns.....	32
c.	The DEIR’s Traffic Analysis Undercounts Trips and Fails to Consider Necessary Road Closures or Flagging.....	33
d.	The DEIR’s Conclusion that the Project will Improve Traffic is Unsupported and Misleading.....	33
e.	The DEIR Fails to Address Important Safety Impacts.....	34
5.	The Project Will Have Significant Impacts on Air Quality.....	35
a.	The Analysis of Air Quality During Construction Depends on Erroneous Truck Counts.....	35
b.	The DEIR’s Analysis of Construction Impacts Fails to Consider Sensitive Receptors.....	35
c.	The Proposed Mitigation Measures Will Not Adequately Mitigate the Project’s Impacts on Air Quality...35	
6.	The Project Will Have Significant Impacts Related to Geology, Soils & Hydrology.....	36
a.	The DEIR’s Conclusions are Based Upon Inadequate Reports and Investigations.....	37

- b. The DEIR Does Not Analyze the Feasibility or Safety of the Skybridge.....38
      - c. Soil Wall Nails May Not Be Feasible.....38
      - d. Mitigation Measures for Geotechnical and Hydrological Concerns are Inadequate.....38
    - 7. The Project Will Have Significant and Unmitigated Noise Impacts.....40
      - a. The DEIR Fails to Analyze and Mitigate the Impact of Construction Noise on Sensitive Receptors, Including Churches and Neighborhood Children.....40
      - b. The DEIR Fails to Fully Disclose and Analyze the Project’s Operational Noise Impacts.....40
      - c. The DEIR Relies Upon an Inadequate Noise Study.....41
- III. The DEIR Fails to Adequately Consider and Analyze Reasonable Alternatives to the Project.....42
  - A. CEQA Requires Analysis of a Reasonable Range of Alternatives.....42
  - B. The DEIR Improperly Dismisses Viable Alternatives.....44
    - 1. Transportation Demand Management to Reduce the Need for Parking.....44
    - 2. Satellite Parking.....45
    - 3. Underground Parking.....46
  - C. The DEIR Fails to Even Consider Other Feasible Alternatives.....47
- Conclusion.....47

**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

have written letters and made statements in public hearings that there is no parking problem. School-related parking rarely occurs in neighborhoods west of Coldwater except during two major events each year, Homecoming and Graduation. Residents are not bothered by the appearance of cars on these days and are happy to share in these happy occasions. On the east side of Coldwater Canyon, parking restrictions limit students' ability to park. Even on streets without restrictions, ample parking is available on school days. The traffic report commissioned by Harvard-Westlake failed to conclusively document the neighborhood parking of even one car affiliated with Harvard-Westlake. Even if one generously (and likely erroneously) concluded that the cars "suspected" by the traffic report were Harvard-Westlake student cars, there were only 28 such cars spread throughout the neighborhood. Existing campus parking has adequate space to accommodate these 28 vehicles. Even if this were not the case, 28 additional cars could not justify a 750-car parking garage. Traffic engineer Tom Brohard agrees. (See Tom Brohard & Associates Report, pp. 1-2, Attachment 1.)

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

**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

“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).)

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".)

**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.

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

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.

## **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:

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. 4<sup>th</sup> 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.

**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.

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.*)

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)

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

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

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

these views are significant and should have been characterized as such in the DEIR.

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.

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.

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).

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

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

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

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.

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.

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.)

In addition to the loss of scenic vistas and views of natural woodland, the visual

impact of night lighting on the field, bridge and parking garage will cause significant impacts. The DEIR notes that the Project site is currently dark at night (DEIR, p 3.1-17.) The replacement of this dark open space with lights will disrupt views, alter the visual character of the neighborhood and prevent enjoyment of stars and views of the night sky. The “[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.”

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.)

The DEIR has also incorrectly concluded that the Project’s lights will not disturb residents or motorists. Lights from Ted Slavin Field currently light up backyards and shine into residences on Van Noord Avenue, Galewood Street, and Blairwood Avenue. Numerous residences on the East side of Coldwater Canyon to the north, such as those on Alcove and Halkirk are also affected. These lights also cause skyglow, which interferes with stargazing, one of the virtues of living in this hillside community adjacent to open

space. Although the lights at Slavin Field were installed pursuant to a 2006 CUP, few residents were warned about the impacts. Comment letters submitted to the City in response to the NOP (DEIR Appendix A.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.4<sup>th</sup> 322, 339.)

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

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.

Other mitigation measures proposed to alleviate the Project’s aesthetic impacts may worsen the visual impact of the project. Mitigation Measure MM-AES-9, for example, proposes an eight-foot-tall cable retention system with a green chain link fence on top to screen glare from the field. Instead of looking at a beautiful woodland, residents, motorists and worshippers will be forced to gaze upon a chain-link fence. This

measure fails to mitigate the catastrophic and permanent alteration of the hillside and designated scenic landscape.

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.4<sup>th</sup> 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.

## **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.

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

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.

**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.)

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.

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

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

**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.

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

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.

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.

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.

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.

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

The DEIR determines that 78 percent of the walnut trees located on the Project site

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

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.

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

required to be 15 gallon specimens, only 7-feet tall and 1 inch in diameter, although they are intended to replace old growth trees, which range from 25 to 40 feet tall. The supporting report even makes the audacious claim that even smaller replacement trees, “one to five gallon” specimens, are appropriate (due to the alleged diseases). (DEIR, Appendix D, p. 26). Additionally, planting trees in these areas cannot replace the full ecosystem services of a wild oak and walnut understory, especially when many of the replacement trees would be placed in fire buffer areas of nearby homes. (Attachment 4, SMMC Nov. 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.

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

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

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

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

**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.

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. .

### **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.

#### **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-

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

[L]and which possess[es] open space characteristics which should be protected and where additional development controls [are] needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community.

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

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.

**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.

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

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

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

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

**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.)

**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.

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

Rather than maintaining a “balance” with the open space and surrounding residential community it will forever diminish it.

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.

**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.

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

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.

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.

#### **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.

**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.

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.

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.

**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.

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

As detailed further in the comments of Tom Brohard & Associates, the DEIR

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

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. 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.

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.

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.

**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.)

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.**

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.

**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.

**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.

**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

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.

**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.

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.

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.

The geology report fails to disclose or analyze the risk of a landslide, even though

the City has previously denied building permits nearby on account of landslide danger. There is a history of landslides obstructing Coldwater Canyon Avenue, and the pavement on Potosi Avenue itself demonstrates significant land movement.

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.

**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.

**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

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. 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.

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.

**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.

**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.)

**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

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.

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.

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.

**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

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.)

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.)

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.

### **III. The DEIR Fails to Adequately Consider and Analyze Reasonable Alternatives to the Project.**

#### **A. CEQA Requires Analysis of a Reasonable Range of Alternatives.**

CEQA requires a lead agency to analyze alternatives to a project that will avoid or substantially lessen a Project's significant environmental impacts. Discussion of project alternatives and mitigation measures has been described by the California Supreme Court

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

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

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

(CEQA Guidelines, Section 15126.6 (b), emphasis added.)

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

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

**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.

When schools get serious about reducing the number of cars driving to school,

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

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

The conclusion that reducing parking demand is feasible is bolstered by the School's own past efforts to encourage carpooling. In 1992, the school only provided parking to students who carpoled, 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

dollar Project is inconceivable, given the massive excavation and engineering feats required to install 87-foot-tall retaining walls and a skybridge over the canyon road. Moreover, other schools in the area regularly use satellite parking, which is evidence of its feasibility. The Buckley School and Notre Dame, for example, have negotiated a deal to use satellite parking at the Fashion Square Mall in Sherman Oaks. The reality is not that this would be infeasible or expensive – in fact it would be readily feasible and cheaper – but the DEIR concludes that students would not prefer it. Harvard-Westlake concedes this. The school's lead attorney, Jeffrey Haber, at the Scoping meeting in April 2013, stated that Harvard-Westlake students should not be "inconvenienced" by having to walk the two blocks from Ventura Boulevard to the campus. (Rothman, Scoping Letter.) Perhaps because of this, the DEIR makes the counter-intuitive and erroneous conclusion that sidewalks would actually endanger students' health by encouraging them to walk not in the street, but on a sidewalk.

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

### **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].)

**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.

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.

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.

**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.

December 13, 2013  
Diana Kitching  
Page 48

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.

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



This is the text of our petition, with 1,344 signatures to date (see attached):

*We do not support the urbanization of this open space land - land which has been designated for conservation. The proposed project is grossly out of character with the natural hillside environment, and not consistent with the site's current zoning and land use. If approved, it would set a terrible precedent for any development not only within the Santa Monica Mountains, but in all residential communities. The Santa Monica Mountains Conservancy, the Hillside Federation, the Studio City Residents Association and the Sherman Oaks Homeowners Association have all recognized the significant adverse biological and visual impact this project would have.*

9.3R-1

9.3R-2

9.3R-3

*We urge our Studio City and City of Los Angeles representatives to join the neighborhood in recognizing the importance of open space land in Coldwater Canyon! Tell the school to confine their development to the East side of Coldwater on their existing footprint – maintaining the integrity of the Open Space and single-family, residentially-zoned land on the West side of Coldwater Canyon.*

9.3R-4

9.3R-5

9.3R-6

LETTER 9.4R  
(41 PAGES)

<b>Name</b>	<b>City</b>	<b>State</b>	<b>Postal C</b>	<b>Signed On</b>
Save Coldwater Canyon				5/6/15
Heidi MacKay	Studio City	California	91604	5/8/15
Jeffrey Jacobs	Studio City	California	91604	5/8/15
Susan Jacobs	Studio City	California	91604	5/8/15
Deborah Nicholson	silver city	Nevada	89428	5/8/15
Jennifer Rothman	Los Angeles	California	90015	5/8/15
Irwin Jasper	Los Angeles	California	91324	5/9/15
Gordon Krischer	North Hollywood	California	91602	5/9/15
Hali Burton	Van Nuys	California	91405	5/9/15
Dorothy Klein	Indio	California	92203	5/9/15
rita berman	Los Angeles	California	91316	5/9/15
Robert Jacobs	Woodland Hills	California	91364	5/9/15
Joyce Rosenblum	Pacific Palisades	California	90272	5/9/15
Harvey Shapiro	Los Angeles	California	91343	5/9/15
Sidney Rishe	Studio City	California	91604	5/9/15
Frances Jasper	Los Angeles	California	91324	5/9/15
Donna Haas			91423	5/9/15
Sarah Boyd	Studio City	California	91604	5/9/15
judy shure	Camarillo	California	93012	5/9/15
Ryan Johnson	Los Angeles	California	90065	5/9/15
Hilda Plecas	Studio City	California	91604	5/9/15
arnie sperling	Pacific Palisades	California	90272	5/9/15
Sally Wood	Studio City	California	91604	5/9/15
SUELLEN Wagner	Studio City	California	91604	5/9/15
Annika Hays	Los Angeles	California	91423	5/9/15
David Subar	Studio City	California	91604	5/9/15
Joel Pashby	Los Angeles	California	90019	5/9/15
shirley engel	Studio City	California	91604	5/9/15
Concerned Citizen	New City	New York	10956-2	5/9/15
pam kantrowitz	Studio City	California	91604	5/9/15
Gerry Miller	Los Angeles	California	91423	5/9/15
Mason Newton	Studio City	California	91604	5/9/15
Cathy Engel-Marder	Los Angeles	California	90066	5/9/15

Jeff Marder	Los Angeles	California	90066	5/9/15
Alex Lauterbach	Los Angeles	California	91316	5/9/15
Susie Shapiro	Los Angeles	California	91401	5/9/15
Joe and Vicki Friedman	Los Angeles	California	91403	5/9/15
Alexandra Kondracke	LA	California	90027	5/9/15
Stanley Greenfield	Woodland Hills	California	91367	5/9/15
Ned Boyd	New York	New York	10011	5/9/15
Jeannia Robinette	Studio City	California	91604	5/9/15
Liza Botkin	Studio City	California	91604	5/9/15
Helen Robinette	Los Angeles	California	91423	5/9/15
Tina Clark	Glendale	California	91206	5/9/15
Christine Main	Frazier Park	California	93225	5/10/15
Whitney James	Studio City	California	91604	5/10/15
Byron Gross	Beverly Hills	California	90210	5/10/15
Melinda Browne	Los Angeles	California	90042	5/10/15
Paddie Butler	Studio City	California	91604	5/10/15
Sally Stevens	Studio City	California	91604	5/10/15
Guy Maeda	North Hollywood	California	91605	5/10/15
Ann Bell	Beverly Hills	California	90210	5/10/15
Helen Giroux	Studio City	California	91604	5/10/15
Charles Clarke	Huntington Beach	California	92646	5/10/15
Linda Berrgman	Studio City	California	91604	5/10/15
Darlene Gisela Colaiuta	Beverly Hills	California	90212	5/10/15
Carrie L. Mihalkanin	San Diego	California	92117	5/11/15
Dennis Kaplan	Mayfield Heights	Ohio	44124	5/11/15
BOB BRYAR	Los Angeles	California	91401	5/11/15
Mariella Galarcep	Los Angeles	California	91403	5/11/15
Jarrett Jacobs	Los Angeles	California	91403	5/11/15
charles bergman	Studio City	California	91604	5/11/15
Philip Baer	North Hollywood	California	91606	5/11/15
Kate Kahn	Los Angeles	California	91401	5/11/15
Clancy Goode	Marina Del Rey	California	90292	5/11/15
Bill Jones	Santa Monica	California	90405	5/11/15
Nina Kellogg	Studio City	California	91604	5/11/15

Frieda & Michael Maim	Los Angeles	California	91607	5/11/15
Evie Shafner	Los Angeles	California	90036	5/11/15
Karen Abrams	Thousand Oaks	California	91362	5/11/15
Emily Boyd	Long Island City	New York	11101	5/11/15
Bebe Michels	Woodland Hills	California	91367	5/11/15
Thom Rivera	Los Angeles	California	90029	5/11/15
Daphne Subar	studio city	California	91604-2	5/11/15
Lorraine Jonsson	Los Angeles	California	91423	5/11/15
Constance Ives	Los Angeles	California	91403	5/11/15
kathleen donno	Los Angeles	California	91607	5/12/15
Herb Silverman	Los Angeles	California	91401	5/12/15
Albert Levine	Studio City	California	91604	5/12/15
Kate Carlin	North Hollywood	California	91602	5/12/15
Robin Humphries	Los Angeles	California	90045	5/12/15
Henry Stanny	Los Angeles	California	90026	5/12/15
Lu Murray	Los Angeles	California	91601	5/12/15
Donald Webb	Valley Glen	California	91401-3	5/12/15
Jan Kimbrough	Valley Village	California	91607	5/12/15
Mac Carter	Beverly Hills	California	90210	5/12/15
Ludo Cremers	Studio City	California	91604	5/12/15
Tara Khoshbin	Los Angeles	California	90024	5/12/15
Beth Miller	Los Angeles	California	91316	5/12/15
Tanya Rabie	Studio City	California	91604	5/12/15
Mary Zakrasek	Los Angeles	California	91423	5/12/15
Wolfe Michael	Studio City	California	91604	5/12/15
Lucy Schouweiler	Pasadena	California	91105	5/12/15
Eliza Diliberti	Los Angeles	California	90041	5/12/15
Monica Schad	Studio City	California	91604	5/12/15
Rachel wolff	Studio City	California	91604	5/12/15
Chad Harris	Studio City	California	91604	5/12/15
Katherine T	Los Angeles	California	91604	5/12/15
Kathi Holland	Studio City	California	91604	5/12/15
Nicole Haeusser	Studio city	California	91604	5/12/15
Emily Ki	Studio City	California	91604	5/12/15

Jen Florez	North Hollywood	California	91606	5/12/15
Masami Fukuhara	Studio City	California	91604	5/12/15
lisa tobin	Studio City	California	91604	5/12/15
Richard Cooper	Los Angeles	California	91423	5/12/15
Megan Cavallari	Studio City	California	91604	5/12/15
paul STEINBAUM	Los Angeles	California	90067	5/12/15
Gwyn Mccoll	Studio City	California	91604	5/12/15
kate carlson	Studio City	California	91604	5/12/15
Rose Leibowitz	Los Angeles	California	91403	5/12/15
Stephany Yarbrough	Studio City	California	91604	5/12/15
Lorna Paisley	Lake Balboa	California	91406	5/12/15
Carol Felman	Studio City	California	91604	5/12/15
Robert Porter	Los Angeles	California	90046	5/12/15
Arden and Sari Rynew	Studio City	California	91604-4	5/12/15
Michael Laskin	Studio City	California	91604	5/12/15
Harold Kassarian	Studio City	California	91604	5/12/15
Pamela Rome	Los Angeles	California	91607	5/12/15
Dan Justin	Studio City	California	91604	5/12/15
dee gelb	Los Angeles	California	91423	5/12/15
Debby Cohen	Studio City	California	91604	5/12/15
Walter Afanasieff	Studio City	California	91604	5/12/15
Karen Andrews	Los Angeles	California	91607	5/12/15
Nancy Mehagian	Studio City	California	91604	5/12/15
Ranelle Anorga	Studio City	California	91604	5/12/15
Klary Pucci	Studio City	California	91604	5/12/15
soozin kazick	Los Angeles	California	91423	5/12/15
Sue Culhane	Studio City	California	91604	5/12/15
Sheila Goldner	North Hollywood	California	91601	5/12/15
Joe Laskin	Studio City	California	91604	5/12/15
Gail Phillips	Studio City	California	91604	5/12/15
Alex Izbicki	Studio City	California	91604	5/12/15
Patty Kirby	Studio City	California	Studio C	5/12/15
Robert Shames	Burbank	California	91506	5/12/15
Lillian Minnich	Los Angeles	California	91607	5/12/15

Nancy Hoven	Los Angeles	California	90039	5/12/15
Deb Ambrosino	Studio City	California	91604	5/12/15
Steve Bonnem	Los Angeles	California	91402	5/12/15
Jeff Stuart	Studio City	California	91604	5/12/15
Lisa Hillman	Los Angeles	California	91607	5/12/15
Perry Katz	Studio coty	California	91604	5/12/15
Peter Juzwiak	Studio City	California	91604	5/12/15
Janet Albaugh	Los Angeles	California	90064	5/12/15
Ira Fenster	Los Angeles	California	90077	5/12/15
Donna Distefano	Studio City	California	91604	5/12/15
Fur Dixon	Studio City	California	91604	5/12/15
Todd Sandler	Los Angeles	California	91423	5/12/15
Victoria Miller	Los Angeles	California	91436	5/12/15
Paul Distefano	Studio City	California	91604	5/12/15
Norma Johnson	Los Angeles	California	91423	5/12/15
Owen Salkin	Los Angeles	California	91423	5/12/15
David Richardson	Los Angeles	California	91423	5/12/15
Trevor Culhane	Studio City	California	91604	5/12/15
Jack Gaines	Los Angeles	California	91436	5/12/15
Alan Levy	Los Angeles	California	91423	5/12/15
Marjorie Seago	Los Angeles	California	91607	5/12/15
Miranda Winnie	Troup	Texas	75789	5/12/15
rosemarie kauper	Sherman Oaks	California	91423	5/12/15
Gary Green	Studio City	California	91604	5/12/15
jenny karns	Studio City	California	91602	5/12/15
FRANKLIN LEFT	Studio City	California	91604	5/12/15
WILLIAM DEAN	Studio City	California	91604	5/12/15
Bruce Killingsworth	Studio City	California	91604	5/12/15
Laurie Burnam	Los Angeles	California	91423	5/12/15
Susan McGuire	Studio City	California	91604	5/12/15
Donna Wood-Babcoc	Burbank	California	91505	5/12/15
Gail Goldwasser	Beverly Hills	California	90210	5/12/15
Mark Chatinsky	Beverly Hills	California	90210	5/12/15
Marilyn and William Las	Studio City	California	91604	5/12/15

Taryn Thomas	Studio City	California	91604	5/12/15
Jon Neustadter	Los Angeles	California	90036	5/12/15
Paula Gonzalez	Los Angeles	California	91403	5/12/15
Minako Arai	ロサンゼルス	California	91335	5/12/15
Ilyanne Morden Kichave	Los Angeles	California	91423	5/12/15
Mark Ormandy	Studio City	California	91604	5/12/15
Melanie Markwell	Studio City	California	91604	5/12/15
Debra Engilman	Studio City	California	91604	5/12/15
Sabrina Parke	Los Angeles	California	91601	5/12/15
Jim Botko	Beverly Hills	California	90210	5/12/15
Dan Rodriguez	Studio City	California	91604	5/12/15
Alyssa Curran	Los Angeles	California	90066	5/12/15
Robin Fujimoto	Beverly Hills	California	90210	5/12/15
Tony Emerson	Beverly Hills	California	90210	5/12/15
Wilda Rokos	Los Angeles	California	91607	5/12/15
Barbara Robbin	Studio City	California	91604	5/12/15
Patricia Shellogg-Seal	Sunland-Tujunga	California	91040	5/12/15
A Sheldon	Beverly Hills	California	90210	5/12/15
Richard Gladstein	Los Angeles	California	90028	5/12/15
Michael Switzer	Studio City	California	91604	5/12/15
Mary Ann Jacobson	Los Angeles	California	91423	5/12/15
Nora Doyle	N HOLLYWOOD	California	91604	5/12/15
Barbara Dansky	Los Angeles	California	91423	5/13/15
Guido Zwicker	Studio City	California	91604	5/13/15
Laurie Cohn	Studio City	California	91604	5/13/15
Megan McCord	Studio City	California	91604	5/13/15
Lisa Rosenfield	Valley Glen	California	91401	5/13/15
Laura Glass	Studio City	California	91604	5/13/15
Andrea Sher	Studio City	California	91604	5/13/15
Kristin Gayer	Studio City	California	91604	5/13/15
Vera Halpern	Los Angeles	California	91423	5/13/15
Ellen Halpin	Beverly Hills	California	90210	5/13/15
Susan Goldberg	Tujunga	California	91042	5/13/15
Catherine Hayes	Studio City	California	91604	5/13/15

michael culhane	studio city,	California	91604	5/13/15
Arcadia Conrad	Sunnyvale	California	94089	5/13/15
JOHN O'CONNELL	Worcester	Massachu	1607	5/13/15
Edward Felman	Studio City	California	91604	5/13/15
Karen Durinzi	Tujunga	California	91042	5/13/15
nancy booth	Los Angeles	California	91401	5/13/15
ed kelly	Studio City	California	91604	5/13/15
John Frawley	Studio City	California	91604	5/13/15
Melissa Marshall	Studio City	California	91604	5/13/15
Claudette sutherland	Los Angeles	California	91423	5/13/15
Rachel Dowling	Studio City	California	91604	5/13/15
connie beck	Los Angeles	California	91423	5/13/15
Gevork Kazanchyan	Studio City	California	91604	5/13/15
caro Hecks	Studio City	California	91604	5/13/15
LuAnne Edwards	Studio City	California	91604	5/13/15
Christopher marshall	Studio City	California	91604	5/13/15
Scott Hislop	Los Angeles	California	91405	5/13/15
Bobbi Yablow	Oak Park	California	91377	5/13/15
Dana Witt	Studio city	California Ca	9160	5/13/15
Kate Farlow	Studio City	California	91604	5/13/15
kay liberman	Los Angeles	California	90004	5/13/15
Tiana Haynes	Studio City	California	91604	5/13/15
Vincent Grant	North Hollywood	California	91602	5/13/15
Edward Lozzi	Beverly Hills	California	90210	5/13/15
Wendy-Sue Rosen	Los Angeles	California	90049	5/13/15
Jill Thraves	Studio City	California	91604	5/13/15
Denise Freeman	Los Angeles	California	91401	5/13/15
Vicki Horwits	Studio City	California	91604	5/13/15
Robert Baldwin	Studio City	California	91604	5/13/15
Susan Clark	Los Angeles	California	91423	5/13/15
Linda Robinson	Studio City	California	91604	5/13/15
TD Mitchell	Sherman Oaks	California	91423	5/13/15
Susan Rigali	Los Angeles	California	91325	5/13/15
Sharron Mee	Beverly Hills	California	90210	5/13/15

Jay Stern	Studio City	California	91604	5/13/15
Nate Mendel	Studio City	California	91604	5/13/15
Barbara Kantro	Studio City	California	91604	5/13/15
Patrick Casey	Studio City	California	91604	5/13/15
Jody Church	Studio City	California	91604	5/13/15
Raymond Danon	Studio City	California	91604	5/13/15
Maria L. Rosello	Granada Hills	California	91344	5/13/15
Kittie Beletic	Los Angeles	California	90046	5/13/15
sasha moldavsky	Los Angeles	California	90028	5/13/15
Tom Freeman	Los Angeles	California	90049	5/13/15
Marian Dodge	Los Angeles	California	90027	5/13/15
Jill Ackles	Los Angeles	California	90039	5/13/15
Sarah Lambert	Studio City	California	91604	5/13/15
Barbara Jefferies	Los Angeles	California	90004	5/13/15
Alexander Egan	Los Angeles	California	90065	5/13/15
Tony Tucci	Los Angeles	California	90046	5/13/15
Anna Angeloni	Los Angeles	California	91601	5/13/15
dan gold	Los Angeles	California	90049	5/13/15
Nancy Morrison	Los Angeles	California	91401	5/13/15
Cyndi Newton	Los Angeles	California	91423	5/13/15
Julien Egger	Santa Monica	California	90404	5/13/15
Patricia Kiley	Los Angeles	California	91607	5/13/15
Scott Gamzon	Los Angeles	California	90039	5/13/15
Suju Vijayan	Los Angeles	California	91411	5/13/15
Michael Mann	Los Angeles	California	91607	5/13/15
Alison Simard	Los Angeles	California	90046	5/13/15
Lisa Tarlow	Los Angeles	California	90068	5/13/15
Susan Jarakian	Studio City	California	91604	5/13/15
Georg Egloff	Los Angeles	California	90046	5/13/15
Jason Lee	North Hollywood	California	91602	5/13/15
Jaqui Zerouni	Los Angeles	California	90046	5/13/15
Steven Poster	Beverly Hills	California	90210	5/13/15
Scott Nixon	Los Angeles	California	90046	5/13/15
laura rossi	Los Angeles	California	90046	5/13/15

Carol Fima	Los Angeles	California	90025	5/13/15
Beata Henrichs	Los Angeles	California	91406	5/13/15
lindsay nixon	Los Angeles	California	90046	5/13/15
Elaine Jesmer	Los Angeles	California	90069	5/13/15
Paula Chambers	Studio City	California	91604	5/13/15
Carol Sidlow	Beverly Hills	California	90213	5/13/15
Michael Phillips	Beverly Hills	California	90210	5/13/15
Phyllis Katz	Los Angeles	California	90046	5/13/15
Natasha Belson	Los Angeles	California	91436	5/13/15
Wendel Meldrum	los angeles	California	90046	5/13/15
Andrew Stucker	Los Angeles	California	90046	5/13/15
rya kihlstedt	Los Angeles	California	91401	5/13/15
Amber Rambo	Reading	Pennsylvania	19611	5/13/15
Dana Belcastro	Los Angeles	California	90046	5/13/15
scott sapire	Los Angeles	California	90046	5/13/15
Mary Luetkemeyer	Los Angeles	California	90046	5/13/15
Gary Swink	Los Angeles	California	90046	5/13/15
Shannon Ashe	Los Angeles	California	90046	5/13/15
Heather Dee	Los Angeles	California	91423	5/13/15
Michael Hoover	Los Angeles	California	90046	5/13/15
Wendy Riche	Los Angeles	California	90046	5/13/15
Blue Benenati	Los Angeles	California	90035	5/13/15
Nina G Rosenfield	Pacific Palisades	California	90272	5/13/15
David Garfinkle	Los Angeles	California	91356	5/13/15
Erna Toback	Studio City	California	91604	5/13/15
Sylvia Liu	Virginia Beach	Virginia	23455	5/13/15
Jaren boczan	Los Angeles	California	90046	5/13/15
Jill Pollock	Beverly Hills	California	90210	5/13/15
Lisa Hsu	Los Angeles	California	90046	5/13/15
Jerry Daniel	Woodland Hills	California	91367	5/13/15
Elise Sherman	Los Angeles	California	91357	5/13/15
Lee Clay	Los Angeles	California	90046	5/13/15
Theresa Hoover	Los Angeles	California	90046	5/13/15
Victor Sabah	Los Angeles	California	90049	5/13/15

Jack Smalley	Studio City	California	91604	5/13/15
Sarah Whistler	Studio City	California	91602-2	5/13/15
Jenny O Ullett	Tujunga	California	91042	5/13/15
Heather Hayes	Los Angeles	California	90012	5/13/15
KathE mazur	Los Angeles	California	90034	5/13/15
Joanna di Paso	Los Angeles	California	90046	5/13/15
Louise Salter	Los Angeles	California	90046	5/13/15
Bitu Paya	Los Angeles	California	90046	5/14/15
Tina Germain	Los Angeles	California	90046	5/14/15
Stacia Thompson	Pacific Palisades	California	90272	5/14/15
Jennifer Stander	Beverly Hills	California	90211	5/14/15
james johnson	Studio City	California	91604	5/14/15
Steven Palma	Studio City	California	91604	5/14/15
eleanore zaiden	Tujunga	California	91042	5/14/15
Cheryl O'Neill	Sammamish	Washingt	98074	5/14/15
Ebba-Marie Gendron	Sherman Oaks	California	91423	5/14/15
Christina Carroll	Los Angeles	California	90046	5/14/15
Margie Randolph	Tujunga	California	91042	5/14/15
Leigh Kelly	Los Angeles	California	90036	5/14/15
James Scanlon	Los Angeles	California	90046	5/14/15
mary sherwood	los angeles	California	90046	5/14/15
Louise Cunningham	Long Beach	California	90808	5/14/15
Lois Becker	Los Angeles	California	90049	5/14/15
Mark Stratton	Los Angeles	California	90049	5/14/15
Sandra Hitt	Los Angeles	California	Los Ange	5/14/15
Gena Wilder	Studio City	California	91604	5/14/15
Patricia Frawley	Studio City	California	91604	5/14/15
maria gritsch	la	California	90046	5/14/15
warren Tenhouten	Tujunga	California	91042	5/14/15
Laura Basset	Los Angeles	California	90046	5/14/15
Susan Estin	Studio City	California	91604	5/14/15
Joanna Pitt	Beverly Hills	California	90211	5/14/15
Stacy Lupi	Los Angeles	California	90046	5/14/15
Moira Brandt	Los Angeles	California	90035	5/14/15

Diane Berliner	Los Angeles		90046	5/14/15
Eric Edmunds	Los Angeles	California	90049	5/14/15
Kelsey Vensel	Los Angeles	California	90046	5/14/15
Karen Ride	Claremont	California	91711	5/14/15
christian stevens	Los Angeles	California	90046	5/14/15
Jacqueline beaulieu	Los Angeles	California	90046	5/14/15
Jason Cunningham	Studio City	California	91604	5/14/15
Heidi Abra	Los Angeles	California	91423	5/14/15
Becca Stern	Los Angeles	California	91423	5/14/15
Lawrence Broch	Studio City	California	91604	5/14/15
Robert Parco	Sherman oaks	California	91424	5/14/15
Susan Dickes	Studio City	California	91604	5/14/15
Sermon Lam	Studio City	California	91604	5/14/15
victoria ordin	santa barbara	California	93105	5/14/15
James alario	Los Angeles	California	91601	5/14/15
Annie Heller-Gutwillig	North Hollywood	California	91602	5/14/15
Jana Cunningham	Studio City	California	91604	5/14/15
Diane McQuay	Cottonwood Heig	Utah	84121	5/14/15
R.B. Ripley	Los Angeles	California	90065	5/14/15
Robin McQuay	Pasadena	California	91106	5/14/15
Ken Stewart	Beverly Hills	California	90210	5/14/15
Pam Friedman	Studio City	California	91604	5/14/15
Marian Fenimore	Portland	Oregon	97219	5/14/15
Sarah Flesher	Ventura	California	93003	5/14/15
Candice fields	Sacramento	California	95835	5/14/15
Ratziel Bander	Beverly Hills	California	90210	5/14/15
chris rudin	Los Angeles	California	90046	5/14/15
Steve coombs	Studio City	California	91604	5/14/15
Jessica Villanueva	Coalinga	California	93210	5/14/15
Mary Montgomery	Lomita	California	90717	5/14/15
Sherry Owen	Ojai	California	93023	5/14/15
angela copeland	los angeles	California	90049	5/14/15
Ian Severs	Pacific Palisades	California	90272	5/14/15
Karen Ross Wilson	Los Angeles	California	90065	5/14/15

Susan Mullins	Los Angeles	California	90046	5/14/15
Sandra Lucchesi	Los Angeles	California	91423	5/14/15
Bonnet Schut	Studio City	California	91604	5/14/15
Cori Allvey	Los Angeles	California	90046	5/14/15
Cathy Wayne	Los Angeles	California	90046	5/14/15
Linda Keefer	Studio City	California	91604	5/14/15
Eric Preven	Studio City	California	91604	5/14/15
Dan Feinberg	Sylmar	California	91342	5/14/15
Jennifer Mandel	Los Angeles	California	90031	5/14/15
Sylvia Calloway	Studio City	California	91604	5/14/15
Babbie Green	Sherman Oaks	California	91423	5/14/15
Cindy Warden	Glendale	California	91201	5/14/15
Simon Runge	Los Angeles	California	90041	5/14/15
Luanne Davis	Studio City	California	91604	5/14/15
dennis miller	Los Angeles	California	91401	5/14/15
Dawn Taubin	Los Angeles	California	91423	5/14/15
Leslie Cooper	Gatlinburg	Tennessee	37738	5/14/15
Rob Green	Chester	South Car	29706	5/14/15
Teri Turner	Los Angeles	California	91436	5/14/15
david bonicatto	Los Angeles	California	90046	5/14/15
Jill Howe-Vercos	Venice	California	90291-4	5/14/15
Ron Mohler	Huntington Park	California	90255	5/14/15
Frank Hill	North Hollywood	California	91601	5/14/15
Terrie Beecher	walnut creek	California	94598	5/14/15
Jonathan Durante	North Hollywood	California	91606	5/14/15
Siobhan Carmean	Los Angeles	California	90046	5/14/15
Cindy Granholm	Volcano	Hawaii	96785	5/14/15
Daisy Gardeazabal	Los Angeles	California	90012	5/14/15
Barbara Bondurant	LaVerne	California	91750-3	5/14/15
Stephanie Nellor	Long Beach	California	90803	5/14/15
Aaron Simard	Los Angeles	California	90046	5/14/15
Lynne Kadish	Los Angeles	California	91411	5/14/15
Lisa Davidson	Sierra Madre	California	91024	5/14/15
Kimberly Seidman	Los Angeles	California	91423	5/14/15

Jennifer Law Stump	Los Angeles	California	90046	5/14/15
Robert Tuchband	Thousand Oaks	California	91362	5/14/15
h. harris	Los Angeles	California	90024	5/14/15
Alyssa Factor Saito	Los Angeles	California	90077	5/14/15
Jennifer Gibbons	Los Angeles	California	90029	5/14/15
Dave Coleman	L.A.	California	90068	5/14/15
Mimi Mayer	Los Angeles	California	90046	5/14/15
Karen Harwell	Los Angeles	California	91403	5/14/15
kelly ekizian	studio city	California	91604	5/14/15
Martha Burton	Los Angeles	California	90049	5/14/15
Parker Andrews	Studio City	California	91604	5/14/15
Melanie Stagnaro	Los Angeles	California	90046	5/14/15
Elizabeth McGaughey	San Fernando	California	91340-1	5/14/15
Susan Ashe	Los Angeles	California	90046	5/14/15
Cathy Granholm	Princeville	Hawaii	96722	5/14/15
Catherine Finkenstaedt	Los Angeles	California	90046	5/14/15
Gina Stapley	Mesa	Arizona	85206	5/14/15
jean boylan	Los Angeles	California	91423	5/14/15
Aliki Caloyeras	Malibu	California	90265	5/14/15
Jennifer Clark	Los Angeles	California	90049	5/14/15
Jon Pucek	Los Angeles	California	91423	5/14/15
Michelle Brookman	Los Angeles	California	90035	5/14/15
Shelley Cohee			37700	5/14/15
Philip Midgen	Los Angeles	California	90035	5/14/15
Harold Stulberg	Los Angeles	California	91423	5/14/15
Bill mummy	Los Angeles	California	90046	5/14/15
Patrick Milligan	Glendale	California	91208	5/14/15
Anmarie Parmenter	Belleville	New Jersey	7109	5/14/15
Ben Monaghan	LA	California	90029	5/14/15
MICHAEL MCCARTHY	Studio City	California	91604	5/14/15
Molly Flanegin	los Angeles	California	90046-1	5/14/15
adam polk	Los Angeles	California	90064	5/14/15
Nicole Howell	Los Angeles	California	90046	5/14/15
howard minsky	skokei	Illinois	60077	5/14/15

Alexxandra Alznauer	San Francisco	California	94133	5/14/15
Walter Gorsey	Los Angeles	California	91401	5/14/15
Julie nedwin	Davis	California	95616	5/15/15
Suzanne Good	Los Angeles	California	90046	5/15/15
Paul minden	Los Angeles	California	90046	5/15/15
steven curtis	los angeles	California	90046-1	5/15/15
Carey Smith	Studio City	California	91604	5/15/15
Evelyn Frenkel	Studio City	California	91604	5/15/15
Nina aloni	Beverly Hills	California	90212	5/15/15
Whitney Grant	Santa Ynez	California	93460	5/15/15
Megan Mills	Chicago	Illinois	60657	5/15/15
stephanie drachkovitch	Los Angeles	California	91607	5/15/15
Connie Martin Rivera	Los Angeles	California	90042	5/15/15
Penelope Reed-Woods	Los Angeles	California	91401	5/15/15
Penny Lousie Moore	North Hollywood	California	91602	5/15/15
Denise Maiman	Studio City	California	91604	5/15/15
Alan Maiman	Studio City	California	91604	5/15/15
Maria Duha	New York	New York	10065	5/15/15
Lisa Weiner	Los Angeles	California	90024	5/15/15
Marissa Menzer	Los Angeles	California	90036	5/15/15
Charles Flick	Los Angeles	California	91601	5/15/15
Douglas Honesco	silver city	Nevada	89428	5/15/15
Lawrence Zaiden	Studio City	California	91604	5/15/15
Chun Lu	Torrance	California	90503	5/16/15
Brent Giudice	Los Angeles	California	91423	5/16/15
vedra m.	Studio City	California	91604	5/16/15
Wassem Kadri	Santa Monica	California	90402	5/16/15
Hilary Pickles	Los Angeles	California	91423	5/16/15
Kevin Hearst	Valley Center	California	92082	5/16/15
R. Lucas Stewart	Los Angeles	California	91601	5/16/15
Kathryn Graf	Los Angeles	California	91423	5/16/15
Eben Matthews	Los Angeles	California	90046	5/16/15
ALEXANDRA ROSE	West Hollywood	California	90069	5/16/15
Margo Shapiro	Los Angeles	California	90046	5/16/15

louise berggren	Los Angeles	California	90046	5/17/15
Linda Cole	Cedar Bluff	Alabama	35959	5/17/15
nathan resnick	Los Angeles	California	91401	5/17/15
Carol Andrews	Studio City	California	91604	5/17/15
Nilda Salinas	Los Angeles	California	91343	5/17/15
Christie Enholm	Los Angeles	California	91436	5/17/15
Marsha Swiller	Los Angeles	California	91403	5/17/15
Janet Fattal	Los Angeles	California	91316	5/17/15
Debra Kane	Los Angeles	California	91401	5/17/15
dee brown	Los Angeles	California	91356	5/17/15
Rebecca Switzer	Studio City	California	91604	5/17/15
Midge Reisman	Los Angeles	California	91403	5/17/15
julie hubert	Los Angeles	California	91423	5/18/15
Kristi King	Portland	Oregon	97209	5/18/15
Tobi Schneider	Los Angeles	California	91423	5/18/15
Rachel Zugsmith	Studio City	California Los Angeles		5/18/15
Eileen Mumy	Los Angeles	California	90046	5/18/15
Susan Lynch	Los Angeles	California	90049	5/18/15
Elizabeth Bernheim	LA	California	90046	5/19/15
Mary Lou Huntley	Sherman Oaks		91423	5/19/15
gary anderson	Los Angeles	California	90046	5/19/15
Joel Loquvam	Los Angeles	California	90046	5/19/15
Cynthia Yeseta	Los Angeles	California	90046	5/19/15
Sky Nicholas	Los Angeles	California	90046	5/19/15
Harriett Smalley	Studio City	California	91604	5/19/15
Andromeda Stevens	Los Angeles	California	91436	5/20/15
Stuart Lichtman	Los Angeles	California	90046	5/20/15
Christina Harding	Los Angeles	California	91401	5/20/15
Arnold & Arlene Newm	Los Angeles	California	91423	5/20/15
Elke Heitmeyer	Los Angeles	California	91423	5/20/15
Allison Band	Los Angeles	California	91423	5/20/15
DONNA CARDIN	Los Angeles	California	91325	5/21/15
Stacy Traub	Studio City	California	91604	5/21/15
Joanna Arlukiewicz	Sherman Oaks	California	91423	5/21/15

Sean Pollard	Los Angeles	California	91423	5/21/15
Margaret Soles	Stevenson Ranch	California	91381	5/21/15
Marek & Anna Arlukiew	Los Angeles	California	91406	5/21/15
jamie jacobs	Los Angeles	California	90049	5/21/15
Jennifer Jamin Breshear	Tampa	Florida	33612	5/21/15
James Buck	Studio City	California	91604	5/21/15
Philip Fowler	Burbank	California	91502	5/22/15
Samuel Bernstein	Los Angeles	California	91401	5/22/15
Ronald Shore	Los Angeles	California	91401	5/22/15
Barry Johnson	Studio City	California	91604	5/23/15
Mel Winter	Studio City	California	91604	5/24/15
Jerome Rogowski	Studio City	California	91604	5/24/15
anne mosell	studio city	California	9E+08	5/25/15
Frances Cogswell	Camarillo	California	93010	5/25/15
Susan Stone	Beverly Hills	California	90210	5/27/15
Carlen Devescovi	Studio City	California	91604	5/27/15
Doron Kauper	Los Angeles	California	91423	5/27/15
Barbara Davilman	Studio City	California	91604	5/27/15
Melina Rodriguez	Los Angeles	California	91331	5/27/15
Melanie Ronning	Studio City	California	91604	5/27/15
Max Calne	Studio City	California	91604	5/27/15
Tom Holland	Studio City	California	91604	5/27/15
Joshua Holland	Studio City	California	91604	5/27/15
Patty Kirby	Los Angeles	California	91607	5/27/15
Lilyan Sievernich	West Hollywood	California	90069	5/27/15
Ed Begley	Studio City	California	91604	5/27/15
Jenna Bowden	Los Angeles	California	91423	5/27/15
karen harlan	Tujunga	California	91042	5/27/15
bryan wark	Tujunga	California	91042	5/27/15
Benjamin Hyun	Studio City	California	91604	5/27/15
Stefani Goldman	Studio City	California	910604	5/27/15
Mary Mallory	North Hollywood	California	91602	5/27/15
Gilbert A. Van Natta Val	Studio City	California	91604	5/27/15
Jodi Malitsky	Mt Juliet	Tennessee	37122	5/27/15

Nicole Walker	Studio City	California	91604	5/27/15
Nadeem Deeb	Studio City	California	91604	5/27/15
chouket Weglein	Studio City	California	91604	5/27/15
Chris Weber	Studio City	California	91604	5/27/15
James Higgins	North Hollywood	California	91602-2	5/27/15
Deanna Devescovi	Studio City	California	91604	5/27/15
Kate Mendel	Studio City	California	91694	5/27/15
Daryl Bowden	Los Angeles	California	91423	5/27/15
Erik Miller	Studio City	California	91604	5/27/15
Ken Stewart	Beverly Hills	California	90210	5/27/15
Jon Boorstin	Studio City	California	91604	5/27/15
Randi Lieberman	Sherman Oaks	California	91423	5/27/15
Carol Senior	North Hollywood	California	91602	5/27/15
Nancy Cushing-Jones	Studio City	California	91604	5/27/15
Tom Tardio	Studio City	California	91604	5/27/15
Leslie Dinstman	Los Angeles	California	91423	5/27/15
Leslie Nitta	Studio City	California	91604	5/27/15
Katarzyna A Smiechowi	Studio city	California	91604	5/27/15
Jim Johnson	Studio City	California	91604	5/27/15
Susan Verb	Studio City	California	91604	5/27/15
Gail Green	Studio City	California	91604	5/27/15
William Nix	Studio City	California	91604	5/27/15
Skye Griffin	Los Angeles	California	91601	5/27/15
Jane Shere	Los Angeles	California	91423	5/27/15
Alexis Renson	Los Angeles	California	91607	5/27/15
Barbara Meloni	Studio City	California	91604	5/27/15
Andrew Wagner trugma	Los Angeles	California	91605	5/27/15
Wendy Baxley	Studio City	California	91604	5/27/15
Jon Gordon			91604	5/27/15
Robert Beiser	Studio City	California	91604	5/27/15
Sheri Kessel	Studio City	California	91604	5/27/15
Kathleen Nielsen	Studio City	California	91604	5/27/15
sharon solloway	Los Angeles	California	91423	5/27/15
Dickran Sarkisian	Studio City	California	91604	5/27/15

Dondo Veeb	Los Angeles	California	91401	5/27/15
Mike Kichaven	Los Angeles	California	91423	5/27/15
Carl Kleinman	Studio City	California	91604	5/27/15
Amy Kleinman	Studio City	California	91604	5/27/15
Andrew Ferrell	North Hollywood	California	91602	5/27/15
don derose	Studio City	California	91604	5/27/15
Monique Ussini	Los Angeles	California	91423	5/27/15
EDDIE CHOI	los angeles	California	90004	5/27/15
William Malin	Los Angeles	California	91413	5/27/15
Joanna Ikeda	Studio City	California	91604	5/27/15
diane ward	Pasadena	California	91104	5/27/15
alan fiske	Studio City	California	91604	5/27/15
Stephanie Kleinman	Studio City	California	91604	5/27/15
Chris Hendrie	Tujunga	California	91042	5/27/15
George Bufford	Los Angeles	California	91601	5/27/15
Josh Mills	Ojai	California	93023	5/27/15
Robert Kimball	Los Angeles	California	90034	5/27/15
Richard Adkins	W. Toluca Lake	California	91602	5/27/15
Alison McGarry	Studio City	California	91604	5/27/15
Alex Trugman	Studio City	California	91604	5/27/15
Paula Gonzalez	Los Angeles	California	91401	5/27/15
Elizabeth Garrett	Bloomfield Hills	Michigan	48301	5/27/15
Zohar Loshitzer	Beverly Hills	California	90210	5/27/15
Steven B. Dunn	Beverly Hills	California	90210	5/27/15
JASON VEGA	Van Nuys	California	91405	5/27/15
Leo Clark	North Hollywood	California	91602	5/27/15
Charles House	Canoga Park	California	91304	5/27/15
Sandy Rodgers	Carmichael	California	95608	5/27/15
Carolyn Chriss	Arcadia	California	91006	5/27/15
Chrystelle Cohen	Beverly Hills	California	90210	5/27/15
Patti Shackelford	Haverhill	Massachu	1830	5/27/15
Zachary Rynew	Studio City	California	91604	5/27/15
Hilda Plecas	Studio City	California	91604	5/27/15
Elizabeth Edinger	North Hollywood	California	91601	5/27/15

Alisa Burket	Studio City	California	91604	5/27/15
Elizabeth Dymond	Studio City	California	91604	5/27/15
Erica Forster	Los Angeles	California	91423	5/27/15
Hanny Stillions	Los Angeles	California	91607	5/27/15
Joey Stuckelman	Los Angeles	California	91607	5/27/15
Julie Atwater	Studio City	California	91604	5/27/15
Victor H. Sutton	Los Angeles	California	90046	5/27/15
Eric Nelson	Los Angeles	California	91406	5/27/15
Rady Rahban	Beverly Hills	California	90210	5/27/15
Piao Ying Wong	Studio City	California	91604	5/27/15
James Pluta	Valley Village	California	91607-5	5/27/15
TAMI ARMITAGE	STUDIO CITY	California	91604	5/27/15
Mona Walker	Studio City	California	91604	5/27/15
Amy Barbour	Los Angeles	California	90035	5/27/15
PATTY RAY	STUDIO CITY	California	91604	5/28/15
Victoria Cannon	Los Angeles	California	91401	5/28/15
Angela Gullion	Los Angeles	California	90006	5/28/15
martin suran	van nuys	California	91411	5/28/15
Amy Knapp	Los Angeles	California	91607	5/28/15
carolin elmquist	Los Angeles	California	91423	5/28/15
Wagner Wagner	Los Angeles	California	90077	5/28/15
Amy Oosterhouse	Beverly Hills	California	90210	5/28/15
Laura Campaniolo	Los Angeles	California	91405	5/28/15
Eileen Barnett	Los Angeles	California	91401	5/28/15
Brooks Taylor	Los Angeles	California	90005	5/28/15
Lilly Fong	Beverly Hills	California	90210	5/28/15
Joyann Troutman	Beverly Hills	California	90210	5/28/15
Jane Troutman	Beverly Hills	California	90210	5/28/15
Gregory Gast	Los Angeles	California	91607	5/28/15
Mike bloch	Woodland Hills	California	91367	5/28/15
Mark Lowrie	Los Angeles	California	91401	5/28/15
Tom Sahli	Tujunga	California	91042	5/28/15
Wendy Rappeport	Studio City	California	91604	5/28/15
Teresa DeSales	Burbank	California	91504	5/28/15

amy lieberman	Los Angeles	California	91401	5/28/15
Patricia Carr	Studio City	California	91604	5/28/15
Tzivia Schwartz - Getzug	Sherman Oaks	California	91423	5/28/15
Sean Philbin	Van Nuys	California	91405	5/28/15
david friend	Los Angeles	California	91403	5/28/15
jeremy Schwieger	Los Angeles	California	91403	5/28/15
Randy Kasper	Whittier	California	90604	5/28/15
Samantha Elin	Studio City	California	91604	5/28/15
Marisa Ratinoff	Los Angeles	California	91316	5/28/15
susan Levin	Los Angeles	California	91436	5/28/15
jana levin	Los Angeles	California	91423	5/28/15
Lara Schwieger	Lizella	Georgia	31052	5/28/15
Brandon Tardio	Studio City	California	91604	5/28/15
Michael Atkins	Los Angeles	California	90029	5/28/15
Stephanie Zachary	Los Angeles	California	91401	5/28/15
Joann Kamay	Studio City	California	91604	5/28/15
joseph kebbe	Studio City	California	91604	5/28/15
Keith Steinbaum	Los Angeles	California	91356	5/28/15
Cristina L. Clark	Diamond Bar	California	91765	5/28/15
Michael ryan	Los Angeles	California	91607	5/28/15
Kent Minault	Sherman Oaks	California	91423	5/28/15
Andrew Friedman	Los Angeles	California	91303	5/28/15
Neil Stubenhaus	Studio City	California	91604	5/28/15
jay halpern	Los Angeles	California	91423	5/28/15
cynthia litwer	Los Angeles	California	91403	5/28/15
Rhiannon Steward	Beverly Hills	California	90210	5/28/15
Emily Hardy	Los Angeles	California	91607	5/28/15
Barry Smith	Bell Gardens	California	90201	5/28/15
Richard Stone	Los Angeles	California	91607	5/28/15
Letitia Alexander	Los Angeles	California	91423	5/28/15
Jessica Gottlieb	Woodland Hills	California	91367	5/28/15
Anna Leighton	Los Angeles	California	90025	5/29/15
Jennifer Djavadi	Calabasas	California	91302	5/29/15
Janet Wilson	Los Angeles	California	91401	5/29/15

Candace Royden	Valley Village	California	91607-1	5/29/15
Otoniel Martinez	Los Angeles	California	90077	5/29/15
Marika Repasi	Los Angeles	California	91607	5/29/15
Angela Price	Los Angeles	California	91601	5/29/15
Donna Letz	Beaverton	Oregon	97007	5/29/15
Lisa Strickler	Los Angeles	California	91423	5/29/15
kevin Newson	Los Angeles	California	91601	5/29/15
patricia folgar	studio city	California	91602	5/29/15
Darcy silver	Calabasas	California	91302	5/29/15
Cathy Alatorre	Commerce	California	90040	5/29/15
Cathy Tardio	Studio City	California	91604	5/29/15
Rhonda shane	Woodland Hills	California	91364	5/29/15
Lisa Battista	Bellflower	California	90706	5/29/15
Bianka Bidovska	Los Angeles	California	91607	5/29/15
Donna Schwartz Mills	Granada Hills	California	91344	5/29/15
E Gray	Lake Balboa	California	91406	5/29/15
Joyce Killingsworth	Porter Ranch	California	91326	5/29/15
Margee Friend	Sherman Oaks	California	91403	5/29/15
james svoboda	Los Angeles	California	91605	5/29/15
George Griffin	Los Angeles	California	91607	5/29/15
christine doering	ludowici	Georgia	31316	5/29/15
amanda karnes	Los Angeles	California	91423	5/29/15
Lucy Griffin	SHERMAN OAKS	California	91423-2	5/29/15
Bree Todish	Los Angeles	California	91607	5/29/15
Mary Ellen Bosche	Los Angeles	California	91343	5/29/15
Amanda De La Cerda	Los Angeles	California	91345	5/29/15
Ryan Melton	Los Angeles	California	91601	5/29/15
Virginia Arnold	North Hollywood	California	81601	5/29/15
Doreen Wockensky	Woodland Hills	California	91364	5/29/15
Ed Jackiewicz	Los Angeles	California	91324	5/29/15
Max Preminger	Los Angeles	California	91405	5/29/15
Chris Alexander	Los Angeles	California	91403	5/29/15
Jessica Pearson	North Hollywood	California	91606	5/29/15
susan Akeo	Waimea	Hawaii	96743	5/29/15

Maria Quigley	Los Angeles	California	91601	5/29/15
josh debney	Burbank	California	91505	5/29/15
Andrew Borin	Los Angeles	California	90077	5/29/15
Aaron Epstein	N. Hollywood	California	91607	5/29/15
Lenore Kasdorf	Los Angeles	California	91601	5/29/15
Janae Burris	Denver	Colorado	80218	5/30/15
Sky Valencia	Los Angeles	California	91324	5/30/15
Debbie DePuy	Los Angeles	California	90026	5/30/15
Deborah Shields	Studio City	California	91604	5/30/15
bonnie shane	Niles	Illinois	60714	5/30/15
Vange Felton	Los Angeles	California	90024	5/30/15
Hugh Lipton	North Hollywood	California	91601	5/31/15
Madison Lipton	Studio City	California	91604	5/31/15
jon weiss	La Habra	California	90631	6/1/15
Sarah Villa	Studio City	California	91604	6/1/15
Snow Mercy	Los Angeles	California	90028	6/1/15
Melissa Harris	Canoga Park	California	91309	6/1/15
Lisa Goodrich	Sunland-Tujunga	California	91040	6/1/15
Noel Manchan	Long Beach	California	90814	6/1/15
Deborah King	Glendale	California	91204	6/1/15
Craig Denton	Beverly Hills	California	90210	6/1/15
Lipton Roxane	Studio City	California	91604	6/1/15
russell werth	Los Angeles	California	91423	6/1/15
oded krashinsky	Los Angeles	California	91436	6/1/15
uri losycer	Beverly Hills	California	90210	6/1/15
Hugh Kelley	Duncannon	Pennsylvania	17020	6/1/15
Jeannie Lum	van nuys	California	91401-4	6/1/15
Laura Dunn	Beverly Hills	California	90210	6/2/15
Fran Reichenbach	Los Angeles	California	90068	6/2/15
Michele Smith	Los Angeles	California	91343	6/2/15
Gaby Sander	Los Angeles	California	90004	6/2/15
Giselle Klein	Los Angeles	California	91343	6/2/15
Jennifer Martinez	Granada Hills	California	91344	6/2/15
Amanda Gordon	Los Angeles	California	90025	6/2/15

Vazquez Juana	Palmdale	California	93552	6/2/15
Gabriela Bottger	Los Angeles	California	91423	6/2/15
Roland Garcia	North Hollywood	California	91606	6/2/15
Kevin Johnson	Los Angeles	California	91356	6/2/15
Maria Ruiz	Studio City	California	91604	6/2/15
Patrick Sisante	Granada Hills	California	91344	6/2/15
Mark Tebbe	Ventura	California	93003	6/2/15
RAUL SANDOVAL	Canyon Country	California	91387	6/2/15
Andrea Fuller	Los Angeles	California	90068	6/3/15
Marion Kammer	Los Angeles	California	91605	6/3/15
Melissa Basta	Burbank	California	91501	6/3/15
Jeanine Uribe	El Segundo	California	90245	6/3/15
William Hendley	Los Angeles	California	91411	6/3/15
Megan laughlin	Los Angeles	California	91423	6/3/15
Betty Ward	Corona	California	92883	6/3/15
Charalambos Kyriacou	Los Angeles	California	91401	6/3/15
Bill Wright	Studio City	California	91604	6/3/15
Liz Heron	Burbank	California	91504	6/3/15
Meredith Reese	Los Angeles	California	90039	6/3/15
Jibralta Merrill	Studio City	California	91604	6/3/15
Atlene Sangster	Los Angeles	California	91423	6/3/15
Allison De Camara	Los Angeles	California	91403	6/3/15
Gene Rukavina	Sherman Oaks	California	91423-5	6/3/15
Sonya Steele	Los Angeles	California	91601	6/3/15
Wayne Christian Long	North Hollywood	California	91602	6/3/15
Jenni Hernandez	Studio City	California	91604	6/3/15
Colleen Graves	Los Angeles	California	90066	6/3/15
Anne Kelly	Los Angeles	California	91403	6/3/15
Steve M	Los Angeles	California	90039	6/3/15
Elizabeth Weber	Des Plaines	Illinois	60016	6/3/15
Alex Morales	Los Angeles	California	91423	6/3/15
Jamie Gentry	Los Angeles	California	91406	6/3/15
Margie Mullen	Studio City	California	91604	6/3/15
Shirley Finney	Los Angeles	California	91601	6/3/15

Louise Sloan Goben	North Hollywood	California	91602	6/3/15
Blaire Chandler	North Hollywood	California	91606	6/3/15
Elizabeth Mullen	Studio City	California	91604	6/3/15
Rebecca Hopper	Glendale	California	91208	6/3/15
Devon Hopper	Glendale	California	91208	6/3/15
Monica Hidrovo	Santa Monica	California	90403	6/3/15
Kurt Kreikenbom	Berlin		12051	6/3/15
Nancy Woods	Studio City	California	91604	6/3/15
Val Farrelly	Sherman Oaks	California	91403	6/3/15
Blaire Simpson	Los Angeles	California	90024	6/3/15
deborah fallender	Santa Monica	California	90405	6/3/15
Nick Stathes	Stevenson Ranch	California	91381	6/4/15
Courtney Hagen	Burbank	California	91505	6/4/15
Geneva DuVall	Los Angeles	California	91402	6/4/15
Rich miehl	Canoga Park	California	91304	6/4/15
Chris Murphy	West Hollywood	California	90069	6/4/15
Judy Knight	Studio City	California	91602	6/4/15
Maria Fischer	Sherman Oaks	California	91423	6/4/15
Charles Patsch	Los Angeles	California	91601	6/4/15
kathryn donohe	Studio City	California	91604	6/4/15
Donna Young	Los Angeles	California	90046	6/5/15
Belma Demirovic	Studio City	California	91604	6/5/15
Theodore Eckberg, M.D	Sherman Oaks	California	91423	6/5/15
June Van Dusen	Studio City	California	91604	6/6/15
Kim O'Reilly	Sherman Oaks	California	91401-5	6/7/15
Alexander Giglio	Studio City	California	91604	6/7/15
Leslie Elen	Los Angeles	California	91423	6/8/15
Leonor Diaz	Los Angeles	California	91601	6/9/15
terri langfus	North Hollywood	California	91602	6/9/15
Lynn Walker	Encion	California	91436	6/9/15
Lori Berk Chapman	Studio City	California	91604	6/9/15
Geralyn Corcillo	North Hollywood	California	91601	6/10/15
Cher Clapper	Orange	California	92865	6/10/15
Jordy Way	Los Angeles	California	91331	6/12/15

Ale Toor	Fullerton	California	92831	6/12/15
Paul Denniston	Studio City	California	91604	6/14/15
George Mooradian	Studio City	California	91604	6/14/15
Phil Datry	Studio City	California	91604	6/14/15
Robin Datry	Studio City	California	91604	6/14/15
Jonathan Beggs	Los Angeles	California	91423	6/15/15
Debra Schafer	Los Angeles	California	91403	6/15/15
Shantelle Bisson	Calabasas	California	91302	6/15/15
Emily Cagan	Los Angeles	California	91423	6/15/15
Amy Walsh	Los Angeles	California	91423	6/15/15
David Dworetzky	Los Angeles	California	90048	6/15/15
Claudia Cagan	Los Angeles	California	91423	6/15/15
HARRIET WASSERMAN	Los Angeles	California	91356	6/15/15
Monica Kuhr	Westminster	California	92683	6/16/15
Michelle Warren	Swansboro	North Car	28584	6/16/15
Lori Israel	La Mirada	California	90638	6/16/15
Denise Emerson	North Hollywood	California	91606	6/16/15
cheryl Angressani	Los Angeles	California	90027	6/16/15
Tim Mcgee	Los Angeles	California	91401	6/16/15
Paul Duff	Northridge	California	91325	6/16/15
Elizabeth Navalta	Los Angeles	California	91605	6/17/15
Tracie Hill	Simi Valley	California	93065	6/17/15
Lynn Irwin	Woodland Hills	California	91367	6/17/15
Cathleen Bjornberg	Agoura Hills	California	91301	6/17/15
Sharyl Smith	Studio City	California	91604	6/17/15
Karen McDonald	Sunnyvale	California	94086	6/17/15
tonya ramos	roseville	California	95661	6/18/15
adrian heninger	burbank	California	91504	6/18/15
Holly McMillan	Norco	California	92860	6/19/15
Tiffany Jensen	Norco	California	92860	6/19/15
Vanessa Kuykendall	riverside	California	92506	6/20/15
Jeanette Dvorak	Los Angeles	California	90068	6/22/15
Michael Hirshenson	Sunland-Tujunga	California	91040	6/26/15
Kathy Sobel	Studio City	California	91604	6/29/15

Alicia Loizaa	Guadalajara		58000	6/29/15
Aimai Knypstra	Studio City	California	91604	7/1/15
Kate Gilson	Los Angeles	California	91607	7/1/15
Michael Koetter	Los Angeles	California	90046	7/5/15
Mary Polon	Woodland Hills	California	91364	7/6/15
Julia Lywood	Studio City	California	91604	7/8/15
Dominique Lywood	Studio City	California	91604	7/8/15
Wendy Erich	Los Angeles	California	91423	7/14/15
Joseph Svette	Newton Falls	Ohio	44444	7/23/15
tracy hansen	Los Angeles	California	90049	7/25/15
Sara U	Hartwell	Georgia	30643	7/26/15
Sean Sullivan	Los Angeles	California	91607	7/27/15
Jessica Lewis	Austin	Texas	78703	7/28/15
Katie Walsh	Manchester		M85ua	7/28/15
Evelyn Burke	Staten Island	New York	10314	7/28/15
Monique Grigutsch	Bremen		28201	7/28/15
Kathleen Weddle	Grand Blanc	Michigan	48439	7/28/15
Ruth Ash	Jacksonville	Florida	32234	7/28/15
Todd Bentley	Brooklyn	Wisconsin	52521	7/28/15
Jennifer Orellana	Downey	California	90242	7/28/15
Tammy Laub	Stanley	North Car	28164	7/28/15
David Sparlin	Bella Vista	Arkansas	72714	7/28/15
karla valdes	mérida		97000	7/28/15
Sian Griffiths	Braintree		Cm71hx	7/28/15
Shelly Magier	Pasadena	California	91107	7/28/15
Olga Jordan	Los Angeles	California	91401	7/28/15
Neil Clark	Studio City, CA	California	91804	7/28/15
Ronald Dunlap	San Diego	California	92105	7/28/15
Katrina Gale Estonilo	Manila		92833	7/28/15
Leslie Jordan	Downers Grove	Illinois	60515	7/28/15
Felicia Oglesby	Rancho Santa Ma	California	92688	7/28/15
Amanda Kadubic	Toms River	New Jersey	8755	7/28/15
Inês Medeiros			9500-18	7/28/15
Dennis Dendzik			56812	7/28/15

Jonathan Barnes	Lucama	North Car	27851	7/28/15
victoria cooper	sherman oaks	California	91423	7/28/15
Keith Kenney	Jacksonville	Florida	32277	7/28/15
Dawn Yardeni	Chandler	Arizona	85226	7/28/15
Consuelo Rivera	Lambayeque		74	7/28/15
Shira Katav	Tel Mond			7/28/15
Jesse Jr	McFarland	California	93250	7/28/15
Jackie Collins	Erith		DA8 1H0	7/28/15
Ameesha Fallone	London		Sw2 3qt	7/28/15
Samantha Hodnett	Spokane	Washingt	99218	7/28/15
Kelly B	Independence	Kentucky	41051	7/28/15
Ester Guedes	Rio De Janeiro			7/28/15
andrea Jimenez	Holmdel	New Jersey	7733	7/28/15
Louise MacAllister	Armagh		BT617D	7/28/15
Michael Hofer	Wallkill	New York	12589-8	7/28/15
Jordan Parsons	New York	New York	10021	7/28/15
Ana Bueno	Foz Do Iguaçu			7/28/15
Amber van Berlo	Carbondale	Colorado	81623	7/28/15
Maria Dyer	Los Angeles	California	91601	7/28/15
Keena Tomko	Lakewood	Ohio	44107	7/28/15
Celina Garcia	Jurupa Valley	California	91752	7/28/15
Yvette Portz	Aurora	Colorado	80016	7/28/15
Ingrid Tatiana Hernandez	Cali		57	7/28/15
Krystal Portz	Aurora	Colorado	80016	7/28/15
Karla De Lara			Durango	7/28/15
rachel sheen	Lakewood	Washingt	98498	7/28/15
Mike Licata			13600	7/28/15
Christina Lofft	Rancho Cucamon	California	91701	7/28/15
susana uribe	Santa Monica	California	90404	7/28/15
Gary Blaschke	Los Angeles	California	90034	7/28/15
Kristen Cascio	Studio City	California	91604	7/28/15
Jeanne Moskala	Apache Junction	Arizona	85120	7/28/15
monika buganska	Glasgow		g20 6jx	7/29/15
Francisca Molina			85000	7/29/15

Apurv Patani			201014	7/29/15
Jesse Harris			4350	7/29/15
Leah Gillis	Felton	Delaware	19943	7/29/15
kari salas	Camarillo	California	93010	7/29/15
Kristen Lalla	Cowansville		J2K 2H4	7/29/15
Cori Lovings	Richmond	Kentucky	40475	7/29/15
Lori Sloan	Beaumont	Texas	77706	7/29/15
Cody Beckley	Port Hueneme	California	93041	7/29/15
Sandra Pope	Caledon East		L7C 1H5	7/29/15
Bianca Fagundes	São Paulo			7/29/15
Lorna Golder	Studio City	California	91604	7/29/15
MICHAEL SHAFFER	JACKSONVILLE	Florida	32257	7/29/15
Jasmine Elbehairy	Saint Paul	Minnesot	55116	7/29/15
virginia heredia			5172	7/29/15
Julie Kler	Charter Township	Michigan	48038	7/29/15
M Becali	Sebastopol	California	95472	7/29/15
Kristine Elezaj	Studio City	California	91604	7/29/15
David Sherwinter	Studio City	California	91604	7/29/15
Cheyenne Mendiola	Los Angeles	California	90031	7/29/15
Vanessa Candelaria	Los Angeles	California	90031	7/29/15
Roberta Ewing	Orillia		L3V 5G4	7/29/15
Sara Markowitz	Los Angeles	California	90068	7/29/15
Shari Robbins	Chandler	Arizona	85224	7/29/15
Makenna Stone	Hillsboro	Oregon	97124	7/29/15
Stacey Wilson	Simi Valley	California	93065	7/29/15
Lorin Fife	Valley Village	California	91607	7/29/15
Earl Hillhouse	Tyler	Texas	75703	7/29/15
Ashley Steffen	Beaver Falls	Pennsylva	15010	7/29/15
Grant Peterson	Greenacres	Washingt	99016	7/29/15
Lila Schein	Oxnard	California	93035	7/29/15
Егор Таратин	Сыктывкар		167000	7/29/15
Andy Leong	Kuala Lumpur		30010	7/29/15
Rosanna Toma	Papendrecht			7/29/15
claudia liebers	Leipzig		4155	7/29/15

Kysha Kraaijvanger	Papendrecht			7/29/15
chyanne Jackson	Edgefield	South Car	29824	7/29/15
Dominika Banul	Przasnysz		DN1 2Q	7/29/15
Beatriz Perez	Alicante		3006	7/29/15
Kayla Manie			5371	7/29/15
Jennifer Greiner	Williamsburg	Virginia	23188	7/29/15
Ксения Анисимова	Moscow			7/29/15
ALPHONSO DUNBAR	CHEVERLY	Maryland	20784	7/29/15
Ana Hrvatin	Pula			7/29/15
Jeanne Keatinge	Carpinteria	California	93013	7/29/15
Dennis Sullivan	Glen Mills	Pennsylvania	19342	7/29/15
teresa mcgrath	portland	Oregon	97212	7/29/15
Yvonne Westover	Covington	Washingt	98042	7/29/15
Linda Keefer	Studio City	California	91604	7/29/15
april bryson	marion	Arkansas	72364	7/29/15
Antonio Segura Martinez	badajoz		6011	7/29/15
Olivia Burton	Monticello	New York	12701	7/29/15
Trudy Kern	Spokane	Washingt	99203	7/29/15
Susan Hecht	Valley Glen	California	91401	7/29/15
Joan Sobel	Los Angeles	California	90035	7/29/15
Sara King	Houston	Texas	77074	7/29/15
Ashley Hillard	Los Angeles	California	90025	7/29/15
Tess Wooten	Loudon	Tennessee	37774	7/29/15
Constance Tolbert	Birmingham	Alabama	35294	7/29/15
Cory Cutler	Manistique	Michigan	49854	7/29/15
claudia romeo	calalzo di cadore		32043	7/29/15
Rosie Reeves	Encino	California	91316	7/29/15
Freesia Gail Aninipot	Quezon City			7/29/15
Caitlin Ryan	San Diego	California	92105	7/29/15
steve king	Los Angeles	California	90057	7/30/15
Jeff Lee	Coloma	California	95613	7/30/15
Shana Fischer Huber	Los Angeles	California	90045	7/30/15
arian fararooy	Los Angeles	California	90025	7/30/15
Jennifer Wuthrich	Walkerton	Indiana	46574	7/30/15

Guia Meraz-King	Oxnard	California	93030	7/30/15
Naomi Montgomery	Riverside	California	92509	7/30/15
Wayne Kramer	Los Angeles	California	90068	7/30/15
Sheila Stewart	Los Angeles	California	91607	7/30/15
Tatiana Riegel	Los Angeles	California	90046	7/30/15
Leslie Connors	Claremont	California	91711	7/30/15
Patricia Petralia	Porter Ranch	California	91326	7/30/15
Michael Ruscio	Sherman Oaks	California	91403	7/30/15
R Rossi	Los Angeles	California	90012	7/30/15
Lois Lee	Los Angeles	California	91316	7/30/15
jill Hughes	Los Angeles	California	91607	7/30/15
Scott Romsos	Los Angeles	California	91601	7/30/15
Alex Montalvo	Studio City	California	91604	7/30/15
Quin Hendrix	Los Angeles	California	91436	7/30/15
Cecil Trevathan`	Los Angeles	California	91401	7/30/15
Viviana Suner	Fontana	California	92337	7/30/15
Vicki Abelson	Montrose	California	91020	7/30/15
Feris Greenberger	Toluca Lake	California	91602	7/30/15
Arun Deva	Los Angeles	California	90069	7/30/15
John Malick	Placerville	California	95667	7/31/15
Caroline Pfouts	Calabasas	California	91302	7/31/15
Diane Laskin	L.A.	California	90068	7/31/15
Sheryl Appleton	North Hollywood	California	91602	7/31/15
Deborah Berman	Pasadena	California	91107	7/31/15
Mary Panos	Studio City	California	91604	7/31/15
Jamie Wheeler	Los Angeles	California	90065	7/31/15
susan wieler	Los Angeles	California	91436	7/31/15
Bernie DeChellis	Studio City	California	91604	7/31/15
Carlos Chavez	Los Angeles	California	91601	7/31/15
Jen Richardson	Los Angeles	California	90026	7/31/15
Spencer Neapolitan	Los Angeles	California	91423	7/31/15
Jenna Bauer	Los Angeles	California	91601	7/31/15
Sarah Hixson	Burbank	California	91505	7/31/15
David Sobel	Studio City	California	91604	8/2/15

George Figueroa	North Hollywood	California	91602	8/3/15
Russel Sher	Los Angeles	California	91401	8/3/15
Lesley McCave	West Hollywood	California	90046	8/4/15
seraphine segal	Studio City	California	91604	8/4/15
SHELLEY DEUTSCH	Studio City	California	91604	8/4/15
Sonia Murphy	Pasadena	California	91104	8/4/15
Hannah Nicholson	Vista	California	92081	8/5/15
Larry Girardi	Los Angeles	California	91303	8/6/15
Barbara Cury	Encino	California	91436	8/6/15
Charlotte Koppe	North Hollywood	California	91602	8/8/15
Diana O'Shaughnessy	Rocklin	California	95677	8/9/15
Patric Caird	Los Angeles	California	90046	8/9/15
Robert Rozich	Studio City	California	91614	8/9/15
Jo Perry	Studio City	California	91604	8/10/15
Beverly Wilkerson	Los Angeles	California	91423	8/14/15
Jason Bell	Simi Valley	California	93065	8/19/15
Georgiana Steele-Walle	Glendale	California	91202	8/24/15
Rebecca Johnson	Los Angeles	California	90041	8/25/15
sylvia weisenberg	Los Angeles	California	91423	8/26/15
Mark Fogarty	Resolven	sa114la		8/26/15
Rick Engdahl	Studio City	California	91604	8/26/15
LeAnne Maggio	Los Angeles	California	91343	8/27/15
Jennifer Williams	Canyon Country	California	91351	8/27/15
Dominik Leconte	Studio City	California	91604	8/27/15
Elena Semper	Los Angeles	California	91423	8/28/15
Tylie Jones	Los Angeles	California	91423	8/28/15
Chas Burton-Callegari	Redondo Beach	California	90277	8/29/15
diane hart	Los Angeles	California	91423	8/30/15
Valerie Kuhns	Studio City	California	91604	9/1/15
Randy Pliler	Studio City	California	91604	9/2/15
James Kellogg	Los Angeles	California	90004-5	9/3/15
Danielle Rojtmn Rojtm	Beverly Hills	California	90212	9/10/15
Kellie Ann Green	Studio City	California	91604	9/13/15
Kenneth Green	Studio City	California	91604	9/13/15

Sarah Soskin	Los Angeles	California	91423	9/17/15
Greg Spring	Sherman Oaks	California	Shermar	9/18/15
Ivy Brown	Los Angeles	California	91423	9/18/15
Ruth Wald	Los Angeles	California	90046	9/19/15
Ruth Wald	Los Angeles	California	90046	9/19/15
Gail Wunsch	Bellflower	California	90706	9/19/15
Sandy Voltz-Ludwig	Studio City	California	91604	9/19/15
Steve Stoliar	Studio City	California	91604	9/19/15
Nicole Barrere-mayer	Sherman Oaks	California	91423	9/19/15
Marion Westervelt	Studio City	California	91604	9/19/15
Brent Engilman	Studio City	California	91604	9/19/15
Elizabeth Cullen	Studio City	California	91604	9/20/15
Samantha Krulik	Studio City	California	91604	9/20/15
Joshua Preven	Pacific Palisades	California	90272	9/20/15
Tyra Harris	Studio City	California	91604	9/20/15
Elaine Cotler	Los Angeles	California	91423	9/20/15
kim vivo	Los Angeles	California	91423	9/20/15
Jo-Anne McGettrick	Studio City	California	91604	9/20/15
Alegria Maron	Sherman Oaks	California	91423	9/20/15
Lauren Conn	Caguas			9/20/15
Danita Stewart	Van Nuys	California	91401	9/21/15
Emily Kil	Los Angeles	California	90006	9/21/15
Jeff Gladys	La Cañada Flintric	California	91012	9/21/15
Cesar Anorga mlplumbi	Studio City	California	91604	9/21/15
Donna Pekkonen	Los Angeles	California	91423	9/21/15
Penelope Warenkiewicz	Los Angeles	California	91403	9/22/15
Eileen Mack	Los Angeles	California	91401	9/22/15
Lily Lam	Studio City	California	91604	9/23/15
Angela Bruzzese	Los Angeles	California	91423	9/23/15
Elaine Thomas	Los Angeles	California	91607	9/23/15
Marlene Kamin	Studio City	California	91604	9/23/15
Janet Hirshenson	Studio City	California	91604	9/23/15
Marjorie Engel	Studio City	California	91604	9/23/15
Nancy Morales	Studio City	California	91604	9/23/15

Felice Miller	Los Angeles	California	91423	9/23/15
Roy Schmidt	Los Angeles	California	91423	9/23/15
Jim McCullaugh	Los Angeles	California	91423	9/23/15
Luanne Davis	Studio City	California	91604	9/23/15
timothy kramer	Eagle	Colorado	81631	9/24/15
Laura Schiller	Sherman Oaks	California	91423	9/24/15
Janice Cohen	burbank	California	91502	9/25/15
Louise Harding	Studio City	California	91604	9/25/15
Anne Ruane	Studio City	California	91604	9/25/15
Sam Worman	North Hollywood	California	91606	9/26/15
Gail Robins	Los Angeles	California	91423	9/26/15
gabe doppelt	Studio City	California	91604	9/26/15
Cara Highsmith	Los Angeles	California	91403	9/28/15
stephanie flood	Porter Ranch	California	91326	9/29/15
Desirae McKinney	Los Angeles	California	90046	9/29/15
Gabriella Costa	Los Angeles	California	90048	9/30/15
Jose Tamez	West Hollywood	California	90069	9/30/15
dominic frasca	New York	New York	10010	9/30/15
chad kenyon	Los Angeles	California	90066	9/30/15
Simona Orsolini	Thousand Oaks	California	91362	9/30/15
Caralei Ferreira	Los Angeles	California	91401	9/30/15
Teresa Earle	Denver	Colorado	80207	9/30/15
Darrell Wallace	Sherman Oaks	California	91432	9/30/15
Susan Ashley	Los Angeles	California	91423	10/1/15
Glenn Robins	Los Angeles	California	91423	10/3/15
John Hillman	Los Angeles	California	91607	10/4/15
Victoria Mudd	Los Angeles	California	91423	10/6/15
Jamie Branker	Los Angeles	California	91325	10/6/15
Melissa Pinkham	Pasadena	California	91103	10/7/15
Michele Logan	Los Angeles	California	91423	10/7/15
Boaz Levy	Studio City	California	91604	10/7/15
Andrea Heller	Los Angeles	California	90064	10/7/15
Patricia Baker	Los Angeles	California	91325	10/7/15
Imogene Willman	Rock Spring	Georgia	30739	10/7/15

John Highsmith	Los Angeles	California	90048	10/8/15
Tony Tucci	Beverly Hills	California	90209	10/10/15
Alex Young	Los Angeles	California	91423	10/11/15
Alisa Merline	Los Angeles	California	91306	10/12/15
Adrienne Barbeau	Studio City	California	91604	10/13/15
Cathie Forstmann	Beverly Hills	California	90210	10/14/15
Brandon Lucas	Oshawa		L1E 2W6	10/15/15
Meryl Friedman	Los Angeles	California	91405	10/16/15
Christopher Swift	Studio City	California	91604	10/20/15
Nina Hickox	West Hollywood	California	90069	10/20/15
Romy Longwell	Los Angeles	California	91605	10/20/15
sam stone	Los Angeles	California	91423	10/20/15
victoria plavjian	North Hollywood	California	91606	10/20/15
Melissa Stone	Los Angeles	California	91423	10/20/15
David Arthur	Beverly Hills	California	90210	10/20/15
Polly DOVEN	Beverly Hills	California	90211	10/21/15
stacy schrier	Los Angeles	California	91423	10/22/15
Arnold Freed	Studio City	California	91604	10/23/15
Mitch Perliss	Los Angeles	California	91423	10/24/15
Alan Kliff	Los Angeles	California	91316	10/24/15
Joy F. Griggs	Norwich	Vermont	5055	10/25/15
J Phil	Los Angeles	California	91607	10/25/15
Mike Jones	Los Angeles	California	91403	10/25/15
Elizabeth St. John	Los Angeles	California	91306	10/27/15
scott escarze	Los Angeles	California	91423	10/27/15
Periel Stanfield	North Hollywood	California	91601	10/27/15
Ken Sexton	Arnold	Missouri	63010	10/28/15
Robert Rubinfeld	Studio City	California	91604	10/30/15
Angela Gardner	Studio City	California	91604	10/30/15
Kayla Imhoff	Winnetka	California	91306	11/3/15
Ursula Wendel	Los Angeles	California	91423	11/4/15
Kristofer Solberg	Los Angeles	California	91423	11/4/15
Jacopo Giacomuzzi	Los Angeles	California	90010	11/5/15
Andrea McClain	Los Angeles	California	91423	11/5/15

Kate Marie Schroeder	North Hollywood	California	91602	11/6/15
Eric Eldridge	Los Angeles	California	91423	11/6/15
Tami Green	Los Angeles	California	91403	11/6/15
Raymond Magno	Studio City	California	91604	11/6/15
Albert Page	Studio City	California	91604	11/6/15
Victoria Goodman	Los Angeles	California	91436	11/6/15
Mariah Dennis	Los Angeles	California	91401	11/7/15
Eddie Ortiz	Bell Gardens	California	90201	11/7/15
Hedy Darshana Dries	Gauting		82131	11/7/15
Jeff Hughes	Los Angeles	California	91403	11/7/15
Michael Young	Los Angeles	California	91303	11/9/15
Stephanie Molen	Pasadena	California	91104	11/9/15
Nicole Roberts	Van Nuys	California	91405	11/9/15
Nicholas Mohnatkin	Los Angeles	California	91316	11/9/15
Dians Rozendaal	Huntington Beach	California	92649	11/9/15
Jon Chang	Hacienda Heights	California	91745	11/9/15
David Allgood	Los Angeles	California	90019	11/9/15
Lauren Steiner	Beverly Hills	California	90210	11/9/15
Laura Herrera	Huntington Park	California	90255	11/9/15
Danitza Rendon	Los Angeles	California	90045	11/9/15
Xochitl Medrano	Pico Rivera	California	90660	11/9/15
Melissa Rauch	Los Angeles	California	91401	11/9/15
Randall Reynolds	Los Angeles	California	91423	11/10/15
Rochelle Eastman	Savage	Minnesot	55378	11/10/15
James Gibbons	Placentia	California	92870	11/12/15
Cody Carpenter	Studio City	California	91604	11/13/15
Julie Martin	Frederic	Wisconsin	54837-8	11/15/15
Alex Velazquez	Los Angeles	California	91607	11/16/15
Toni Reita	Goldendale	Washingt	9862-	11/17/15
Debbie Kozin	Sherman Oaks	California	91401	11/17/15
claudia herrera	sherman oaks	California	91406	11/17/15
Marlene Goodman	Los Angeles	California	91423	11/17/15
Fadi Shabshab	Studio City	California	91604	11/18/15
john chisholm	Los Angeles	California	91601	11/19/15

Leonardo Momplet	Studio City	California	91604	11/19/15
Seth Cutler	Los Angeles	California	90042	11/19/15
Dennis Hunter	Los Angeles	California	90013	11/19/15
Michael Holbeck	Los Angeles	California	90004	11/20/15
Nico Hurtado	Los Angeles	California	91601	11/20/15
Carla Polizzi	Los Angeles	California	90048	11/21/15
Julia Hodges	North Hollywood	California	91602	11/21/15
Nadia Allaudin	Beverly Hills	California	90210	11/22/15
Rocio Molina	Los Angeles	California	91423	11/24/15
Emily ALEXIADIS	Valencia	California	91354	11/24/15
Jasmine Black	Los Angeles	California	91605	11/24/15
Darianna Cardilli	Los Angeles	California	91607	11/24/15
Melissa Schwartz	Burbank	California	91505	11/24/15
C. Robert Dimitri	North Hollywood	California	91602	11/27/15
Jessie Goldstein	Studio City	California	91604	11/30/15
Jimaur Calhoun	Dayton	Ohio	45417	11/30/15
John Sposato	Plainview	New York	11803	11/30/15
Diane Cubit	Troy	New York	12180	11/30/15
Robert Vanderbrugen	Lake in the Hills	Illinois	60156	11/30/15
Gregory Purcott	Los Angeles	California	91403	11/30/15
ILENE GRAFF	Studio City	California	91604	11/30/15
susan milos	Poestenkill	New York	12140	11/30/15
Jocelyn Merz	Saratoga	California	95070	11/30/15
William Van Zandt	Studio City	California	91604	11/30/15
Timothy Swift	Chattanooga	Tennessee	37412	11/30/15
HAROLDGEORGE ibelljr	Watertown	Connectic	6795	11/30/15
Keith Lael	Springfield	Illinois	62702	11/30/15
Rick & Sheri Moye	Abbottstown	Pennsylva	17301	11/30/15
Kerry Newmoyer	Denver	Pennsylva	17517	11/30/15
Mike strain	Springfield	Missouri	65802	11/30/15
Frank Bonventre	Studio City	California	91602	11/30/15
Daniel Saks	Los Angeles	California	90064	11/30/15
Ian Gonzalez	Los Angeles	California	90064	11/30/15
Laurie Finnegan	Las Vegas	Nevada	89135	11/30/15

Jeff Rosenberg-Screenw	Newland	North Car	28657	11/30/15
Jason Koziol			5109	11/30/15
ian Hennwinkle	Willenhall		wv12 5e	11/30/15
Diane Litchfield	Sonoma	California	95476	11/30/15
Jonathan Foret	Houma	Louisiana	70364	11/30/15
Leslie Rasmussen	Los Angeles	California	91607	11/30/15
Clayton Barbeau	San Jose	California	95125	11/30/15
Carolyn Hennesy	Burbank	California	91507	11/30/15
Elizabeth Rowe	Virginia Beach	Virginia	23462	11/30/15
Denise Reich	Playa del Rey	California	90293	11/30/15
Jaime Merz	San Jose	California	95118	11/30/15
david shaul	los angeles	California	90036	11/30/15
RICKY DuPree	Hawthorne	Nevada	89415	11/30/15
Heather Cooper	Manhattan Beach	California	90266	11/30/15
Robin Brown	San Francisco	California	94109	11/30/15
helen mccarthy	Virginia Beach	Virginia	23454	11/30/15
Heather Lee	Los Angeles	California	91316	11/30/15
Mews Small	littlerock	California	93543-4	12/1/15
Heather Weiss	Studio City	California	91604	12/1/15
Vanessa Stine	Los Angeles	California	91409	12/1/15
Dennis turrone	Palm Springs	California	92264	12/1/15
Jennifer Levine	Oxnard	California	93036	12/1/15
Debbie Durkin	Rolling Hills Estat	California	90292	12/1/15
Michelle Welk	Burbank	California	91505	12/1/15
Meg Guza	Beverly Hills	California	90210	12/1/15
Michele Val Jean	Woodland Hills	California	91364	12/1/15
Stefanie Owens	Los Angeles	California	90011	12/1/15
Denise Pontaza	Los Angeles	California	90002	12/1/15
Mary Murphy	Troy	New Ham	3465	12/2/15
Carolyn Mignini	New York	New York	10024	12/2/15
Bill Oberst Jr.	Los Angeles	California	90028	12/2/15
Lauren Epstein	Los Angeles	California	91607	12/3/15
Jared Krichevsky	Los Angeles	California	90057	12/3/15
Katy Davis	Los Angeles	California	91607	12/3/15

Sarah Leff	Studio City	California	91604	12/3/15
Kathleen Milmore	North Hollywood	California	91602	12/5/15
Bill Merz	Saratoga	California	95070	12/5/15
Patricia Homefield	Ephrata	Pennsylvania	17522	12/5/15
Bruce Rasmussen	Los Angeles	California	91607	12/5/15
Walker van Zandt	Studio City	California	91604	12/5/15
Mitchel Katlin	Los Angeles	California	91436	12/5/15
Joshua Krakowsky	Los Angeles	California	91316	12/5/15
Jonathan Alder	Los Angeles	California	91436	12/5/15
Korby Siamis	Pacific Palisades	California	90272	12/6/15
Jo Ann Singer	Valley Village	California	91607	12/6/15
Helen Hodnicky	Keansburg	New Jersey	7734	12/7/15
Ali Royale	Whitter	California	90601	12/9/15
Casey Maddren	Los Angeles	California	90068	12/15/15
Edward Yerke-Robins	Sunland-Tujunga	California	91040	12/17/15
Claudia Meneese	Los Angeles	California	91306	12/18/15
Malerie Wirey	Ellsworth	Maine	4605	12/21/15
Eleanor B.	Los Angeles	California	91356	12/24/15
Karen Abrams	Studio City	California	91604	12/27/15
Karen Brooks	Studio City	California	91604	12/28/15
Grace Hochheim Hochh	Los Angeles	California	90077	12/28/15
Mark Grossan	Los Angeles	California	90046	1/5/16
Isabella Nicolaides	Santa Rosa	California	95401	1/9/16
Rafael Quintas	North Hollywood	California	91602	1/11/16
Kayla Doeren	Los Angeles	California	91423	1/11/16
Jeremy Murphy	North Hollywood	California	91602	1/11/16
Kayla Klein	North Hollywood	California	91602	1/12/16
Jason Benoit	La Crescenta	California	91214	1/12/16
Jessica Parizher	Studio City	California	91604	1/15/16
Michael Anthony	Altoona	Pennsylvania	16601	1/21/16
Hadley Gwin	Studio City	California	91604	1/28/16
michael mcquhae	Studio City	California	91604	2/5/16
Riley Tacchino	Los Angeles	California	91423	2/6/16
Maria Gonzalez	Studio City	California	91604	2/6/16

Lynn Williamson	Los Angeles	California	91607	2/6/16
Sara Davis	La Crescenta	California	91214	2/9/16
Emily Zaiden	Studio City	California	91604	2/9/16
Jessica Gadsden	Los Angeles	California	91423	2/11/16
Thomas Castelli	Studio City	California	91604	2/11/16
Adrienne Walt	Los Angeles	California	90046	2/18/16
Ted Wass	Los Angeles	California	91423	2/19/16
Yoav Getzler	Valley Village	California	91607	2/21/16
Susan Saunders	Los Angeles	California	90036	2/21/16
rose kaya	Oroville	California	95965	2/21/16
Tabatha Sheltra	Los Angeles	California	91604	2/28/16
lisa alDEN	BEVERLY HILLS	California	90211	3/5/16
Maggie Wilde	Los Angeles	California	90046-1	3/6/16
Andrea Bernstein	Los Angeles	California	90046	3/6/16
Jill Hankoff	Valley Village	California	91607	3/7/16
Rod Lazo	Irvine	California	92617	3/7/16
Liza Botkin	Studio City	California	91604	3/7/16
Susan Brooks	Studio City	California	91604	3/8/16
Matthew Fine	North Hollywood	California	91601	3/9/16
Barry Robertson	Sunland-Tujunga	California	91040	3/9/16
Adilene Lozano	Los Angeles	California	91406	3/9/16
Lindsey Ritts	Los Angeles	California	90028	3/9/16
Denise Welvang	Studio City	California	91604	3/9/16
Selen Demirel	North Hollywood	California	91606	3/10/16
Gokhan Akil	Los Angeles	California	90025	3/10/16
Kerem Hanci	Los Angeles	California	91423	3/10/16
Miles Brodie	Los Angeles	California	90026	3/10/16
Gulin Karagoz	Los Angeles	California	90035	3/10/16
Hayley Christopher	Los Angeles	California	91401	3/10/16
Casey Felton	Pasadena	California	91105	3/10/16
julio calderon	Los Angeles	California	91411	3/10/16
Banu Cevikogullari			64546	3/10/16
Justin Meloni	Playa del Rey	California	90293	3/10/16
Judith Benezra	Los Angeles	California	90048	3/10/16

Lilly Mccloskey	Los Angeles	California	91406	3/10/16
Sam Levinger	Sherman Oaks	California	9178	3/10/16
Mary Williquette	Los Angeles	California	91423	3/10/16
irfan ermanav	Santa Ana	California	92704	3/10/16
Kathy Heath	Studio City	California	91604	3/10/16
Newton Campbell	Newport Beach	California	92660	3/11/16
Belgin Gurdal	Los Angeles	California	90024	3/11/16
Lisa Ireland	Studio City	California	91604	3/11/16
Anne Manning	Los Angeles	California	91401	3/11/16
Whitney Christopher	Brooklyn	New York	11205	3/11/16
Michael Hinkley	Studio City	California	91604	3/11/16
Amanda Gunderson	Los Angeles	California	90048	3/11/16
Katie Drake	Los Angeles	California	90049	3/11/16
Gayle Christopher	Pasadena	California	91105	3/12/16
Patricia Zeider	Pasadena	California	91104	3/14/16
Tracy Fox	Sacramento	California	95816	3/14/16
Abby Meyers	Studio City	California	91604	3/14/16
Patrick Simon	Glendale	California	91205	3/14/16
allison giannini	Los Angeles	California	90067	3/14/16
Andrew Adams	Los Angeles	California	90028	3/15/16
Peter Feldman	Studio City	California	91604	3/15/16
David Pelton	Los Angeles	California	91343	3/15/16
Anna Frazier	Los Angeles	California	91607	3/16/16
alana reed	Valley Glen	California	91401	3/16/16
claire cordingley	Los Angeles	California	90048	3/16/16
Michael Spring	Valley Village	California	91607	3/16/16
Crisann Morgan	Los Angeles	California	91607	3/16/16
Amy Bryman	Los Angeles	California	91401	3/16/16
Meredith Buchanan	Los Angeles	California	90048	3/16/16
Jessica Vandorpe	Halifax		B3K 0E3	3/16/16
rebecca hard	brooklyn	New York	11225	3/16/16
Robin Schwimmer	Los Angeles	California	91607	3/16/16
Paul Rodriguez	Studio City	California	91604	3/16/16
Katherine Feldman	Studio City	California	91604	3/16/16

Susanne Jackson	North Hollywood	California	91606	3/16/16
Marie Rose Babi	Los Angeles	California	91401	3/16/16
Karen Mishkin	Sherman Oaks	California	91423	3/16/16
Joanne Millius	Sun Valley	California	91352	3/16/16
James Ellingson	Los Angeles	California	91607	3/17/16
Jillian Glass	Los Angeles	California	91423	3/17/16
Robyn Jackson	Los Angeles	California	91401	3/17/16
David Schneiderman	Los Angeles	California	91607	3/17/16
Kevin Jackson	North Hollywood	California	91606	3/17/16
Sylver Syti	Los Angeles	California	90004	3/17/16

**LETTER 9.5R  
(17 PAGES)**

Name	City	State	Zip	SignedOn	Comment
Heidi mackay	studio city	CA		5/8/15	Having reviewed the DEIR, this project is atrocious in its scope and audacious in its attempt.
Jeffrey Jacobs	Studio City	CA	91604	5/8/15	No benefit to the neighborhood. Will cause environmental destruction .
Susan Jacobs	Studio City	CA	91604	5/8/15	No benefit to the public.
Deborah Nicholson	silver city	NV	91604	5/8/15	I feel that although the school might be somewhat helped by this (unnecessary) project it would have a considerably negative impact on the environment, neighborhood, etc.
Jennifer Rothman	Los Angeles	CA	89428	5/8/15	I'm signing because this project is bad for Studio City, Los Angeles, and the environment. It would set a terrible precedent for the city and jeopardize one of the few remaining open spaces.
Hali Burton	Van Nuys	CA	90015	5/9/15	Not only will this destroy trees and the environment, but it will add more traffic to this already congested link between the city and the valley. Please do not allow this to happen.
Robert Jacobs	Woodland H	CA	91405	5/9/15	Do not want such expansion that would seriously and negatively affect my daily travel on Cold Water Canyon road into the city and Beverly Hills
joyce rosenblum	pacific palisa	CA	91364	5/9/15	I support limiting development to maintain open land.
Harvey Shapiro	Los Angeles	CA	90272	5/9/15	Harvey M Shapiro
donna haas	Sherman oal	CA	91343	5/9/15	Je signe cette petition parce que ce bonne
Sarah Boyd	Studio City	CA	91423	5/9/15	I'm signing this because, as Joni Mitchell (and the Counting Crows) said, we shouldn't pave paradise for a parking lot. We need our elected leaders to stand up for us and protect LA's open space land.
Ryan Johnson	Los Angeles	CA	91604	5/9/15	I work near Harvard Westlake and the traffic will directly impact my daily life.
arnie sperling	pacific palisa	CA	90039	5/9/15	this city has less & less open space. this has a big effect on our well being.
SUELLEN Wagner	Studio City	CA	90272	5/9/15	Save Coldwater Canyon, open space, and Studio City. Save our neighborhoods. Please sign and speak up.
David Subar	Studio City	CA	91604	5/9/15	The additional traffic will further clog our roads.
shirley engel	Studio City	CA	91604	5/9/15	Lets not destroy our natural habitat for private development. HW's plans do not help our neighborhood but only serve its selfish needs.
Mason Newton	Studio City	CA	91604	5/9/15	This project is too massive for the area with no benefit to the community.
Cathy Engel-Marde	Los Angeles	CA	91604	5/9/15	I am concerned about overdevelopment. Our fragile canyons are already overbuilt. Please do not allow this project to be completed.
Whitney James	Wilsonville	OR	90066	5/10/15	I'm signing because I live here and we have one of the last remaining spots in Los Angeles with wildlife, indigenous trees and plants, and hiking. At a time when all yards are going away (and birds and bees because of it) due to a drought, let's keep the natural environment here. Once it's gone, it will never come back.
Byron Gross	Beverly Hills	CA	97070	5/10/15	I strongly oppose destruction of this open space land for this unnecessary and massive structure. Coldwater Canyon is already far too congested with traffic to endure another two years of disruptive construction, especially to create 750 additional parking spaces that will bring even more cars to the area.
Melinda Browne	Los Angeles	CA	90210	5/10/15	The area is beautiful. Don't muck it up please.
Sally Stevens	Studio City C	CA	90042	5/10/15	Coldwater Canyon has suffered enough! Broken water pipes, clogged traffic, neighborhood interruption...please dont' allow this to happen. The school has their own property to mess up - let them build there, not on open land, and NOT this interruptive, horribly huge project that will cause disruption for months/years.
Linda Bergman	Studio City	CA	91604	5/10/15	I feel our neighborhood does not
Carrie L. Mihalkanir	San Diego	CA	91604	5/11/15	I want to see the preservation of this small, unique area. I feel like anyone that wants to take this away is a menace to the society and our culture. Keep this precious land designated for conservation!!!
BOB BRYAR	Los Angeles	CA	92117	5/11/15	THERE IS ALREADY TO MUCH TRAFFIC ON COLDWATER.
Mariella Galarcep	Los Angeles	CA	91401	5/11/15	It's unnecessary! Traffic is already so congested as it is. The commute to the Beverly Hills area is so difficult every day with limited roads crossing to that side of LA including Cold Water Canyon as one of the commonly used roads. This parking lot construction & practice field will only make the commute a lot worse than it already is, it will be a nightmare to go to work every morning and back home!
Philip Baer	North Hollyw	CA	91403	5/11/15	Harvard-Westlake has plenty of property (and athletic facilities) on the east side of the canyon. The west side of the canyon is practically pristine. Also- what about traffic issuing from this parking garage during prime commuting hours?
William Jones	Santa Monic	CA	91606	5/11/15	We've seen what 'big money' has done to our Federal government and country but it usually starts in the smaller arenas. Enough is enough. We don't need nor want this further purchasing of our lands.

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Nina Kellogg	Studio City	CA	90403	5/11/15	I am signing this because I so believe in protecting the little open space we have. Also I think that "parking" kids on the opposite of the street from their school asks them to break the rules and to dash over Coldwater Canyon, a street that already carries a huge amount of traffic. Will the first accident rest heavy on your shoulders?
Mike Maiman	Tarzana	CA	91604	5/11/15	We are property owners in Studio City and travel Coldwater Canyon in Studio City every day and the traffic currently is agonizing and difficult without the construction and delays that this would occur if this project went forward not even considering the amount of additional cars and traffic that would result if this project went thru and the disruption to the lives of the residents of the area. We are AGAINST this project.
Daphne Subar	studio city	CA	91356	5/11/15	of the direct impact it will have on my home, home value, community, traffic and environment
Mac Carter	Beverly Hills	CA	91604-223	5/12/15	I don't want to see our beautiful hills paved over and Goldwater Canyon residents have suffered bad traffic for years while the DWP has installed new water mains.
Beth Miller	Encino	CA	90210	5/12/15	Harvard-Westlake has been obtrusive in my neighborhood of Encino Village, not a good neighbor. The proposed area should remain open space I am very against this project due to traffic congestion, noise, lights, home value, etc. It is not fair to move into a neighborhood and then have a school modify existing restrictions so as to fundamentally alter the neighborhood!
Chad Harris	Studio City	CA	91316	5/12/15	Oppose Harvard/west lakes over development
Kathi Holland	Studio City	CA	91604	5/12/15	Please stop this Project.
Nicole Haeusser	Studio city	CA	91604	5/12/15	Protect the beautiful open space and wildlife our community has. We can't stress Coldwater Canyon for additional traffic congestion.
Masami Fukuhara	Studio City	CA	91604	5/12/15	I AM AGAINST THE PROPOSED PROJECT
paul STEINBAUM	Los Angeles	CA	91604-400	5/12/15	Surely there is another solution to the parking "problem."
Paul Steinbaum	Los Angeles	CA	91604-400	5/12/15	As a member of the Studio City/Sherman Oaks community who uses Coldwater daily, I strongly oppose this unnecessary parking ramp/football stadium. In a state that is known to be the forefront of "green," there's just no need for this project to be approved. It's all around a bad idea for the environment, for traffic and for the mass of people who use Coldwater but have no affiliation with the Harvard Westlake School.
Gwyn Mccoll	Studio City	CA	90067	5/12/15	The traffic and overall congestion of Coldwater Canyon is bad enough for the community, it does not need to be worse. The overall quality of life (not even to mention the impact it would have on the wildlife) and health of the community is more important than increasing in this manner the profits of Harvard-Westlake School.
kate carlson	studio city	CA	91605	5/12/15	As a big a mess as this earth is in we need to save every inch of open space as we can.
Stephany Yarbrough	Studio City	CA	91604	5/12/15	I don't want a bridge and parking lot! Leave it the way it is.
Lorna Paisley	Joliet	IL	91604	5/12/15	In earthquake country the bridge will be a danger to the people of Angeles. The 87' retaining wall will fail; just like the retaining walls in the Sepulveda pass. 750 cars the garage will add to the traffic stream will be over 2 miles long, and lastly, our fragile environment is in danger. This project will ruin your ability to have a chance at becoming Governor.
Carol Felman	Sherman Oa	CA	60435	5/12/15	I do not want to see detrimental effects on our current environment and wildlife in Coldwater Canyon. I do not want more traffic created because of this construction. And I do not want the Harvard-Westlake families - the majority of whom do NOT live in our neighborhood - feel they can simply muscle their way in and get what they want despite the wishes of this neighborhood. Councilman Kerkorian will be voted out if he supports this project - guaranteed.
arden rynew	studio city	CA	91423	5/12/15	Enough is enough.
Michael Laskin	Studio City	CA	91604	5/12/15	This project is huge and out of scale. The neighbors quality of life will be diminished. Open area for animals
Harold Kassarian	Studio City	CA	91604	5/12/15	Because this school gets away with one violation after another. They care NOTHING about the neighborhood they are in and simply take advantage at every level.
Harold Kassarian	Studio City	CA	91604	5/12/15	I oppose this as I live off Coldwater Canyon and this will affect our lives in a negative way.
dee gelb	Los Angeles	CA	91604	5/12/15	This project is so wrong for our neighborhood and for the village of Studio City, on one of the busiest thoroughfares and in the midst of a terrible drought
Walter Afanasieff	Studio City	CA	91423	5/12/15	This project is so unfair to everyone except the school who knows it, but they think their money will buy them the right to destroy and build.
Karen Andrews	Valley Village	CA	91604	5/12/15	THIS CANNOT HAPPEN!!! Save open space at all costs!
Nancy Mehagian	Studio City	CA	91607	5/12/15	This proposal is destructive and unnecessary.
Klary Pucci	Studio City	CA	91604	5/12/15	I do not support the urbanization of this open space! Plain and simple!
Joe Laskin	Studio City	CA	91604	5/12/15	There is already too much traffic by the school.
Alex Izbicki	Studio City	CA	91604	5/12/15	This project is totally out of proportion and character to the neighborhood, and will cause even more traffic congestion.
Patty Kirby	Studio City	CA	91604	5/12/15	It is irresponsible to the environment and the community!
Robert Shames	Burbank	CA	91607	5/12/15	
Jeff Stuart	Studio City	CA	91506	5/12/15	
Perry Katz	Studio coty	CA	91604	5/12/15	

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Janet Albaugh	Los Angeles	CA	91604	5/12/15	The Harvard-Westlake project is the wrong thing for our neighborhood, causing us the loss of quality of living. Our specific area has had to endure years of annoying roadwork and infrastructure failure. Those were temporary though seemingly endless. But the H-W nightmare with traffic, noise, and high-intensity lights, would be permanent. Please don't let this happen.
Donna Distefano	Los Angeles	CA	90064	5/12/15	I do not want this to go through! It will be an eyesore to our green vacant hills.
Fur Dixon	Van Nuys	CA	91604	5/12/15	Coldwater Canyon is jam packed as it is. I do not want more congestion OR natural habitat destroyed. This is NOT okay.
David Richardson	Los Angeles	CA	91405	5/12/15	I'm against parking structure.
Jack Gaines	Los Angeles	CA	91423	5/12/15	i want to keep our natural environment
Alan Levy	Los Angeles	CA	91436	5/12/15	we should not urbanize any further.
WILLIAM DEAN	Studio City	CA	91423	5/13/15	to save coldwater canyon
Bruce Killingsworth	Studio City	CA	91604	5/13/15	It is so important to slow the pace at which we are replacing open natural landscape with profit generating structures. Additionally, our elected officials should take note of the daily traffic on Coldwater Canyon in this area, and the frequency with which the DWP finds it necessary to tear up Coldwater for infrastructure repairs, AND the frequency of mud and rock slides during heavy rains...they are elected to watch and balance these issues for us and make sensible decisions. Where are they?
Laurie Burnam	Los Angeles	CA	91604	5/13/15	We need to preserve the open lands in and around LA.
Mark Chatinsky	Beverly Hills	CA	91423	5/13/15	There is already way too much traffic on Coldwater and if the school needs more space they should move to another location.
Marilyn Lasarow	Studio City	AR	90210	5/13/15	This is an obscene proposal "raping" nature and the sanity of a bedroom community, and even a church! Please vote no to this bad and folly of a plan!
Jon Neustadter	Los Angeles	CA	91604	5/13/15	I support those in the Coldwater Canyon area who oppose this behemoth and unnecessary project.
Ilyanne Morden Kic	Los Angeles	CA	90936	5/13/15	The immediate and long term liability and costs to the city are enormous. This will cause an unnecessary burden to the community .
Mark Ormandy	Studio City	CA	91423	5/13/15	I do not want the school to build a parking lot, as this will ruin the traffic on Coldwater Canyon and ruin the neighborhood.
Melanie Markwell	Studio City	CA	91604	5/13/15	I am signing this petition because a huge parking structure, large bridge over a road and stadium lights for a private high school is absurd.
debra engilman	Studio City	CA	91604	5/13/15	Environmentally bridge and construction will exposed and damage water mains region is under water
Sabrina Parke	North Hollyw	CA	91604	5/13/15	I have lived in the San Fernando Valley all of my life. I vote in every election. I understand the terrible environmental impact that this parking structure would have.
Jim botko	Beverly Hills	CA	91601	5/13/15	I'm signing because Coldwater does not need the development. If H.Westlake needs more parking, they can scale down and add parking lot on their own campus
Alyssa Curran	Los Angeles	CA	90210	5/13/15	I'm signing because I do not want to see 135,000 cubic yards of hillside carved out of over 130 oak and walnut trees down. Terrible!
Wilda Rokos	Los Angeles	CA	90024	5/13/15	I don't want to see Coldwater Cyn. and its wildlife flora/fauna destroyed with even more traffic congestion and construction.
A Sheldon	Beverly Hills	CA	91607	5/13/15	The project makes no sense - build on the grounds of the school not the parkland - crazy
richard gladstein	Los Angeles	CA	90210	5/13/15	we need more open land , not parking lots for Harvard Westlake etc
Michael Switzer	Studio City	CA	90046	5/13/15	Coldwater Canyon Blvd. cannot take another massive construction project, especially one that serves such a narrow purpose.
Mary Ann Jacobson	Los Angeles	CA	91604	5/13/15	H W should build their parking structure on their own property.....the impact on the Canyon would be impossible.
Nora Doyle	N HOLLYWO	CA	91423	5/13/15	The serious overdevelopment in Studio City is robbing us of what little green space we have left. Constructing a bridge would cause an already clogged Coldwater Canyon to be impassable for months on end.
Barbara Dansky	Los Angeles	CA	91604	5/13/15	I drive Coldwater Canyon Mon-Fri and it is a nightmare now. This project will add more congestion because of the school traffic on both sides of the street. It is bad enough one side of the school. Traffic is so bad now.
Laurie Cohn	Studio City	CA	91423	5/13/15	We can't lose more open space. We cannot bear more traffic on Coldwater, nor the stoppage of cross town traffic to build a bridge for 900 students! Please consider the greater need of all of your constituents. Thank you. Laurie Cohn
Megan McCord	Los Angeles	CA	91604	5/13/15	Please save Coldwater Canyon from the destruction and disruption this project would bring. Harvard Westlake does not have the right to unbridled growth and should limit their student admittances to a number they can sustain. The neighborhood should not be so massively altered to satisfy the school's need to proliferate.
Kristin Gayer	Studio City	CA	91604	5/13/15	I live on Coldwater and will be directly affected by the construction of this bridge/parking structure. There is enough parking for the students now & building an unnecessary parking garage will discourage carpooling. Not to mention the environmental impact this project will have to the surrounding area.

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Ellen Halpin	Beverly Hills	CA	91604	5/13/15	I strongly oppose this. Adding traffic to an already terribly congested major artery is totally unfair to those of us who have no other choice than to use Coldwater. We had years of construction with DWP. Please enough is enough.
Susan Goldberg	Studio City	CA	90210	5/13/15	I think that Harvard-Westlake, its money and political influence, should not be able to destroy the beauty and charm of Coldwater Canyon with a gargantuan and totally unnecessary structure.
michael culhane	studio city,	CA	91604	5/13/15	I'm on Coldwater every week. This is a crazy idea that will ruin the canyon and drive everyone that uses it nuts.
ed kelly	Studio City	CA	91604	5/13/15	It is sad that this insanely overscale proposal requiring massive variances has gotten this far. Krekorian needs to take a stand and face the consequences either way.
John Frawley	Studio City	CA	91604	5/13/15	We need more green space in this urban city...NOT LESS.
Melissa Marshall	Studio City	CA	91604	5/13/15	There are too few places left like this in LA. Please save Coldwater Canyon!
Claudette sutherland	Los Angeles	CA	91604	5/13/15	This is an affront to an already over-crowded and traffic-loaded neighborhood. It serve the specail interests of Harvard-Westlake with little regard for the neighborhood and the open spaces we treasure.
Christopher marsha	Studio City	CA	91423	5/13/15	we have too much traffic on coldwater canyon as it is.
Dana Witt	Studio city	CA	91604	5/13/15	This project will ruin Studio City .!!
Kate Farlow	Studio City	CA	Ca 91604	5/13/15	I have lived here for 49 years and we need our open space not only for us , but also for the animals who need space too.
kay liberman	Los Angeles	CA	91604	5/13/15	I lived off Coldwater Canyon in the 70's and 80's. I loved the few open spaces and wildlife that is now rapidly disappearing. Paving paradise and putting up a parking lot.....Really?
Tiana Haynes	Studio City	CA	90004	5/13/15	Our family lives down the street from the school. We do not need to hear this noise carry into the canyon or should we have to deal with even more traffic on the two way street on coldwater. We strongly oppose
Vince Grant	Studio City	CA	91604	5/13/15	We need all the open space we can get. Density is hitting a breaking point.
Edward Lozzi	Beverly Hills	CA	91602	5/13/15	Our property on Mulholland will decline in value if this 4 year construction project blocking the Canyons with closures and traffic, the dust noise and invasive lighting--as per our Realtor. Just great! What a nightmare. All for a monster parking garage which is a safety hazard and not needed.
Wendy-Sue Rosen	Los Angeles	CA	90212	5/13/15	I am opposed to the City using public air space for a private bridge across a scenic highway to access a 3-story concrete parking structure that will replace protected trees (oak woodland). This is in conflict with sound pubic policy, planning and environmental stewardship. It would also set a terrible precedent in our hillsides.
Jill Thraves	Studio City	CA	90049	5/13/15	I oppose any more destruction of the natural landscape in our canyons and this development would be a terrible eyesore, and a taking away more of our wildlife corridor.
Denise Freeman	sherman Oal	CA	91604	5/13/15	I am signing this petition to protect our open space areas. The loss of our protected trees and space for the wildlife needs to be protected
susan clark	sherman oak	CA	91401	5/13/15	This proposal benefits only Harvard Westlake and harms those who live,work and pray here. No no no!!!
Linda Robinson	Studio City	CA	91423	5/13/15	I oppose the plan and am exceptionally concerned about the impact on the environment as well as the horrific traffic problem that it will create for the community. This will add literally 1 hour to my commute ONE-WAY and that's using streets only....The school should consider underground construction but not the present plan
TD Mitchell	Sherman Oal	CA	91604	5/13/15	No, no, no and no thank you.
Nate Mendel	Studio City	CA	91423	5/13/15	the garage will negatively transform the neighborhood, without any positive effects for the residents. The garage is not needed for the school to thrive, and is an atavistic solution to a modern commuting problem.
Patrick Casey	Studio City	CA	91604	5/13/15	The project is completely out of place with the surrounding areas, would destroy rare open space, significantly and permanently increase traffic on already overcrowded roads, create years of traffic snarls and health hazards from increased airborne particulate matter from the construction process...need I go on?  The project is the first step toward the school pressuring the City to augment its existing Master Plan to allow increased enrollment and the further traffic and environmental issues that would be associated with it.
Jody Church	Studio City	CA	91604	5/13/15	I want to keep open space open- no more development!!!!
Tom Freeman	Los Angeles	CA	91604	5/13/15	The school administration should be ashamed of itself. The school benefits from being situated within a beautiful natural environment, yet wants to destroy an adjacent hillside to put up a parking structure! The proposed bridge spanning the scenic highway is offensive. ...and they put up a parking lot.
Jill Ackles	Los Angeles	CA	90049	5/13/15	

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Sarah Lambert	Studio City	CA	90039	5/13/15	We need open space to remain open space. Harvard Westlake should look to their current property to handle their needs. It would be detrimental to the citizens to lose this space as well as the environment. The people of the Valley and commuters will be forced to suffer more traffic delays and frustrations that are already enough!
Barbara Jefferies	Los Angeles	CA	91604	5/13/15	Something in this city needs protection--especially open spaces since our architecture rarely is.
Anna Angeloni	Valley Village	CA	90004	5/13/15	It is just plain wrong. Can't we enjoy some open space for what little life still lives in the area. We already have rush hour traffic cutting through Franklin Park now! just to get home or to work. nuts nuts nuts
dan gold	Los Angeles	CA	91601	5/13/15	I want to save the open space. Let HW build another campus.
Cyndi Newton	Sherman Oaks	CA	90049	5/13/15	Coldwater Canyon should remain a rustic CANYON, not turned into Las Vegas Blvd. with walkover bridges. There are cheaper, less destructive ways (crossing guards, traffic lights, carpool incentives) to accommodate the school. Save our remaining open natural spaces!
Alison Simard	Los Angeles	CA	91423	5/13/15	I'm signing this because it will have a huge adverse biological and visual impact and will be destroying an important wildlife corridor. This will create more density and traffic. In a time when the city is planning for more sustainability and public transportation and bike riding, why would they allow a project that encourage MORE cars and single drivers????!! Show the city you are not hypocrites. Protect our environment!
Georg Egloff	Los Angeles	CA	90046	5/13/15	The open spaces in Los Angeles provide crucial environmental benefits to our city. I've personally witnessed the effects on our local wildlife from housing development in my neighborhood. Our city needs to preserve the our undeveloped areas.
Beata Henrichs	Los Angeles	CA	90046	5/13/15	Because I lived in Laurel Canyon and this is an absurd unnecessary and excessive project.
Elaine Jesmer	Los Angeles	CA	91406	5/13/15	I thought we put this issue to bed long ago. But they just keep on coming, don't they... No, they can't wreck these canyons with their needless, privileged stuff!
Paula Chambers	Studio City	CA	90069	5/13/15	Open space is a precious resource! Harvard Westlake does not NEED these enhancements to be a great school. What benefit to the community will this development bring? Nothing but an eyesore. No thank you.
Andrew Stucker	Los Angeles	CA	91604	5/13/15	It's the right thing to do...
Dana Belcastro	Los Angeles	CA	90046	5/13/15	Canyon Habitats need to be preserved.
scott sapire	Los Angeles	CA	90046	5/13/15	LA has enough concrete. Solution is public transportation - let's work on this instead.
Wendy Riche	Los Angeles	CA	90046	5/13/15	I'm signing this for several reasons. First we MUST PROTECT THE WILDLIFE CORRIDOR. Harvard Westlake needs to buy a piece of property in the SF Valley for expansion and not disturb the natural hillside environment. This is a viable option.
Sylvia Liu	Virginia Beach	VA	90046	5/13/15	I believe in the importance of open space!
Theresa Hoover	Los Angeles	CA	23455	5/13/15	The rapidly deteriorating quality of life in LA and the extreme overstressing of our crumbling infrastructure in favor of benefitting the 1% who buy their perks from city hall is not just wrong; it is evil.
Victor Sabah	Los Angeles	CA	90046	5/13/15	I am the President of the Bel Air Knolls Property Owners Assoc. A community of 64 homes.
JENNY O ULLETT	LA	CA	90049	5/13/15	I believe this should not happen. A lot of powerful LA people send their children to Harvard-Westlake and they have clout, but so do we. let's say no!
heather hayes	Los Angeles	CA	90046	5/13/15	Do we have to ruin everything.
joanna di Paolo	Los Angeles	CA	90012	5/13/15	We should not allow the beauty of our community, protected natural treasures and wildlife to be destroyed by a bunch of entitled, elitist jerks who, instead of encouraging carpooling and mass transit to their student community, are inviting more cars, traffic, pollution and noise into the coldwater canyon area. And replacing precious wild hillside w/ a football field is a ludicrous, callous disregard for the community and wildlife around the school. PLEASE JUST SAY NO to this unwelcome development in Coldwater Canyon.
Bitia Paya	LA	CA	90046	5/14/15	I would like to preserve what little wild life and we have left in LA.
Stacia Thompson	Pacific Palisades	CA	90046	5/14/15	I am a Westlake alum, and I am very concerned about our dwindling open space in LA. This massive development would destroy one of the last remaining oak woodlands we have left.
tonui albaro	sorry private		90272	5/14/15	Harvard-Westlake gives absolutely nothing back to our community. It is a private, for-profit business which enjoys tax-free status on their tremendous real estate holdings including the campus and many surrounding R-1 zoned properties. They MUST NOT be granted further "special allowances" to build private-use structures on these off-campus properties. Their steamrolling approach to this project is also a terrible lesson for their students. This is NOT how you work with others and within the rules. Instead the lesson is: with enough money and a strong enough legal team you may write your own rules.
Steven Palma	North Hollywood	CA	sorry private	5/14/15	I want to retain the open natural space for Coldwater Canyon and all us neighbors. Thank you
eleanor zaiden	Tujunga	CA	91602	5/14/15	Too many reasons to list!
Christina Carroll	Los Angeles	CA	91042	5/14/15	Fifty-five years' dwelling in Laurel Canyon is why this open space land must NOT be developed.

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Margie Randolph	Tujunga	CA	90046	5/14/15	I feel the only reason Harvard-Westlake has proposed this development is for their own selfish gain. It will hurt everyone else and everything else. If this project gets approved it will be obvious it was because of Harvard-Westlake's deep pockets with no regard for all the homeowners and commuters who will have to deal with all the chaos for years. Also, the beauty of Coldwater Canyon will be gone forever!	I H
Leigh Kelly	Los Angeles	CA	91042	5/14/15	We need trees and space!!	B H
mary sherwood	los angeles	CA	90036	5/14/15	Cutting trees down for parking lots? This expansion proposal from Harvard Westlake is completely contrary to our community's commitment to protect what remains of our wild spaces. It is especially important in the Coldwater wild life corridor. This is a time for our City officials to protect and preserve that which makes our hills special and will truly enrich our community and life in Los Angeles. A private school has other options, but Paradise does not.	B N H
Lois Becker	Los Angeles	CA	90046	5/14/15	We need to protect our precious remaining open space in the Santa Monica Mountains.	H
Sandra Hitt	Los Angeles	CA	90049	5/14/15	I disagree with non-conforming development in the Santa Monica mountains.	H
Gena Wilder	Studio City	CA	90046	5/14/15	I'm signing because I'm opposed to this project because we don't need a parking garage on Coldwater Canyon. Leave the hillsides alone!	G H
Patricia Frawley	Studio City	CA	91604	5/14/15	Please do not allow the project to go ahead, it will ruin the lovely area.	E
Warren Tenhouten	Tujunga	CA	91604	5/14/15	This is conservation land that must be honored and preserved as such.	H
Susan Estin	Studio City	CA	91042	5/14/15	We need our little remaining open space protected.	H
christian stevens	Los Angeles	CA	91604	5/14/15	Totally opposed	E
Sermon Lam	Studio City	CA	90046	5/14/15	I'm signing because I want to protect the precious open woodland in this urban area and MY neighborhood.	H N
victoria ordin	santa barbar	CA	91604	5/14/15	Those who understand the ecology and water issues related to this project understand how damaging this would be.	B
James alario	Los Angeles	CA	93105	5/14/15	does because you can doesn't mean you should. And in this case. Enough. Stop. Leave it alone.	E
Pam Friedman	Studio City	CA	91601	5/14/15	It's a very bad and unneeded parking lot	G
angela copeland	los angeles	CA	91604	5/14/15	I want to preserve the little we have left	H
Sandra Lucchesi	Los Angeles	CA	90049	5/14/15	This will be an eyesore, will devalue the beautiful landscape of the canyon and add to traffic congestion. Please help us stop the construction. No one but Harvard Westlake benefits.	A H L I
Booh Schut	Studio City	CA	91423	5/14/15	SAVE OUR OPEN LAND	H
Cathy Wayne	Los Angeles	CA	91604	5/14/15	Too much development has occurred in the Canyon areas. Protected areas and trees are just that...protected for a reason. It doesn't fit within the current zoning, nor does it fit with the community. The local community, the people that live here DO NOT WANT THIS. Please have some respect for what the residents want for THEIR neighborhood. Harvard Westlake can build their parking garage on their own campus. Why are they taking away hillside area for their owns needs.	H B N D
Linda Keefer	Studio City	CA	90046	5/14/15	Thank you.	N
Eric Preven	studio city	CA	91604	5/14/15	This is just wrong as so much of the overdevelopment of our neighborhoods are.	N
Sylvia Calloway	Studio City	CA	91604	5/14/15	This is like putting a freeway through someone's backyard - except it's a freeway reserved for just a few hundred people.	N
Babbie Green	Sherman Oa	CA	91604	5/14/15	The density is impossible in studio city. I have been a resident for 28 years and it looks like the plan to squeeze all but the wealthy out of studio city	B H N
Simon Runge	Los Angeles	CA	91423	5/14/15	The proposed Harvard/Westlake structures will violate an already fragile environment. The destruction of valuable open space is inexcusable, indefensible! The lack of respect for the citizens in the area and for the area itself is a shocking, shameful example of ignorant self-interest and entitlement. Please stop them in their tracks!!!!	H
Luanne Davis	Studio City	CA	90041	5/14/15	This oasis have given me so much joy and relaxation while jogging and hiking in this area.	B H
david bonicatto	Los Angeles	CA	91604	5/14/15	I'm disgusted by all the construction, tree and chaparral removal and the disappearance of our beautiful hillsides and green spaces. STOP THEM!!!	E
SUELLEN Wagner	Studio City	CA	90046	5/14/15	Enough is enough is our canyons!	B H L A
Frank Hill	North Hollyw	CA	91604	5/14/15	This project will create a concrete wasteland, destroying and dividing habitats. It will mean TWO OR THREE YEARS OF MAJOR DISRUPTION OF TRAFFIC IN AND AROUND COLDWATER CYN. and permanent esthetic disfigurement, completely out of character with the surrounding communities. Why should neighborhoods (and wild things) suffer for the sole, private benefit of Harvard-Westlake? There is NO BENEFIT to the community in this proposed, overwhelming structure and private bridge across OUR scenic highway. We will all suffer for the privilege of Harvard-Westlake private parking!	N I
cindy Granholm	Volcano	HI	91601	5/14/15	The true meaning of the word "development" is destruction.	E
					HW does not need the structure. Good lesson to teach -- destroy land designated for conservation.	G H

Stephanie Nellor	Long Beach	CA	96785	5/14/15	My state of California CANNOT lose any more natural, open land to ridiculous, unnecessary development. Our state has become one big urban sprawl.	H G
Lisa Davidson	Sierra Madre	CA	90803	5/14/15	I went to that school when it was far less EXPANSIVE (and probably expensive, too). It suffers from the idea of unchecked drive to perfection, like The Sharper Image catalog, continually offering the best, and then the following year, the improved best. All we really need is a book and a blackboard, right?	E
kimberly seidman	Sherman Oaks	CA	91024	5/14/15	getting "over the hill" is already daunting; a 2 year building project will create horrendous traffic problems as will the resulting additional rush hour traffic with another 450 cars heading for the new parking lot when it's completed.	L
kelly ekizian	studio city	CA	91423	5/14/15	It's way too much. Let's save just a little open space. It's all we have.	H
Martha Burton	Los Angeles	CA	91604	5/14/15	Destroying nature for a parking lot is not the lesson you want to teach!!	B
Parker Andrews	Studio City	CA	90049	5/14/15	Stop Harvard-Westlake's relentless expansion. The proposed garage will add to the already outsized noise, light and traffic pollution generated by the school and it is not in any way compatible with current zoning that the rest of the community complies. The proposed garage is for the benefit of a relative few at the expense of many and the majority of "the few" are not even from the local community. Please halt this grossly unreasonable project now.	F C L N I
Melanie Stagnaro	Los Angeles	CA	91604	5/14/15	This project is taking away too much of the little land left undeveloped in the hills!!! NOT ACCEPTABLE!	H
Sioux Ashe	Los Angeles	CA	90046	5/14/15	Why designate trees "protected" when in fact, apparently they are not.	B
Cathy Granholm	Princeville	HI	90046	5/15/15	I am a graduate of Westlake. This school is supposed to be setting an example to the community, not defiling it. And since when did sports become so important to this school? There was a time when academics were far more important!	E
Catherine Finkens	Los Angeles	CA	96722	5/15/15	We need to protect some of our open spaces here in Los Angeles as well as our wildlife and ecology. Harvard Westlake already have a huge campus and should reconfigure their existing footprint.	H B D
Gina Stapley	Mesa	AZ	90046	5/15/15	I don't want the school taking down the trees to put up a parking lot!!	B
Harold Stulberg	Los Angeles	CA	85206	5/15/15	This school has become a commercial enterprise whose aims do not benefit the neighborhood which would become negatively affected by the disruption of coldwater canyon.	N L
Patrick Milligan	Glendale	CA	91423	5/15/15	I want to protect our wildlife corridor.	H
molly flanequin	Los Angeles	CA	91208	5/15/15	Our Open Spaces need to be protected. Our beautiful and fragile Oak and Walnut trees. The wildlife that need this open land corridor. The Traffic will be overly congested. Preserve the beauty that is Coldwater Canyon. Respect the Environment.	H B L
adam polk	los angeles	CA	90046	5/15/15	Harvard Westlake is big enough!!	E
steven curtis	los angeles	CA	90064	5/15/15	This out of control "development" must stop. There isn't a week that goes by that a beautiful building or piece of property torn down and replaced by a huge ugly industrial type structure.	E
Carey Smith	Studio City	CA	90046-150	5/15/15	Whitset is getting over crowded and the commuters speed down Whitset south toward laurel canyon. it's really dangerous and we don't need more traffic added to an existing problem.	L
Megan Mills	Chicago	IL	91604	5/15/15	I'm from Los Angeles, and know how swiftly natural habitats are declining. The loss of this small but necessary conservation land would be a shame, and, in the long run, contribute to water loss (need open land to refresh aquifers). Don't do it.	H
stephanie drachkov	Los Angeles	CA	60657	5/15/15	We need to preserve and protect the open space habitat for both the protected trees, as well as the native species.	H B
Penny Moore	toluca lake	CA	91607	5/15/15	Green space is important.... trees are important.... wildlife is important	H B
Marissa Menzer	Los Angeles	CA	91602	5/15/15	Save nature!	B
Kevin Hearst	Valley Cente	CA	90036	5/16/15	Growth in southern California needs to stop. Excessive building with out water and other resources is out of control.	E
R. Lucas Stewart	Los Angeles	CA	92082	5/16/15	This project is just wrong and a destruction of a natural environment which we need to maintain. There is no logical reason for this project other than to line someones pockets.	B
ALEXANDRA ROSE	LOS ANGELES	CA	91601	5/16/15	STOP HARVARD-WESTLAKE! Coldwater Canyon is already too densely trafficked; the wildlife is at risk; I can barely get through the canyon - which previously was a wonderful ride. This project is massively outsized for the region, destroys the integrity of the terrain and natural beauty, AND will ruin the neighborhood for the citizens who have lived there many, many years. H-W does NOT NEED TO BUILD over the Canyon - I've seen the property, and there is plenty of room to fulfill their goals on their existing land. They are just being overly-expansive and greedy. NO, NO, NO to this proposal.	L B N H D
Margo Shapiro	Los Angeles	CA	90069	5/16/15	Coldwater Canyon is adjacent to TreePeople and federal lands, including Franklin Canyon. This is a precious area of nature in our enormous city. It will displace wildlife and plant life. This kind of construction does not belong in a forest area.	H B

Carol Andrews	Studio City	CA	90046	5/17/15	Our natural environments and residential areas should not be marred by a parking structure suitable for LAX. It sets an awful precedent and there certainly are other alternatives.
Janet fattal	Encino	CA	91604	5/17/15	Stop further development in already crowded canyon.
R Switzer	studio city	CA	91316	5/17/15	I think regular people should have a say in the future of their own neighborhoods, not just roll over and turn it all over to those with vested interests and the money and political connections to get their way.
Kristi King	Portland	OR	91604	5/18/15	I believe this is so important.
Tobi Schneider	Sherman Oa	CA	97209	5/18/15	This is precious land that has been designated for conservation.
Rachel Zugsmith	Studio City	CA	91423	5/18/15	The traffic will be unbearable! It's not fair to do this to our neighborhood when they would never allow it where they live.
Eileen Mumy	Los Angeles	CA	Los Angeles	5/18/15	i'm against this because Harvard Westlake should not have the right to crave up the conservation of the canyon.
Elizabeth Bernheim	LA	CA	90046	5/19/15	Keep the wildlife corridor-wild!
Joel Loquvam	Los Angeles	CA	90046	5/19/15	I think Harvard Westlake should re-think its plans. The hillside abutting the Santa Monica Conservancy land should be preserved.
Harriett Smalley	Studio City	CA	90038	5/20/15	This development is absolutely atrocious....shocking that they are actually trying to do this. The entire neighborhood does not want this. But it seems they are pressing forward anyway. Nice values they are teaching their students...ruin the environment and anger your neighbors for your own gain. Nice....
Andromeda Steven	Los Angeles	CA	91604	5/20/15	Pave paradise to put up a parking lot. Really!?!???
Stuart Lichtman	Los Angeles	CA	91436	5/20/15	I'm signing this petition because it is obscene to sacrifice our beautiful canyons to the absurdly excessive and hubristic power urges of a small number of over ambitious Harvard Westlake people. It is unnecessary and irreversible. What they seek is simply inappropriate to the area.
Elke Heitmeyer	Sherman Oa	CA	90046	5/20/15	We need the scenic beauty of nature on Coldwater Canyon.
Margaret Soles	Stevenson R	CA	91423	5/21/15	I oppose this development and it's detrimental impact on the community
Frances Cogswell	Camarillo	CA	91381	5/25/15	It's a beautiful drive cutting over from the Valley into the City and taken as a shortcut. More cars in the area cause more congestion.
Susan Stone	Beverly Hills	CA	93010	5/27/15	Coldwater is already an impossible road to travel on. This construction would bring traffic to a full time standstill. This project will also defile one of our local conservation spaces.
Barbara Davilman	Studio City	CA	90210	5/27/15	Because what HW is proposing is utterly ridiculous. Let them move to Santa Clarita or Agoura or North Hollywood and build to their heart's content. I'm sick of the traffic and the teens that almost kill me when I walk my dog in the morning. Enough!
Tom Holland	Studio City	CA	9604	5/27/15	Harvard-Westlake will turn Coldwater Canyon into an industrial area,
Joshua Holland	Studio City	CA	91604	5/27/15	I don't want this development in my neighborhood.
Patty Kirby	Los Angeles	CA	91604	5/27/15	We need to preserve our open space!
Karen Harlan	Tujunga	CA	91607	5/27/15	I drive through this area everyday and it has been a nightmare between the school and the prior construction!
Benjamin Hyun	STUDIO CITY	CA	91042	5/27/15	we need to preserve what makes LA beautiful - patches of nature throughout our city
Stefani Goldman	Studio City	CA	91604	5/27/15	The impact of the project would affect health and safety to the neighborhood
Mary Mallory	Studio City	CA	910604	5/27/15	they illegally tore down one of the oldest houses in Studio City six months before the project so nothing historic would be located on the property.
Nicole Walker	Los Angeles	CA	91602	5/27/15	I oppose the expansion.
deanna devescovi	Los Angeles	CA	90049	5/27/15	I live & work in this neighborhood. I have been a property owner for over 25 years.  This project will have significant impact on our community, quality of life, commute and property values.  Please stop this expansion.
Randi Lieberman	Sherman Oa	CA	91604	5/27/15	It would be a crime to destroy the open space, destroying the trees, the hills, the natural habitats of animals. Then there is the traffic, the doubling of poor air quality. The closure of Coldwater Canyon a main artery to the westside for thousands of commuters. The devaluing of property values for the homes nearest the school and the canyon. A horrible idea.
Carol Senor	North Hollyw	CA	91423	5/27/15	Harvard-Westlake has obviously outgrown the land they are on now and should look for a new location not carve out 135,000 cubis yards of hillside and chop down over 130 protected oak and walnut trees, etc.
Leslie Dinstman	SHERMAN O	CA	91602	5/27/15	Unnecessary and too much traffic already

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					There are two business complexes near the intersection of Coldwater and Ventura Bl which have underground parking. HW's claim that it would be impossible to build a garage under their current playing field is a LIE.  They give nothing to our community, only take from it. A terrible lesson to teach their current students.	DI
Leslie Nitta	Studio City	CA	91423-465	5/27/15	Please STOP this absurd project from moving forward.	
Katarzyna A Smiech	Studio city	CA	91604	5/27/15	I'm against the new Harvard Westlake parking structure. Please be FAIR TO ALL OF US, who live in this Community! THIS IS A RESIDENTIAL NEIGHBOURHOOD!!!! PLEASE save the beautiful NATURE OF THIS REGION and don't destroy something, that is Not REPAIRABLE in the future. The whole word is becoming GREEN!!!!!!!!!!!! What about you?	NH
					Harvard-Westlake is steamrolling this project ahead with no consideration for the community.  They are a for-profit, private enterprise which should never have been given ANY special considerations or building code allowances. They don't even pay property tax on the several-million dollars worth of R-1 land they currently own.	IE
Jim Johnson	Studio City	CA	91604	5/27/15	In the past when asking City Council for special permissions they promised they would not be expanding their enrollment, but that was a lie. Now	
GAIL GREEN	Studio City	CA	91604	5/27/15	Negative impact on my church community next door during construction--noise, dirt, traffic. Lasting impact on traffic on a busy canyon road.	F J L
Skye Griffin	Los Angeles	CA	91604	5/27/15	Im signing because I think the idea of building a parking structure in this location is a disaster. It will interrupt the normal neighborhood activity and traffic for a countless amount of people who drive this route daily.	L
Jon Gordon	Studio City	CA	91601	5/27/15	Please prevent the noise, light, wildlife destruction, or at least mitigate this. I am opposed!	F C B
sharon solloway	Los Angeles	CA	91604	5/27/15	Land development is destroying our city and environment. We are one of the poorest planned cities in the US with the worst traffic. Shame in you	H
Carl Kleinman	Studio City	CA	91423	5/27/15	I've lived near Harvard-Westlake for nearly 30 years, and over the years, have found them to be less of a good neighbor and much more intrusive on the quality of life that we otherwise enjoy in our neighborhood. The proposed parking structure is completely unacceptable and will have detrimental effects on the surrounding neighborhood. The vast majority of the families of students at the school don't even live in our neighborhood will not be impacted by this unsightly development, so of course, why wouldn't they be in favor of it? But virtually every neighbor in the area that I speak with is adamantly against it, so please do not allow it to proceed!	NA
Andrew Ferrell	North Hollyw	CA	91604	5/27/15	I often have to take Coldwater as part of my commute and cannot deal with additional construction traffic. Also this is one of the last relatively "safe", natural areas free from overdevelopment in Los Angeles and we need to keep it that way.	LH
Diane Ward	Pasadena	CA	91602	5/27/15	Keep Coldwater Canyon as is	E
alan fiske	Studio City	CA	91104	5/27/15	i live right above prodject. its in my back yard. don t approve this one EVERYONE IS WATCHING ! CLOSLEY	E
Robert Kimball	Los Angeles	CA	91604	5/27/15	i traverse Coldwater Canyon everyday and support the objections to this development by the residents of West Coldwater Canyon.	E
Richard Adkins	W. Toluca La	CA	90034	5/27/15	Open, undeveloped space is both rare and desirable in the San Fernando Valley. That anyone would suggest destroying protecting trees is acceptable indicates a disregard for existing protections and the public in general. To lose public assets to benefit a private institution furthers that disregard.	H B I
Alison McGarry	Studio City	CA	91602	5/27/15	I am VERY strongly AGAINST any building development that has been proposed. Our precious valley (I've lived her since 1968) is being ruined by such projects. Leave our open spaces alone!! AND stop adding to already congested traffic!!	HL
Alex Trugman	Studio City	CA	91604	5/27/15	I find Harvard Westlake's willingness and determination to destroy the environment in Coldwater Canyon, in order to offer their students a slightly more convenient place to park their cars, to be very unethical.  The public is clearly against the project, and the school is refusing to listen to the local community, and behaving with an arrogance that we cannot allow.	H B I
Steven B. Dunn	Beverly Hills	CA	91604	5/27/15	I have lived on Coldwater Canyon for over 20 years and commute past the site to work. We have had terrible delays due to roadwork for the last 5 years. The hillside and trees in the canyon should not be destroyed.	L H B
JASON VEGA	BELL	CA	90210	5/27/15	We need to stand up and protect our natural resources!	H

Carolyn Chriss	Arcadia	CA	90201	5/27/15	This is a really, really bad idea.	
Chrystelle Cohen	Los Angeles	CA	91006	5/27/15	I am signing because we need to preserve nature and also try to regulate traffic on Coldwater Canyon	
Erica Forster	Van Nuys	CA	90210	5/27/15	There is already a lack of open space in the valley and far to much traffic. This project is not about the greater good it is about money. The valley residents deserve better and this destruction of the open space and disruption to the area is unacceptable.	
carolin elmquist	Los Angeles	CA	91405	5/28/15	Open space....no new development.	
Wagner Wagner	Los Angeles	CA	91423	5/28/15	Removing this amount of hillside could severely impact the integrity of the hill causing landslides.	
Eileen Barnett	Los Angeles	CA	90077	5/28/15	We must save what little pristine land there is!	
Brooks Taylor	Los Angeles	CA	91401	5/28/15	There is no way to complete this project without stopping the flow of traffic through Coldwater Cyn. There will have to be a light or stop sign fog north bound traffic in order to make a left hand turn. This is just one of many problems.	
Lilly Fong	Beverly Hills	CA	90005	5/28/15	A total of a minimum of 37,000 cars speed past my house every day without speed controls from the City - no police, no traffic officers, and rude drivers blocking my driveway access. In addition, I have been robbed several times because I am on Coldwater. Additional traffic is NOT needed.	
Gregory Gast	valley village	CA	90210	5/28/15	It's the right thing to do. (stop the expansion)	
Mike Bloch	Woodland H	CA	91607	5/28/15	We need to protect more of the remaining open space in the valley	
jeremy Schwieger	Los Angeles	CA	91367	5/28/15	Maintaining open spaces is vital to ensuring a decent quality of life for local citizens, as well as needed corridors for the survival of what remains of our wildlife. Harvard Westlake can build more efficiently on existing built-on land and use their current parking lot space to build down and up.	
					It's insane that the city would even consider this proposal. Forgetting the obvious environmental and scenic impacts, if you just consider traffic, it will make an already bad situation nightmarish. I had to take Coldwater Canyon the other morning into the city and just the short drive from Moorpark St. to Ventura Blvd. crawled at a snail's pace. I can't imagine what would happen if this development is green-lighted.	
					The development would have a huge effect on drivers all over the Valley who take any of the canyon arteries into the city. The traffic on Coldwater will be so distasteful, leaving people with the options of Laurel Canyon or Beverly Glen, thereby clogging those roads even more.	
Samantha Elin	Studio City	CA	91403	5/28/15	It's unbelievable to me that Councilman Krekorian has not taken a definitive stand against the development. But then again, per usual, money talks, and Harvard-Westlake has plenty. It doesn't help that Mayor Garcetti is an alumnus. This development battle is truly a David v. Goliath fight, and I hope that it will be one of the rare battles in which justice is actually served and the little guy comes out the victor.	
Marisa Ratinoff	Los Angeles	CA	91604	5/28/15	Want to preserve open land in LA and the animals that live there	
jana levin	Los Angeles	CA	91316	5/28/15	This will cause havoc to the neighborhood	
Keith Steinbaum	Los Angeles	CA	91423	5/28/15	I view this as questionable moneyed interests versus environmental protection in an area, and city, that has lost much of that during my lifetime.	
Michael ryan	Los Angeles	CA	91356	5/28/15	no more development	
Neil Stubenhaus	Studio City	CA	91607	5/28/15	This is a d disgusting trend driven by money. What does this teach the children at this school about priorities?	
Jessica Gottlieb	Woodland H	CA	91604	5/28/15	The precedent this sends in the destruction of the Santa Monica mountains has the potential to ruin Los Angeles.	
Jennifer Kaufman	Woodland H	CA	91367	5/29/15	I am rarely anti growth. This project however is absurd. 130 protected trees are to be razed to build a parking garage? The school already has a large parking lot next to the pool. Build a 3 story lot there. You know it's bad when the super tolerant Catholic church next door to the school has anti parking lot signs up!	
Candace Royden	Valley Village	CA	91367	5/29/15	We don't have enough open space, as it is. What we do have is priceless. We need to preserve what we have rather than making open space even scarcer than it already is.	
Donna Letz	Beaverton	OR	91607-19	5/29/15	My grandson lives in this area and it should be preserved.	
Donna Schwartz Mi	Granada Hill	CA	97007	5/29/15	This development is a bad idea!	
E Gray	Lake Balboa	CA	91344	5/29/15	Rich people do not have the right to destroy trees and wildlife. This proposal is hideous.	
JAMES SVOBODA	Los Angeles	CA	91406	5/29/15	There is no need to keep takin land away ..... leave it be leave it for the animals ..... we need to stop this devastation to the land and wild life .....	
Lucy Griffin	SHERMAN O	CA	91352	5/29/15	Harvard west lake has enough money enough land and has wasted enough of our time with this. Protect our land!	
Virginia Arnold	North Hollyw	CA	91423-28	5/29/15	If these developments continue, we won't have any open saves to enjoy. Pleas wgn	
Doreen Wockensky	Woodland H	CA	81601	5/29/15	DoreenAWockensky	
Chris Alexander	Sherman Oal	CA	91364	5/29/15	Harvard Westlake is out of control. You can't just do what you want because you are rich. Great example for the kids!	
susan Akeo	Waimea	HI	91403	5/29/15	Environmental and transportation issues.	
Aaron Epstein	N. Hollywood	CA	96743	5/29/15	Our beautiful environment must be preserved. Not yet Manhattan.	
Lenore Kasdorf	Los Angeles	CA	91607	5/29/15	It would mar a pristine hillside, disrupt wildlife on a supposedly protected piece of land, and essentially be a huge eyesore. No, no, no!	

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Janae Burris	Denver	CO	91601	5/30/15	There is hardly green space left in our city. I wonder why they aren't trying instead to purchase the neighboring businesses for their parking lot. "You don't know what you've got til it's gone".	H
Sky Valencia	Los Angeles	CA	80218	5/30/15	This is so wrong, leave the little nature we have ALONE!!	H E
Hugh Lipton	North Hollyw	CA	91324	5/31/15	I'm a concerned homeowner near the planned development and it may affect the value of my property. we need all the open land that we can reserve for our precious wildlife. What we don't need is more development which just brings traffic, pollution and congestion to such a beautiful space.	H B L J
Noel Manchan	Long Beach	CA	91601	6/1/15	Stop destroying natural habitats , greedy , selfish , irresponsible humans !?!	H L
Hugh Kelley	Duncannon	PA	90814	6/1/15	We have had Coldwater shut down for 3 years.... ENOUGH IS ENOUGH! Please stop this madness!!	H B
Laura Dunn	Beverly Hills	CA	17020	6/2/15	There are too few open space parcels left for our wildlife to enjoy. Preservation of these resources should be encouraged!	L L
Fran Reichenbach	Los Angeles	CA	90210	6/2/15	PLEASE DONT DO IT, TRAFFIC HERE IS ALREADY A NIGHTMARE. PLEASE DONT MAKE IT WORSE!	L
Jennifer Martinez	Granada Hill	CA	90068	6/2/15	Would like to eliminate any more congestion in this area as I have many friends who travel this route.	L H B
Amanda Gordon	Los Angeles	CA	91344	6/2/15	I'm hoping to prevent additional congestion in the area as I have family or friends who travel this route often and are affected.	E B E
Vazquez Juana	Palmdale	CA	90025	6/2/15	My fiancé drives Coldwater on a daily basis and I have family who live up in the Hollywood hills. We live 5 miles away from each other but with the daily traffic it can take upwards of 30 minutes to get there. I also have plenty of friends who drive this route regularly. But most importantly... It is RIDICULOUS for them to want to build on land that has been designated for conservation! Where is the benefit in destroying homes for our already dwindling wildlife!	H
Gabriela Bottger	Los Angeles	CA	93552	6/2/15	I have friends that live in this area and it majorly affects them.	A H
Mark Tebbe	Ventura	CA	91423	6/2/15	I go to church at St Michaels and i love the wildlife around the church. I dont want to see that ruined	H E H
Marion Kammer	Los Angeles	CA	93003	6/3/15	i support	H B
Jeanine Uribe	El Segundo	CA	91605	6/3/15	I'm signing as a conservationist and concerned member of St. Michael's & All Angels church.	L H B D
Meredith Reese	Los Angeles	CA	90245	6/3/15	The notion of giant parking structure blighting the landscape of the canyon is horrible. St. Michael's Church was designed by a famous architect, to build a 3 story parking garage near the church would obstruct the view of the beautiful wooden church! I've lived in Studio City since 1988.	H A
Jibralta Merrill	Valley Village	CA	90039	6/3/15	Destroying open space for such a massive project is unacceptable.	N B
Wayne Christian Lo	Studio City	CA	91607	6/3/15	I am opposed to developing Cold water Canyon Blvd by building a large parking garage for Harvard Westlake next door to my church.	H N L I
Anne Kelly	Sherman Oal	CA	91602	6/3/15	I am a Studio City resident and there is little open natural land. It needs protecting. We are counting on you.	L B
Elizabeth Mullen	Studio City	CA	91403	6/3/15	Protect our green spaces! And the animals that dwell in these habitats. traffic impact, ruin nature and impact animals. HW needs extra parking but should look for options that would have minimal impact on the environment.	G H H
monica hidrovo	Santa Monic	CA	91604	6/3/15	I'm signing as a lover of nature, open spaces and a parishioner of St. Michael & All Angels.	H B
Nancy Woods	Studio City	CA	90403	6/3/15	Because I don't want to see Coldwater Canyon blighted by this edifice.	H N D B
Val Farrelly	Falls Church	VA	91604	6/3/15	This is a travesty and would bring great harm to the quality of life in the vicinity of the proposed development and shows zero consideration for the wildlife living in these hillsides that will be displaced.	L
deborah fallender	santa monic	CA	22044	6/3/15	I oppose the damage that will be done to our hillside. This is a massive mistake that will be detrimental to our whole neighborhood as well as the traffic problems it will cause. this is only for the benefit of the private school and not for the community that will have to deal with the extra unbearable congestion for years.	I E
Maria Fischer	Sherman Oal	CA	90405	6/4/15	Coldwater is one to only ablut 4 small pathways form the valley into Los Angeles. It is dangerous now with massive traffic usage. This proposal would only increase traffic and also create an ecological disaster.	
kathryn donohe	Studio City	CA	91423	6/4/15	I'm a resident of the SF Valley. Harvard-Westlake neither needs, nor deserves, to expand.	
Theodore Eckberg,	Sherman Oal	CA	91604	6/5/15	I do not support the urbanization of this space.	
Alexander Giglio	Studio City	CA	91423	6/7/15	I believe in preserving natural habitat	
Leonor Diaz	North Hollyw	CA	91604	6/10/15	Because we need to stop sprawl whether comes in the form of housing or education. Protect the wildlife and the trees, honour our planet.	
Debra Schafer	Los Angeles	CA	91602	6/16/15	The proposed parking lot defaces the landscape, is offensive to neighbors, and could be built on land now occupied by a parking lot and small gym owned by Harvard with less destruction of natural habitats. The parking lot would also be disastrous for commuters, both during the construction as well as afterward, funneling more traffic into the canyon and adjacent neighborhoods. When Harvard went coed and from grades 7-12 to 9-12, they increased the volume of drivers. Enough!	
Shantelle Bisson	Calabasas	CA	91403	6/16/15	This is a bad thing for the community, there is noting about it that helps the community. Stop the construction.	
Amy Walsh	Sherman Oal	CA	91302	6/16/15	It's the right thing to do.	
HARRIET WASSERM	Los Angeles	CA	91423	6/16/15		
Michelle Warren	Swansboro	NC	91356	6/16/15		

Lori Israel	La Mirada	CA	28584	6/17/15	To protect this area from further development	
cheryl Angressani	Los Angeles	CA	90638	6/17/15	The proposal is horrible. Destroying this land would be a catastrophic and environmental mistake	
Sharyl Smith	Los Angeles	CA	90027	6/18/15	lived in SC 38 years and want to keep it lovely with out any more crowding!	
Holly McMillan	Norco	CA	91316	6/19/15	Once destroyed it's for ever lost	
Jeanette Dvorak	Los Angeles	CA	92860	6/22/15	I have driven over Coldwater for at least 20 years, please preserve this unique slice of LA. So many of the canyons have been diminished already! Also the increased traffic to the school in the morning will be the straw that breaks this already nightmare commute from Ventura up Coldwater, mind bogging traffic there m-f!	
Alicia Loizaa	Guadalajara	JAL	90068	6/29/15	Preserve nature and wild life	
Todd Bentley	Brooklyn	WI	58000	7/28/15	Save the land!!! Too much concrete already	
Shelly Magier	Pasadena	CA	52521	7/28/15	I am a Harvard-Westlake alum and I am not in support of this project. Please protect, what has become over time, quality habitat in this area.	
Neil Clark	Long Beach	CA	91107	7/28/15	I'm signing because Los Angeles needs all the "green space" that it's humam- and wild life-forms can get.	
Ronald Dunlap	San Diego	CA	90805	7/28/15	If this can happen in LA it could happen here in San Diego, and the last thing we need here is more of the land destroyed!	
Felicia Oglesby	Rancho Sant	CA	92105	7/28/15	Open space in our part of the world is so rare and precious. We need to preserve whatever green space we can.	
Inês Medeiros			92688	7/28/15	Nature!	
Keith Kenney	Jacksonville	FL	9500-185	7/28/15	I support the environment let them build somewhere else. Stop knocking trees down.	
Dawn Yardeni	Chandler	AZ	32277	7/28/15	I may not live there anymore, but it is my home.	
Ester Guedes	Rio De Janeiro		85226	7/28/15	I'm signing cause My diva said, also cause I love trees	
Michael Hofer	Ossining	NY		7/28/15	It's only reasonable	
Jordan Parsons	New York	NY	10562	7/28/15	People already have plenty of space to park. People cannot destroy a beautiful place like this. Especially in this drought. Nature is beautiful thing and it is getting destroyed everyday. One by one we can lessen the amount of mothernature we are destroying. It is keeping us alive. Making a "private" parking structure is even more dumb than making a regular parking were anybody could park in. If they want a place to park make a hole in your back yard or make flying cars already.	
Ana Bueno	Foz Do Iguaçu		10021	7/28/15	Precisa explicar?	
Maria Novak	West Hollyw	CA		7/28/15	Save the trees we don't need more developments we need oxygen	
keena tomko	Cuyahoga Fa	OH	90046	7/28/15	There is plenty of developed land -- find some that is idle and repurpose it.	
rachel sheen	Lakewood	WA	44223	7/28/15	Because our planet is our ecosystem and we are only a part of it.	
susana uribe	Santa Monic	CA	98498	7/28/15	I love nature and we need to protect it.	
Kristen Cascio	Studio City	CA	90404	7/28/15	I do not support developing land that has been designated for conservation. The trees and animals can't defend themselves, so it's up to us to do so.	
Jesse Harris			91604	7/29/15	I support this cause	
kari salas	Camarillo	CA	4350	7/29/15	We are so limited to nature here in southern california....we are moving creatures that belong in the hills to our cities, searching for food...we need to preserve what we have and protect the animals....don't destroy	
Cori Lovings	Richmond	KY	93010	7/29/15	These open areas need to be protected and saved from "advancement" we have enough roads as it is!	
Lori Sloan	Beaumont	TX	40475	7/29/15	I love trees.	
Julie Kler	Charter Tow	MI	77706	7/29/15	To help save trees and the environment!	
Shari Robbins	Chandler	AZ	48038	7/29/15	This is disgusting. Please don't destroy one of the few beautiful nature spots left in The Valley. Our ecosystem needs the trees and animals that would be killed as well.	
Grant Peterson	Greenacres	WA	85224	7/29/15	These area causes as homes for many wild life organisms that provide oxygen and other essentials for life and the food chain.	
chyanne Jackson	Edgefield	SC	99016	7/29/15	Try	
ALPHONSO DUNBA	CHEVERLY	MD	29824	7/29/15	STOP SELLING OUR PUBLICLY CONSERVED SPACES FOR PRIVATE USE AND PROFIT!	
Dennis Sullivan	glen mills	PA	20784	7/29/15	I regularly visit Los Angeles and the canyon is one of my favorite places. I feel the proposeddevelopment would detract from the scenic beauty and would cost Los Angeles and the state of California millions of dollars in tourist revenue.	
Linda Keefer	Studio City	CA	19342	7/29/15	Enough, already!	
Susan Hecht	Valley Glen	CA	91604	7/29/15	I'm signing because no more land need be developed in this area. Live and let live. The animals were here before us.	
Cory Cutler	Manistique	MI	91401	7/29/15	I lived near there for awhile and recall how lovely that small open area was. Please do not replace it with more man-made structures.	

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					They have more than rough space already?!! They do not even belong where they are.. If they do NOT tone down their greed !! There will be no phases to go or left anymore ? What are you guys thinking? You have a ton of money ! Spend this \$ in children who are less fortunate?!! No WAY!!! I have zero respect for this board ?!! What's in it for you?	H G
Quin Hendrix	Los Angeles	CA	49854	7/30/15	Go away !!! No MORE Construction!!	
John Malick	Placerville	CA	91436	7/31/15	John Malick	E
sheryl appleton	Burbank	CA	95667	7/31/15	No more overbuilding	E
Carlos Chavez	Los Angeles	CA	91505	7/31/15	Carlos Chavez	E
Spencer Neapolitan	Sherman Oal	CA	91601	7/31/15	Please protect the wildlife and keep the undeveloped land.	B H
george figueroa	west covina	CA	91423	8/3/15	Negative enviornmental impact this will have.	B
seraphine segal	studio city	CA	91792	8/4/15	EVERYONE CAN GET WHAT THEY WANT. We've taken enough land from mother earth. We don't need another parking lot. Dig up the current football field, go underground and put the football field back (on top)! EVERYONE GET WHAT THEY WANT.	G D
Diana O'Shaughnes	Rocklin	CA	91604	8/9/15	I'm signing because I grew up in the area & we need to preserve wildlife habitats.	H
Jennifer Williams	Santa Clarita	CA	95677	8/27/15	Open space is needed there. No more building.	H
					This is the wrong development in absolutely the wrong place. Making parking easier for Harvard Westlake's faculty and students cannot take precedent over the wildlife, the needs of the community and the historic canyon roads of Los Angeles. The traffic congestion alone shouts "Don't build it!"	N B L
Tylie Jones Savage	Los Angeles	CA	91351	8/29/15		
diane hart	LV	NV	91423	8/30/15	to the detriment of all to the benefit of 1. not fair, not just and not practical.	I
Valerie Kuhns	Studio City	CA	89129	9/1/15	I use Coldwater daily. The impact to the area, both traffic- and environment-wise would be too great.	L B
Steve Stolar	Studio City	CA	91604	9/19/15	We need to keep open land safe from being developed.	H
Brent Engilman	Studio City	CA	91604	9/19/15	I am opposed this is environmental unstable for the area	B
Tyra Harris	Studio City	CA	91604	9/20/15	I am a neighborhood resident who will be negatively impacted by this construction (eg depressed housing prices, increased traffic congestion and noise pollution and destruction of natural landscape and wildlife)	L F B H
					I am opposed to the construction of a huge parking structure on Coldwater Cyn . inappropriate for area and busy street. Would create traffic nightmare to benefit few people who don't even live in neighborhood. School needs to find alternate parking in area away from heavy traffic street.	N L I D
Elaine Cotler	Los Angeles	CA	91604	9/20/15		
					Of... concern for the destruction to natural habitats of plants and animals, the increase of already awful traffic and the unnecessary expansion (for I believe, the sake of city-wide private school competition) which will change the character of this residential community and bring massive construction and inconvenience to the neighborhood.	H B L G I
Eileen Mack	Los Angeles	CA	91423	9/22/15		N
Serilla Ben-Aziz	Studio City	CA	91401	9/22/15	We don't need more buildings or traffic on Goldwater Canyon!	L
Angela Bruzzese	Los Angeles	CA	91604	9/23/15	I just moved out of West Hollywood because the over-development and traffic made life miserable. I would hate to see the same thing happen to this wonderful new neighborhood I have recently discovered.	L
					Dangerous construction Traffic	K L N
Marlene Kamin	Los Angeles	CA	91423	9/23/15	Destroy neighborhood	
Janet Hirshenson	Studio City	CA	91405	9/23/15	this is stupid	E
Nancy Morales	Studio City	CA	91604	9/23/15	cutting down more trees and impeding on our wildlife areas is only going to create longer lasting issues than a quick fix for parking!	B H
Felice Miller	Los Angeles	CA	91604	9/23/15	This land has been designated for conservation. So they want to "Pave Paradise and Put In A Parking Lot."	H
Roy Schmidt	Los Angeles	CA	91423	9/23/15	Sad, Very Sad ! ! !	
Roy Schmidt	Los Angeles	CA	91423	9/23/15	The structure would be grotesque and totally out of character with the surroundings.	A N
Jim McCullaugh	Los Angeles	CA	91423	9/23/15	I do not want HW to desecrate the local environment,	H
					The "raping of the land" and our canyons specifically, taking down trees, creating noise and pollution, undue traffic messes, etc. it horrifying and there's TOO MUCH of it occurring.	H B F J L
Luanne Davis	Encino	CA	91423	9/23/15		
timothy kraye	Eagle	CO	91604	9/24/15	It is stupid to destroy what little natural land is left in greater L.A.	H
Janice Cohen	burbank	CA	81631	9/25/15	The inconvenience	E
Louise de Teliga	Studio City	CA	91502	9/25/15	I live in the area and the traffic and pollution will be too much.	L J



Leonardo Momplet	North Hollyw	CA	91604	11/19/15	I find the idea of building a parking garage on some of the last remaining pristine land in Los Angeles absolutely reprehensible, and I am shocked that the City would even entertain the idea. If the land was needed for low income/homeless housing it would be one thing, but for parking garage, why is this even a conversation. Not only would this project destroy protected trees, but it would displace wildlife and take a terrible toll on the community that relies heavily on Coldwater Canyon for transit.	H B L
Seth Cutler	Los Angeles	CA	91606	11/19/15	Lets keep some land in Los Angeles	H
Dennis Hunter	Los Angeles	CA	90042	11/19/15	I'm sick of the blind insensitivity of the Mayor and the City Council when it comes to decision making in this city.	E
Michael Holbeck	Los Angeles	CA	90014	11/20/15	Traffic on Coldwater is already a nightmare!	L
Nico Hurtado	Los Angeles	CA	90004	11/20/15	Cold water canyon is beautiful. It's amazing that you can still see beautiful nature like that in Los Angeles. Most cities are striving to be only urban. There's hardly any grass in New York. At least in LA you can escape the city rush with the little bit of nature that we still have.	H
Julia Hodges	North Hollyw	CA	91601	11/21/15	I live in this area and travel up and down Coldwater, right past Harvard-Westlake, several times a day and do not want a commercial eyesore erected in our residential neighborhood.	A N
Emily ALEXIADIS	Valencia	CA	91602	11/24/15	There's already so much traffic on this road, it will be terrible seeing more on that road!	L
Jasmine Black	Los Angeles	CA	91354	11/24/15	I'm signing because more than 130 trees will be cut down which in turn will destroy hundreds of wildlife homes and that is unacceptable!	B
Darianna Cardilli	Los Angeles	CA	91605	11/24/15	I believe the project is wrong for Studio City - I am against the disruption caused by the construction, the increased traffic noise, and the building on protected lands	L F H
Eileen Mumy	Los Angeles	CA	91607	11/24/15	I will write a letter and everyone else should too. I mean if it was a facility that would be available to the public at large it would not be right. But for a private school to carve up the canyon is crazy. This cannot be allowed. I've been to that school and they have plenty of space already! One thing they also have is plenty of money and that is my fear that their money will get them what they want which is wrong for the community at large. Archer School has parking problems and they just have rules that the students have to take a bus to school. The school should be resourcefull and insist their community car pool and use less cars. Might be the right idea to teach instead of expanding into the beautiful canyon for parking and another more space for a school that already has plenty.	I G L H D
John Sposato	Plainview	NY	90046	11/30/15	This land - and landscape - needs to be protected. The development is not needed and is counterproductive to the preservation of the area.	H G
Diane Cubit	Troy	NY	11803	11/30/15	I do not support the urbanization of this open space land - land which has been designated for conservation.	H
Robert Vanderbrug	Lake in the H	IL	12180	11/30/15	I am opposed to the destruction of open space land in favor of parking space.	H
Ilene Graff	Studio City	CA	60156	11/30/15	This proposed development has no place on Coldwater Canyon. It must not happen.	E
HAROLDGEORGE ib	Watertown	CT	91604	11/30/15	I AM AGAINST THIS BAD IDEA FOR IT IS A CRIME TO DEVELOP THIS SPACE = PLEASE STOP AND LISTEN TO REASON	E
Ian Gonzalez	Los Angeles	CA	6795	11/30/15	I lived there and I know how importnat this land is to the community and the ecosystem. The flow of traffic around this area will suffer and everything about changing this land is a bad idea.	H L
Jason Koziol			90064	11/30/15	why destroy nature	H
ian Hennwinkle	Willenhall	ENG	5109	11/30/15	Save our planet!	E
Diane Litchfield	Sonoma	CA	wv12 5et	11/30/15	I'm signing because of what this would do to the Coldwater scenic highway, which can no longer be called that after the proposed project. It effects all of us, no matter where we reside.	H A
Carolyn Hennesy	Burbank	CA	95476	11/30/15	Stop the urbanization of what little beauty remains in L.A....to say nothing of the wildlife this project will destroy. Harvard-Westlake has done just fine all these many years as is. If they want to expand...let them dig underneath their existing facilities.	H B D
RICKY DuPree	Hawthorne	NV	91507	11/30/15	I LOVE THINGS OF NATURE	H
Robin Brown	San Francisco	CA	89415	11/30/15	I can!	E
stefanie owens	Los Angeles	CA	94109	12/1/15	I do not like over development. Lets keep the natural beauty and save places for the wildlife!	H B
Carolyn Mignini	New York	NY	91423	12/2/15	I spend part of the year in LA and Goldwater Canyon is vital to me.	E
Lauren Black	Los Angeles	CA	10024	12/3/15	I believe in saving the natural habitat. This structure only benefits the school and ignores all of the other important factors in the area- animals, tree, nature. the school should encourage more busses for mass transportation and carpooling aids.	H I B D
Kathleen Milmore	North Hollyw	CA	91607	12/5/15	I'm signing because we need to save Coldwater Canyon! We need open space, not more parking garages!!!	H
Bruce Rasmussen	Valley village	CA	91602	12/5/15	I'm tired of special interests running our politicians.	E
Walker van Zandt	Studio City	CA	Ca	12/5/15	i live on that hill and traffics already been absurd	L
Jonathan Alder	Encino	CA	91604	12/5/15	This land needs to be preserved	H
Korby Siamis	PACIFIC PALI	CA	91436	12/6/15	What an outrage - that a private school could urbanize this beautiful open space.	H

Ali Royale	Whitter	CA	90272	12/9/15	Wildlife and the land need to be protected. We need to help preserve this beautiful ecosystem that is home not only to us humans. Once it is gone and covered with cement it will be hard to ever restore it. Help keep this precious and non renewable resource alive.
Casey Maddren	Los Angeles	CA	90601	12/15/15	I am disgusted by the way the Mayor and the City Council have allowed unchecked development to carve up our hillsides. Harvard-Westlake's expansion must be stopped.
Ed Yerke-Robins	Los Angeles	CA	90068	12/17/15	I commute from Sunland to Century City every day via Coldwater Canyon / Beverly Drive. The intersection of Coldwater & Ventura gets bottlenecked enough already, and of course that's just the beginning of the bumper to bumper. Between this & the forthcoming Sportsmen's Landing, commuters will be forced to spend even more time in the car, without any lovely landscape to look at.
Grace Hochheim	Los Angeles,	CA	91040	12/28/15	Please protect our natural hillside.
Mark Grossan	Los Angeles	CA	90077	1/5/16	Harvard-Westlake does not need this much parking. This is based on having every single student drive their own car and no traffic plan by the school for car pooling, biking , or buses.
Rafael Quintas	North Hollyw	CA	90046	1/11/16	Harvard Westlake has no right over the open land! Protect the canyon protect nature!!!
Jeremy Murphy	North Hollyw	CA	91602	1/11/16	We don't need to destroy anymore nature!!! We live in LA... come now
Michael Melice	Altoona	PA	91602	1/21/16	Such a Shame! Nobody wants to leave Grass and trees and the countryside anywhere anymore! These Corporations want to make our Planet one big Concrete Jungle instead!
Chelsa Sylvis	Riverside	CA	16601	1/25/16	It already takes me an hour to get to work. This parking structure is going to make life more miserable for the commuters who rely on this canyon to make a living.
Riley Tacchino	Los Angeles	CA	92507	2/6/16	Need natural Air production and filtration in this crowded smog covered city. We need as many trees and plants to help sustain air quality and overpopulation in the area
Maria Gonzalez	Studio City	CA	91423	2/6/16	Why would anyone allow the building of a large parking garage with an athletic field on top to bring unnecessary loud noise and bright lights filling up our beautiful RESIDENTIAL canyon? Not to mention destroying wildlife, in the process.
Randi Lieberman	Sherman Oal	CA	91604	2/6/16	Taking the open space, removing the protected oak trees, displacing animals, not to mention the nightmare traffic getting worse, compromising the hill, the neighborhood, for parking? Move to a larger space, don't land grab. The homes directly affected by this proposed building are going to drop in value. Who does this benefit?
Lynn Williamson	Los Angeles	CA	91423	2/6/16	Coldwater is an important route to get to the city for me....but traffic is already awful, and this would be just make it impossible. More congestion, more pollution
Yoav Getzler	Valley Village	CA	91607	2/21/16	This is too much in the wrong place.
Tabatha Sheltra	Los Angeles	CA	91607	2/28/16	Because I live here. It's my back yard filled with wild life. I love my animal friends and their sanctuary The only thing they have left in Los Angeles. If Harvard does this they are building ONE BIG HUGE TOMB STONE. RETITLE THEIR PROJECT: PROJECT GRAVE SITE
Helen Giroux	Studio City	CA	91604	3/5/16	This city has suffered enough from over development and destruction of the environment. All those smart people should be able to figure out another way to park more cars.
Andrea Bernstein	Los Angeles	CA	91604	3/6/16	I'm horrified at the thought of the destruction of open space and the further development (and desecration) of Coldwater Canyon
Adilene Lozano	Los Angeles	CA	90046	3/9/16	I'm signing because I drive threw coldwater everyday during the week! It's so beautiful my favorite drive
Selen Demirel	North Hollyw	CA	91406	3/10/16	I drive down Colwatercanyon at least 5 times a week if not all week. I do not wish for the natural conserved land to be developed on. They already have what they need within the school. No more is needed. This is a selfish and extra desire not justified enough to destroy the land surrounding south of Ventura west on Coldwater Canyon.
Gulin Karagoz	Los Angeles	CA	91606	3/10/16	I respect the life of the trees
Hayley Christopher	Los Angeles	CA	90035	3/10/16	I am a firm believer in the preservation of the canyon and my church, St Michaels.
Casey Felton	Los Angeles	CA	91401	3/10/16	I care
Judith Benezra	Los Angeles	CA	90004	3/10/16	I care about the wildlife that would be killed and homeless. That beautiful canyon should be preserved and not destroyed for a parking structure. ENOUGH!
Newton Campbell	Newport Bec	CA	90048	3/11/16	We want the land to remain as it is - free of bridges, construction, etc. Just let the nature be!
Lisa Ireland	Studio City	CA	92660	3/11/16	bein hear for 15 years and we need to protect what little is left of the canyon
Anne Manning	Los Angeles	CA	91604	3/11/16	The green space in question is irreplaceable. Please preserve our environment!
Abby Meyers	Studio City	CA	91401	3/14/16	Hayley needs her church and Harvard westlake is doing just fine the way they are.
Andrew Adams	North Hollyw	CA	91604	3/15/16	With more construction to happen. the soil wont be able to hold. The wildlife help support the ground when we have heavy rains.
Peter Feldman	Studio City	CA	91601	3/15/16	Open space must be preserved!

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Maria Fischer	Sherman Oal	CA	91604	3/15/16	This is an innecessary project benefitting a relatively small group of people when compared with the masses whose daily lives will be negatively impacted by this project, not to mention the hillside that will be destroyed along with the innocent wildlife that inhabits the land.
Michael Spring	Valley Village	CA	91423	3/16/16	It's the right thing to do. We have our own problems further up on Coldwater, and lots of people have helped us.in our fight.
Crisann Morgan	Valley Village	CA	91607	3/16/16	I don't want the land squandered for pavement. There are other ways to expand the school that don't require destruction of protected trees. We need the trees more than a parking lot.
Amy Bryman	Van Nuys	CA	91607	3/16/16	to protect our environment! we need those trees not more buildings and cars!
Meredith Buchanar	Los Angeles	CA	91401	3/16/16	Los Angeles is urban enough. A choice needs to be made in favor of wildlife, as opposed to profits, for once. For once.
Paul Rodriguez	Studio City	CA	90048	3/16/16	I don't want the new development and extra traffic in my neighborhood. Investment should be in public transportation options, not more parking. That street is bad enough as it is without adding more construction and cars to it.
Joanne Millius	Sun Valley	CA	91604	3/17/16	I want more land preserved in Los Angeles
Robyn Jackson	Valley Glen	CA	91352	3/17/16	There is already too much traffic in that area and too much development. Period. In addition to that, wildlife will be displaced or destroyed. We can't afford to lose any more of the beauty and grace left in LA.
Kevin Jackson	North Hollyw	CA	91401	3/17/16	Save the environment
Sylver Syti	Los Angeles	CA	91606	3/17/16	Dislike!
			90004		

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# Tom Brohard and Associates

February 29, 2016

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

**SUBJECT: Review of the Recirculated Draft EIR for the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles – Traffic and Parking**

Dear Mr. Carstens:

As requested, I, Tom Brohard, P.E., have reviewed the traffic and parking portions of the February 2016 Recirculated Draft Environmental Impact Report (RDEIR) for the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles. The Plan proposes to construct a new three-story, four-level parking structure with 750 parking spaces including a practice field on the top level on the west side of Coldwater Canyon Avenue opposite Harvard-Westlake. The parking structure is proposed to be connected to the school campus on the east side of Coldwater Canyon Avenue with a pedestrian bridge from the second level of the parking structure. The Plan also includes modification of the existing traffic signal and relocation to the main driveway of the parking structure and an additional southbound lane across the frontage of the parking structure.

9.6R-1

In addition to the December 1992 “Harvard-Westlake Traffic Count and Parking Study” prepared by Crain & Associates and the 2012-2013 Student Parking Program prepared by Harvard-Westlake School, I have also previously reviewed various portions of the September 2013 Harvard-Westlake Parking Improvement Plan Draft EIR relating to transportation, circulation, and parking and submitted a comment letter dated November 22, 2013. I have now reviewed each of the comparable sections of the February 2016 Recirculated Draft EIR (RDEIR) for this Proposed Project and have updated my prior comments in this letter to reflect the changes in the Proposed Project.

Page 2-14 of the RDEIR states the Proposed Project will provide 1,085 parking spaces for Harvard-Westlake including 750 spaces in the new parking structure, significantly more than the 436 parking spaces required by the City of Los Angeles Department of City Planning. A total of 1,188 parking spaces would be available for events, more than double the number of required parking spaces.

9.6R-2

First and foremost, proper justification for the Proposed Project was not previously provided in the Draft EIR and is still not contained in the RDEIR. No evidence is presented that there is any significant Harvard-Westlake generated parking occurring on the local residential streets. Only 28 additional vehicles were observed to be parked on the residential streets to the north of the school between 7 and 9 AM on Thursday, January 27, 2011. No documentation was

9.6R-3

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

provided that these vehicles were associated with Harvard-Westlake rather than the residential dwellings on these streets. Photographs and videos taken in 2013 by Save Coldwater Canyon disclosed ample available on-campus parking together with an absence of school-related parking on the residential streets during the middle of a typical school day as well as during a Friday night football game. A total of up to 28 Harvard-Westlake cars parked one morning on the streets north of the school does not support the need for any additional parking, and certainly not an additional 750-car parking garage.

9.6R-3  
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A total of 493 parking spaces on-campus plus 60 public parking spaces on Coldwater Canyon Avenue was deemed adequate in 1992 in a study prepared by Crain & Associates for Harvard-Westlake when there were 815 students and 144 faculty and staff. Today, the existing parking supply including on-campus of 578 parking spaces, plus the public parking on the east side of Coldwater Canyon Avenue serves about 400 student drivers, 185 faculty and staff, 50 vendors, and 30 coaches (estimated on Page 3.8-6 of the RDEIR). While the RDEIR asserts that available parking is inadequate, neither the RDEIR nor the Traffic Study provides any data to support this contention.

9.6R-4

The cost of the parking structure and the pedestrian bridge together with its planned architectural features will likely be \$15 million or more to provide parking "...for all but the biggest special events, such as graduation and homecoming", and is contrary to common traffic engineering practice. Traffic engineers typically design intersections for a peak hour that is exceeded several times during a year. Similarly, shopping centers do not provide more than double the typical parking demand to accommodate parking generated on the two busiest shopping days of the year - the day after Thanksgiving and the day after Christmas. Putting the parking structure on the opposite side of Coldwater Canyon Avenue from the existing campus creates many other issues. If a parking structure was really needed, then it should be located within the existing campus of Harvard-Westlake on the east side of Coldwater Canyon Avenue. No evidence has been provided to support any additional parking, and certainly not a new parking structure with 750 parking spaces.

9.6R-5

9.6R-6

Alternatives to the very expensive parking structure should have been seriously considered but they were not. In particular, transportation demand management (TDM) offers a cost effective solution to schools that have parking limitations. A TDM must be proposed, analyzed and instituted before any need for an increase in parking spaces can be established. TDM limitations have not been established for Harvard-Westlake, however, this kind of cost effective strategy utilized by other schools with parking issues is almost always able to limit the parking demand. These strategies typically provide incentives for carpooling/ridesharing and significant penalties for non-compliance with program goals and objectives for trip and parking reduction. Some of the strategies include bussing, carpooling and ride-sharing matching, limitations on residential street parking through time

9.6R-7

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

limits and permit parking, prohibiting students and visitors from walking onto campus without proper authorization, and regular monitoring with significant penalties for non-compliance with project goals and objectives. To be effective, TDM programs must have timely monitoring and must have a progressive disciplinary system of enforcement.

9.6R-7  
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There are currently 185 faculty and staff employed by the school plus an additional approximately 50 vendors plus approximately 30 coaches are on campus daily. All these drivers can be accommodated with institution of moderate TDM measures and without constructing an extremely expensive parking structure. Please see the enclosed Department of City Planning Report regarding the TDM measures that were adopted in April 2015 for the Archer School for Girls at 11725 Sunset Boulevard.

Page 3.8-26 of the RDEIR states "...no increase in student enrollment is proposed as part of the Proposed Project... Current student enrollment is approximately 900 students with approximately 300 students in each grade (10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> grades)..." Further increases in 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).

9.6R-8

**Education and Experience**

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake, San Fernando, and Tustin. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects as indicated on the enclosed resume.

9.6R-9

**Traffic and Parking Issues**

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

- 1) Capacity Calculations Were Not Verified in the Field – Roadways and intersections in the greater Los Angeles area continue to become more and more congested for longer periods of time. When the vehicle demand exceeds the capacity, traffic volumes actually drop as lengthy queues form and vehicles are unable to clear intersections. In some cases, calculations

9.6R-10

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

provide false indications of the actual operating condition (level of service) since traffic volumes over peak time periods actually drop below maximum flow rates. Minor disruptions cause significant queuing and further delays. Peak hours which had previously been limited to 7 to 9 AM and 4 to 6 PM have stretched well beyond those limits and typically range from 6 to 10 AM and from 2 to 7 PM.

Each of the issues described above is occurring on Coldwater Canyon Avenue in the vicinity of Harvard-Westlake. As motorists become more frustrated, they seek shorter travel times to reach their destination by cutting through neighborhood streets, frequently being assisted by tools such as WAZE, one of the largest community-based traffic and navigation apps. With capacity increasing options and necessary funding now extremely limited, there are no easy solutions. Due to acknowledged excessive traffic at two key intersections in Council District 2, one of which is the intersection of Coldwater Canyon and Ventura Boulevard, the City Council has recently provided funds for deployment of traffic control officers (TOKI) during peak traffic hours. However, this measure is temporary and is only funded through June 2016.

9.6R-10  
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No evidence has been provided that the capacity calculations that have been made actually represent the gridlocked conditions in the field during peak hours along Coldwater Canyon Avenue. While traffic counts were made from 6 AM to 10 AM, no documentation has been provided of queuing at the congested intersections. With the recent action of the City Council and from my discussions with neighboring residents, it is apparent that the existing background conditions are worse than the calculations disclose.

- 2) Passenger Car Equivalent for Trucks Are Too Low – Page 5 of the October 6, 2015 Supplemental Traffic Analysis continues to indicate that a passenger car equivalent (PCE) of 2.0 was used to convert the number of trucks to passenger cars. With the dirt hauling trucks having 5 axles and hauling at least 14 cubic yards, a PCE of 3.0 should have been used, particularly to properly consider the impacts of the existing moderate uphill roadway grade on Coldwater Canyon Avenue from Ventura Boulevard to Harvard-Westlake.

Large trucks with 5 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.

9.6R-11

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

Enclosed are two articles that have appeared in ITE Journal which is published monthly by the Institute of Transportation Engineers. In the “Development of Passenger Car Equivalencies for Large Trucks at Signalized Intersections”, a PCE of between 3.1 and 4.1 was found to be appropriate for a 5-axle truck depending on its position in the queue back from the signalized intersection. In “Passenger Car Equivalents for Heavy Vehicles at Freeways and Multilane Highways: Some Critical Issues”, the article notes the importance of properly considering many factors in selecting the proper PCE.

From my experience in reviewing a number of traffic studies in various parts of California, the PCE factor of 2.0 used to convert heavy trucks to equivalent passenger 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.

9.6R-11  
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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. A Condition of Approval must also be included to rehabilitate and repair damage to roadways caused by dirt hauling activities during excavation of the parking structure.

9.6R-12

- 3) Truck Access to Coldwater Canyon Avenue Has Not Been Evaluated – The RDEIR and the Traffic Study do not discuss the traffic control to be used to facilitate construction trucks leaving the site and entering Coldwater Canyon Avenue to then go north to the 101 Freeway. A temporary fourth leg to the existing traffic signal should be analyzed (rather than attempting to create gaps in the traffic flow on Coldwater Canyon Avenue by using a “flagger”). No analysis has been conducted of the resulting Level of Service at the existing Harvard-Westlake 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.

9.6R-13

- 4) Traffic Safety and Speeding Concerns Have Not Been Documented – The RDEIR and the Traffic Study both identify concerns regarding traffic safety and speeding traffic on Coldwater Canyon Avenue in this area. However,

9.6R-14

these concerns are not documented with actual facts. In regard to traffic safety, no data or calculations are provided to identify a concentration of collisions at a location or to develop any remedial engineering measures. Collision rates for the existing conditions as well as for conditions after the implementation of roadway improvements are required to support the undocumented, editorial claims that traffic safety will be improved by the Project.

For example, the claim that moving school buses off of Coldwater would increase safety is unsubstantiated. The 250 foot long area immediately north of the Harvard-Westlake traffic signal on the east side of Coldwater Canyon Avenue is at least 12 feet wider than the other portions of the roadway and provides an area - out of the travel lane - for vehicle parking and/or bus loading/unloading. No collision history was provided or analyzed for passenger car parking or for bus loading and unloading. Further, no data was provided to indicate that significant violations of the posted "Speed Limit 35" signs are occurring or any quantification of the current level of traffic enforcement. Without this information, the concerns regarding "speeding" are also undocumented, editorial claims.

- 5) Credit for ATSAC/ATCS Is Not Appropriate – The LADOT Level of Service Worksheet allows a full level of service credit (0.10) for installation of ATSAC/ATCS traffic signal system equipment that changes traffic signal timing in response to real-time vehicle demands within a network of coordinated traffic signals. The existing traffic signal at Harvard-Westlake, a "T" intersection, does not currently have this equipment. The Project will add a fourth leg to the existing "T" intersection to provide access to and from the parking structure and a second southbound lane will be installed on Coldwater Canyon Avenue. The existing traffic signal will be modified to control the new four-legged intersection and ATSAC/ATCS equipment is proposed to be installed with the other improvements (see RDEIR Pages 2-9, 2-12, 2-39, and 3.8-11).

The benefits associated with the ATSAC/ATCS traffic signal equipment cannot be taken at the Harvard-Westlake traffic signal. This traffic signal is 2,200 feet from the nearest traffic signal on Coldwater Canyon Avenue at Ventura Boulevard. This distance of nearly ½ mile is well beyond the range of coordinated traffic signal benefits. Furthermore, the Harvard-Westlake traffic signal is effectively the last traffic signal on this portion of Coldwater Canyon Avenue before the roadway traverses mountainous terrain before reaching the isolated traffic signal at Mulholland Highway about 1 ½ miles to the south. Clearly, the Harvard-Westlake traffic signal cannot be considered as being within a system of traffic signals along an arterial corridor.

9.6R-14  
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9.6R-15

Table 3.8-6 on Page 3.8-23 of the RDEIR summarizes the faulty calculations and incorrect assumptions from the Traffic Study Appendices. The 0.10 ATSAC/ATSC credit was incorrectly taken in the calculations for the future conditions with the Project, causing the calculated volume to capacity ratio to improve from 1.138 (at Level of Service “F”) to 1.038 (at Level of Service “F”). When the 0.10 ATSAC/ATSC credit is removed from the calculations, the Project causes a significant traffic impact at this location operating at Level of Service “F” with an increase in the volume to capacity ratio from 1.051 to 1.138. According to the LADOT criteria, the increase in the volume to capacity ratio of 0.087 (greater than the maximum allowable threshold increase of 0.010) is a significant traffic impact that requires further mitigation.

9.6R-15  
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6) Traffic Issues With Parking Structure Across Coldwater Canyon Avenue – Constructing 750 parking spaces on the west side of Coldwater Canyon Road across the roadway from the existing Harvard-Westlake campus will change existing right turns into the campus to left turns across heavy southbound commuter traffic into the parking structure with the Project in the AM peak hour. In addition to resulting in a significantly higher number of conflicting traffic movements, other traffic issues that have not been adequately studied or addressed will be created including:

9.6R-16

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 an 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.

9.6R-17

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.

9.6R-18

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

7) Traffic Study Conclusions Are Not Supported by Data or Analyses – Chapter 13 of the October 30, 2012 Traffic Study contains several editorial statements that are not supported by any data, calculations, or analyses. Each of the following items must either be supported with technical data in the October 6, 2015 Supplemental Traffic Analysis or removed from the RDEIR:

9.6R-19

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 Supplemental Traffic Analysis.

b) From the calculations in the Traffic Study Appendix, the project will increase the volume to capacity ratio (and the delay) in the weekday AM and PM peak hours without the ATSAC/ATCS credit. As previously discussed, this results in a significant traffic impact in the PM peak hour that requires further mitigation beyond what is being proposed.

9.6R-20

c) Illustrations in Figures 2-12, 2-14, 2-15, and 2-17 of the RDEIR indicate the modified traffic signal at Harvard-Westlake will include both protected left turn arrows (when the left turn demand is high) together with permissive left turns on a green ball when left turn demand is low. This type of control facilitates left turn movements but it is not used to improve traffic safety. The conclusion that the Harvard-Westlake traffic signal will be safer than the existing permissive left turn operation with left turns made on a green ball is not supported by any data or analyses.

9.6R-21

8) 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.

9.6R-22

Contrary to the Draft EIR and the Traffic Study, photographs taken by Save Coldwater Canyon do not indicate a shortage of parking on campus or any significant parking accumulation on the nearby residential streets during either a typical school day or during a Friday night football game in October 2013. In both cases, there were a number of unoccupied parking spaces within the campus parking lots that could have easily been used to fully contain all of the Harvard-Westlake School generated parking.

9.6R-23

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

9.6R-24

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

commuter traffic on Coldwater Canyon Avenue. The operation of the Harvard-Westlake School traffic signal for arrivals at a special event starting at 7 PM should be analyzed and any significant traffic impacts disclosed, together with development of additional mitigation measures as may be necessary.

9.6R-24  
cont'd

In summary, my review of the Harvard-Westlake Parking Improvement Plan RDEIR disclosed no justification whatsoever to spend millions of dollars to double the existing number of parking spaces at Harvard-Westlake that were adequate in 1992, which are adequate today, and which would sit empty except during a couple of major special events each year. Adopting a TDM Program including a progressive disciplinary system of enforcement, an alternative that has not been considered, would be a much more cost effective solution if parking issues develop in the future. If a parking structure was really needed (but it is not for the current enrollment), then it should be located within the Harvard-Westlake campus. Should the School still desire to pursue this Project, then each of the deficiencies in the RDEIR and in the Traffic Study pointed out in this letter must be addressed.

9.6R-25

9.6R-26

9.6R-27

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 (Updated)

November 22, 2013 Comment Letter

Department of City Planning Report, Archer School for Girls, April 2015

Passenger Car Equivalent Articles (See November 22, 2013 letter)

- 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



September 24, 2015

Mr. Dale Williams  
Mr. Phillip Martinez  
Mr. Edmond Yew  
Bureau of Engineering, Street Vacation Investigation Section  
201 N. Figueroa St, St 200  
Los Angeles, CA 90012

RE: Work Order No. VAC-E1401273, Hacienda Dr From Coldwater Canyon Ave to  
it Wly term & Coldwater Canyon Ave (Airspace Vac)

Dear Sirs,

Save Coldwater Canyon is sending in this comment to your department despite not receiving official notice of the vacation petition. Although your protocol re notice is only “adjacent” properties, St. Michael’s Church received notice on Aug 25, 2015 (and was given 30 days to comment), yet it is *not* adjacent. Mr. Karo Torossian of Councilmember Paul Krekorian’s office assured us that residents within 500 ft of the Hacienda vacation were notified; however, the application includes the proposed bridge’s airspace as well as the Hacienda right of way, and therefore this 500 ft radius is not nearly adequate to reach the huge number of properties who will be affected by this petition.

9.7R-1

Our organization (whose members include most of the properties within 500 ft of the proposed parking project) has so far been able to identify only TWO residents, Ms. Witt (3663 Potosi) and Ms. Khoshbin (3638 Potosi), within 500 ft of either vacation request, who actually received notice. To name only a few, Ms. Steinbaum at 3625 Potosi (who only found out about this from her neighbor, Ms. Witt), Ms. Loretic (3923 Coldwater), Mr. Leconte (3901 Van Noord), Mr. Fiske (12920 Galewood), and Ms. Boorstin (4007 Avenida del Sol) all did not receive notice.

We ask that your department include our Studio City-based, 501 (c) (3) organization on the mailing list for future notices and hearings under the Los Angeles Municipal Code and under Public Resources Code section 21092.2. Our email and mailing address is below.

Save Coldwater Canyon’s mission statement is to preserve and protect the scenic beauty and natural environment of Coldwater Canyon for its residents and wildlife.

9.7R-2

We strongly object to the airspace vacation requested over Coldwater Canyon for the purposes of a private pedestrian bridge. As proposed in the DEIR, this 163-ft bridge would be strictly for the private use of the Harvard-Westlake school's 900 students, faculty and staff. There is no public access, nor sidewalk proposed which would allow anyone other than members of, or visitors to, the Harvard-Westlake school to use this bridge. Simply put, it has no public benefit.

9.7R-2  
cont'd

The EIR for the Harvard-Westlake parking expansion plan analyzes the environmental impacts of the entire proposed parking project, which includes this proposed bridge (and should have, but does not include the Hacienda Dr. street vacation request). It appears that the school wants to convince the City that this is exempt from CEQA because the parcels are too small. However, that does not acknowledge that they are part of the larger Harvard-Westlake expansion project. It is inappropriate for the City to consider these vacation/right-of-way requests piecemeal, as though they exist in a vacuum.

9.7R-3

We are aware of institutions in the Mulholland Corridor that have previously requested a bridge (eg over Sepulveda), but the City told them not to even bother because there was no way the City would approve such a request. This Coldwater Canyon airspace vacation is an outrageous request, and would set an unwelcome precedent for other similar scenic roadways (eg Mulholland, Sepulveda) and other canyon roads (eg Laurel Canyon, Topanga). The City cannot give this school special treatment. This is not Lankershim Blvd, connecting a Metro to a Studio (right next to the 101 Fwy); this is not the Westside Pavilion, or the Glendale Galleria, used by thousands of members of the public and in a business district. This is a scenic roadway, nestled in the foothills of the Santa Monica Mountains, surrounded by low density residentially-zoned single-family homes.

9.7R-4

It is incumbent upon you to consider the following points as you reach a determination regarding the private desires of this school, versus the present or future uses to the public of these parts of Coldwater Canyon and Hacienda Dr.

#### THE PROPOSED BRIDGE (AIRSPACE VACATION)

9.7R-5

#### CONSIDERATIONS OF THE WILL OF THE PUBLIC:

- The Draft EIR accurately stated that “the pedestrian bridge would be prominent in the views of motorists on Coldwater Canyon Avenue (a designated Scenic Highway).” (DEIR p. 3.1-26). Your department must weigh the benefit to 900 members (not all of whom actually support this project) of a private school community versus the tens of thousands of motorists who drive this public roadway, a designated scenic highway, each day.

- Hundreds of residents live in this area of the Coldwater Canyon foothills. There were scores of DEIR comment letters by residents testifying that this bridge

9.7R-6

will be an “eyesore,” “out of character with the area,” and would be the end of the “view of the undeveloped West hillside of the Canyon.” This proposed bridge would permanently and irreparably mar residents’ views of Coldwater Canyon. The DEIR (written even before these residents voiced their disapproval of the bridge) concluded that numerous residences on the East side of Coldwater and at least six homes on the West side would experience negative impacts to their views. (DEIR p. 3.1-26). (At a minimum, the City should have sent notification of the airspace vacation request to these affected residents to allow them the opportunity for comment/input into the Bureau of Engineering’s public process.)

9.7R-6  
cont'd

- 300+ members of St. Michael’s church routinely drive this area of Coldwater as they come to Studio City to worship – their view of this scenic public roadway would be forever altered by a bridge.

- There are currently no non-residential structures in the area of the proposed garage and bridge, located West of Coldwater, South of Dickens. There are no man-made bridges or structures anywhere along Coldwater Canyon all the way from Sunset (where Coldwater begins) until the 101 Fwy (the freeway obviously has a public benefit). A bridge over these Coldwater Canyon foothills would urbanize a non-urbanized site.

9.7R-7

#### **CONSIDERATIONS OF SAFETY:**

- You must take into consideration that the purpose of the airspace vacation is to erect a bridge – and there is a very real possibility that this structure might fail in a moderate-to-large earthquake (Wilson Geosciences Expert Report, Submitted to City Planning, re the DEIR, Nov 2013) – endangering students, and blocking a major artery from emergency vehicles. Wilson Geosciences’ report says that in the event of a moderate to large earthquake on any of the numerous faults in the site region, “Bedrock or shallow alluvium in the west would shake at a different frequency than the deeper liquefaction prone alluvium on the east, potentially causing the bridge to fail onto Coldwater Canyon Avenue.” (Wilson report, p.2)

9.7R-8

- Another repercussion to consider is that the purpose of the vacation is to build a bridge, which would (by design and intention) bring students, faculty and staff ACROSS Coldwater Canyon, whereas at the present time, all vehicular student traffic is safely parked within the confines of the school’s existing campus, with only *occasional* overflow parking -- all on the East side of Coldwater where the school is -- and all students dropped off by bus are right at the gates of the campus on the East side and do not need to cross into harm’s way. If the bridge is permitted and the school’s parking moved across Coldwater, what is to stop a student who is late from running across the street? The school says they will have a guard to stop this – will they have a guard 24 hrs a day? What makes this student population different from any other, in which these kinds of tragedies

9.7R-9

occur, despite the school's best efforts at crossing guards or security? The school's idea that a bridge (and therefore airspace vacation) is "necessary" for the students' safety (assuming their garage is approved), is a self-imposed expansion problem. As things currently stand, there is no need for a bridge to ensure the safety of the School's students. The very opposite is true – moving their parking across Coldwater *decreases* their students' safety.

9.7R-9  
cont'd

**CONSIDERATIONS OF CEQA:**

- The replacement of natural habitat and vistas with a lighted bridge over a scenic highway is not a matter of aesthetic taste that may be subjective. The obstruction of scenic views and natural vistas is a PER SE aesthetic violation and cannot be dismissed as merely "subjective". The City is required to protect "scenic views or vistas with public view access to natural features...".

9.7R-10

- Coldwater Canyon is a designated scenic highway because of its unique views of the Santa Monica Mountains, open space and protected oak and walnut woodland. This bridge would be visible from hundreds of yards away and up the hillside. The DEIR concludes that thousands of motorists and residents, as well as in particular numerous residences on the East side of Coldwater and at least six homes on the West side would experience negative impacts to their views. (DEIR p 3.1-26).

- The proposed bridge would be lighted (24/7), thereby adding to the light spill into the residential hillside community. Therefore, even at night this bridge would continue to mar the public roadway and be an urban eyesore far up into the hillsides West and East of this requested airspace.

9.7R-11

As a designated scenic highway, Coldwater Canyon Ave should benefit from the many protections outlined by the California DOT (Streets and Highways Code Sections 260-263), to protect and enhance the natural scenic beauty of California's highways and adjacent corridors, through special conservation treatment. The California DOT lists the following examples of a properly enforced program:

- Make development more compatible with the environment and in harmony with the surroundings.
- Regulate grading to prevent erosion and cause minimal alteration of existing contours and to preserve important vegetative features along the highway.
- Preserve views of hillsides by minimizing development on steep slopes and along ridge-lines.

9.7R-12

- Prevent the need for noise barriers (sound walls) by requiring a minimum setback for residential development adjacent to a scenic highway.
- Enhance land values by maintaining the scenic character of the corridor.

9.7R-12  
cont'd

Lastly, Coldwater Canyon is an important artery connecting Studio City and other Valley communities to Beverly Hills and the Westside; therefore, the access to Coldwater of a significant segment of the public will be diminished, delayed and/or completely blocked due to the erection of the proposed bridge and the excavation and construction of the proposed garage – estimated to take over two years. After that time, any repairs or problems closing the bridge will cause delays or potential blockage to the public. If large numbers of people come at the same time (or leave at the same time) or there are any other reasons the bridge is not functional, these people will need to cross Coldwater via the roadway. These impediments to public access, which would result from the City granting the school this vacation, which they clearly intend for a private pedestrian bridge, isn't for the "convenience" or "good" of the public (as was the DWP's trunkline construction), but rather for the narrow interests of a private school.

9.7R-13

9.7R-14

9.7R-15

For all the above reasons, the vacation of this airspace should be a non-starter.

#### THE ROAD (HACIENDA DR. VACATION)

Save Coldwater Canyon also objects to a right of way being given to the Harvard-Westlake School for Hacienda Dr's paper road. The City does not own and therefore cannot give away property held in trust for the public benefit. They would need to find that the street is unnecessary for present or future public uses (Streets & Highways Code sec 8324(b).)

9.7R-16

Vacation is proper only "if the controlling purpose was the convenience of the general public," such as for reasons of general public safety. *Constantine v City of Sunnyvale, 91 Cal. App. 2d 278, 282 (1949)*. In fact, the exact opposite would be true if this vacation is granted, since it appears from their draft plans that Harvard-Westlake would not turn this paper road into a road for public use or safety, but rather as a place on which to build their 20-60 ft South retaining wall (and setback requirements).

This new purpose has numerous dangers – one stems from removal of a staggering amount of excavation of the hillside – which could imperil residents of Potosi right above this part of Hacienda Dr. The second is the decreased access for wildfire firefighting. The third is the questionable stability of the proposed 60ft tall retaining wall. Wilson Geosciences examined the geological cross-sections and found the overall stability of the proposed high cut slopes concerning. "...it does not appear the static and seismic slope stability analyses

9.7R-17

9.7R-18

9.7R-19

were determined following Guidelines of the City of Los Angeles...” and that the southern cross-sections were improperly considered, which would “pose a substantially different condition... potentially one that has unfavorable (out-of-slope) bedding at the southwest corner of the parking structure.” (Wilson report, p. 3)

9.7R-19  
cont'd

Furthermore, the Court in *Whitley Heights* noted, “a street may not be vacated for exclusive private use.” *Whitley Heights*, 23 Cal. App. 4<sup>th</sup> at 820 (quoting *Constantine*, 91 Cal. App. 2s at 282). That is exactly what the School intends with this right of way request.

9.7R-20

The City must consider that there are a number of present or future uses to the public for this part of Hacienda Dr.:

9.7R-21

- First, the City could develop the road so that the parcels to the South of it (which Harvard-Westlake currently owns) were habitable and useable for single-family homes, as that land is currently zoned.

- Second, this road is currently available to both the school and the SMMC to access their protected oak and walnut woodland for brush clearance. The back parcel of Harvard-Westlake land is pristine, undisturbed land, consisting of protected trees and wildlife habitat – land that abuts Conservancy land. However, if this road is given to the Harvard-Westlake school, and the garage is approved, the massive garage would be built and a 20-60ft retaining wall would become the new “use” of this paper road. Access would be lost to the public forever.

9.7R-22

- Third, the City could develop the road so that it could connect to the dead-end of Potosi Ave above it, thereby allowing for emergency access to Potosi (and the numerous residents who live there) in case of fire. It appears from looking at the map that the elevation goes from 719 ft to 806 ft, at a slope of 3 to1, over about 270 ft – creating that connective road would be a very reasonable future use that would benefit the public, firefighters, future residents of those Harvard-Westlake owned parcels, and residents of Potosi. The Santa Monica Mountains Conservancy and the Harvard-Westlake school could be encouraged to allow use of a small portion of their parcels for this improvement in public safety. Furthermore, since two-thirds of this Project Site lies within “designated desirable open space” land, the School should be encouraged to consider the benefits to the public of donating a portion of that protected land to the Santa Monica Mountains Conservancy, instead of urbanizing the open space land.

9.7R-23

9.7R-24

For the above reasons, Save Coldwater Canyon objects to the vacation and right-of-way petition by the Harvard-Westlake School and asks the City to deny their

9.7R-25

request, thereby keeping Coldwater Canyon and Hacienda Dr in the public trust, where it belongs.

9.7R-25  
cont'd

Sincerely,

Sarah Boyd, President  
Save Coldwater Canyon!, Inc.

CC:

Diana Kitching, City Planning (ENV-2013-0150-EIR, SCN-2013041033, October 10, 2013 )

Paul Krekorian, Councilmember, CD 2

Karo Torossian, Land Use Deputy, CD 2

Doug Carstens, Esq., Chatten-Brown & Carstens

HARD COPY SENT VIA U.S. EMAIL



**Veneklasen Associates**  
*Consultants in Acoustics | AV | IT | Environmental Noise*

December 1, 2014

**Cathy Tardio**  
Studio City, CA

Subject: **Harvard Westlake High School; Studio City, CA**  
**Football Field Noise Effects on Surrounding Neighbors**

Dear Cathy:

Veneklasen Associates (VA) has documented sound transmission from the Harvard Westlake High School football field to the surrounding residences to determine if noise from the football field is in violation of the applicable municipal code.

**Municipal Code Requirements**

Harvard Westlake upper campus resides in Studio City which is part of the City of Los Angeles, thus the noise regulations fall under the City of Los Angeles Municipal Code. Applicable portions of the code include Article 5: Amplified Sound and Article 6: General Noise.

*Article 5: Amplified Sound*

Sec.115.02: It shall be unlawful for any person, other than personnel of law enforcement or governmental agencies, or permittees duly authorized to use the same pursuant to Sec. 103.111 of this Code, to install, use, or operate within the City a loudspeaker or sound amplifying equipment in a fixed or movable position or mounted upon any sound truck for the purposes of giving instructions, directions, talks, addresses, lectures, or transmitting music to any persons or assemblages of persons in or upon any public street, alley, sidewalk, park or place, or other public property except when installed, used or operated in compliance with the following provisions:

(f) Sound emanating from sound amplifying equipment shall be limited in volume, tone and intensity as follows:

1. The sound shall not be audible at a distance in excess of 200 feet from the sound equipment.
2. In no event shall the sound be loud and raucous or unreasonably jarring, disturbing, annoying or a nuisance to reasonable persons of normal sensitiveness within the area of audibility.

9.8R-1

*Article 6: General Noise*

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

- (a) The level of noise;
- (b) Whether the nature of the noise is usual or unusual;
- (c) Whether the origin of the noise is natural or unnatural;
- (d) The level and intensity of the background noise, if any;
- (e) The proximity of the noise to residential sleeping facilities;
- (f) The nature and zoning of the area within which the noise emanates;
- (g) The density of the inhabitation of the area within which the noise emanates;
- (h) The time of the day and night the noise occurs;

Cathy Tardio  
Harvard Westlake High School; Studio City, CA  
December 1, 2014; Page 2 of 5

- (i) The duration of the noise;
- (j) Whether the noise is recurrent, intermittent, or constant; and
- (k) Whether the noise is produced by a commercial or noncommercial activity.

9.8R-1  
cont'd

**Measurement Procedures**

VA measured the sound levels in the exterior yards of five different residences around the campus with Bruel and Kjaer 2250 and 2270 Type 1 sound level meters; the measurements included audio sound recordings. The locations and their distances from the field are shown in Figure 1 below. The meters were set up on Thursday, November 6 and picked up on Monday, November 10.

9.8R-2



Figure 1: Measurement Locations and Distances



Cathy Tardio  
Harvard Westlake High School; Studio City, CA  
December 1, 2014; Page 3 of 5

**Measurement Results**

Table 1 shows the arithmetic average noise level (dBA) for 6-hour periods as indicated for each day. This provides a broad overview of sound level trends over the course of each day.

		6-Nov	7-Nov	8-Nov	9-Nov
12838 Halkirk	12A-6A	NA	47	46	47
	6A-12P	54	56	53	52
	12P-6P	54	59	54	54
	6P-12A	52	59	51	48
12934 Galewood	12A-6A	NA	47	46	47
	6A-12P	54	55	52	51
	12P-6P	53	57	51	51
	6P-12A	52	55	51	48
12985 Galewood	12A-6A	NA	49	48	48
	6A-12P	NA	53	53	51
	12P-6P	52	53	53	52
	6P-12A	52	55	53	49
12952 Blairwood	12A-6A	NA	46	45	46
	6A-12P	NA	52	50	50
	12P-6P	53	53	51	51
	6P-12A	51	52	50	49

\*NA indicates that data was not available for this time period.

Table 1: Noise Levels in dBA\* (average 6-hour period, LAeq)

School field activities measured included football practice on Thursday (6-Nov) evening and a home game on Friday (7-Nov) evening.

Practice

Based on the sound recordings at 12838 Halkirk, football practice occurred between approximately 6:30 to 8 PM on the 6<sup>th</sup>; whistle blasts and voices were detected. Focusing on the data from this time frame these activities did not add to the ambient noise level. Practice was not audible at the other locations, nor was it contributing to the ambient noise level at those locations.

Game

Based on the sound recordings, the 7 PM game was audible from approximately 6 PM until 9:15 PM at all locations on the 7<sup>th</sup>. At all locations the marching band, whistles, and crowd cheers were easily detectible; the cheerleaders and amplified game announcer were often detectible and sometimes intelligible. Focusing on the data from this time frame, the increase in sound level within the community as a result of game activities is shown in Tables 2a-2d.

The levels shown in the tables represent the increase in noise level at each location during the game compared to the other evenings at the same hour of the day.

9.8R-2  
cont'd



Cathy Tardio  
Harvard Westlake High School; Studio City, CA  
December 1, 2014; Page 4 of 5

	6-Nov	8-Nov	9-Nov
6:00 PM	13	12	15
7:00 PM	9	12	14
8:00 PM	9	13	12
9:00 PM	10	12	13

Table 2a: 12828 Halkirk

	6-Nov	8-Nov	9-Nov
6:00 PM	4	4	6
7:00 PM	6	7	9
8:00 PM	5	8	8
9:00 PM	4	5	8

Table 2b: 12934 Galewood

	6-Nov	8-Nov	9-Nov
6:00 PM	3	0	4
7:00 PM	2	5	6
8:00 PM	3	5	5
9:00 PM	3	3	6

Table 2c: 12985 Galewood

	6-Nov	8-Nov	9-Nov
6:00 PM	1	2	3
7:00 PM	1	6	5
8:00 PM	2	5	4
9:00 PM	2	5	5

Table 2d: 12952 Blairwood

Tables 2a-2d: Increase in Community Sound Level on Game Night (11/7/14) as Compared to Other Nights (dBA, 1-hour LAeq)

9.8R-2  
cont'd

**Discussion**

To provide context for the measured increases in sound level, an increase of 10 dB is typically perceived as being twice as loud. An increase of 5 dB can disrupt a listener occupied with normal tasks. Sound levels that do not raise the ambient sound level may still be audible and therefore an annoyance to a listener.

The code qualifies loud, unnecessary, and unusual noise as that which causes discomfort or annoyance to any reasonable person of normal sensitiveness. Sound levels generated by game activities increase the ambient sound level at each of the addresses as described below:

- 12828 Halkirk: 10-15 dBA
- 12934 Galewood: 4-9 dBA
- 12985 Galewood: 0-6 dBA
- 12952 Blairwood: 1-6 dBA

9.8R-3

The measured increases at the Halkirk site are consistently within the range of doubling the loudness as compared the ambient sound level. The increases at the remaining three addresses are within the range of a noticeable increase, and possible disruption to residents.

Anecdotally, the residents indicated to VA that they perceived the sound levels generated by the game on the 7<sup>th</sup> as being quieter than usual.

**Summary**

Sound levels from activities on the Harvard Westlake High School football field during a game have been measured and observed as impacting the surrounding residences. Both Article 5 and Article 6 of the Los Angeles Municipal Code are violated, as described below.

- The amplified sound of the game announcer is audible at all measured locations, which include locations located in excess of 200 feet from the sound equipment (Article 5, f, 1).

9.8R-4



Cathy Tardio  
Harvard Westlake High School; Studio City, CA  
December 1, 2014; Page 5 of 5

- The marching band and crowd, with contributions from cheerleaders and game whistles, raise the ambient noise level at 12828 Halkirk to a point that is perceived as a doubling of loudness, which fits the description of annoyance to a person of reasonable sensitiveness (Article 6).
- The marching band and crowd, with contributions from cheerleaders and game whistles, were measured to increase the ambient sound level to a point of possible disruption at 12985 Galewood, 12952 Blairwood, and 12934 Galewood. This is a potential environment for annoyance to persons of normal sensitiveness (Article 6).
- Residents indicated that the sound levels on the night of November 7<sup>th</sup> seemed atypically quiet.

9.8R-4  
cont'd

Yours very truly,

**Veneklasen Associates, Inc.**

*Cathleen C. Novak*

Cathleen Novak  
Associate

**Veneklasen Associates, Inc.**

*Samantha Rawlings*  
Samantha Rawlings, LEED AP BD+C  
Senior Associate



### **RDEIR REPORT REVIEW - COMMENTARY**

The following are intended to serve as comments regarding WEXCO's observations of the Recirculated Draft Environmental Impact Report (RDEIR) relative to the Harvard-Westlake Parking Improvement Plan, as of **March 16, 2016**, based on the information available to date. The format of this document is: 1) an excerpt of the RDEIR including page/section number, 2) WEXCO's Relevant Summary of the RDEIR provision, 3) WEXCO's comment as to the RDEIR proposal.

#### **1. RDEIR, Executive Summary (S-3 TO S-4)**

***Pedestrian Bridge*** The Proposed Project also includes a pedestrian bridge crossing over Coldwater Canyon Avenue that would connect the proposed Parking Structure to the Harvard-Westlake Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling along Coldwater Canyon Avenue. ***For safety reasons associated with the danger of speeding vehicles currently traveling along Coldwater Canyon Avenue, no pedestrian access to the Development Site would be provided from the street.*** The pedestrian bridge would be fully accessible in compliance with the requirements of the Americans with Disabilities Act..

The proposed Parking Structure would be used for **parking purposes only... no student drop-off and pickup operations permitted...**

#### **Relevant Summary**

For Safety Reasons, no Pedestrian Access to - or from - the Parking Structure is provided to / from Coldwater Canyon. The only safe and ADA Compliant access to/from Coldwater Canyon is via the Bridge.

#### **WEXCO Commentary**

**Since there is no pedestrian access in/out of the Parking Structure to Coldwater Canyon (but for the Bridge), that limited access is unsafe.**

**To the extent that a new and improved pedestrian access to/from Coldwater Canyon (beyond the Bridge) is permitted/designed/built, such access would be dangerous.**

In the event of a fire, or earthquake, or other emergency situation or calamity that would require an accessible path to a safe zone outside the Parking / Practice Field Structure, the existing plan is unsafe. In the existing plan, the only outlet to the Parking / Practice Field Structure is either a bridge to the other side of Coldwater Canyon or directly out to Coldwater Canyon at grade.

The planners recognize that access to Coldwater Canyon at grade is "associated with the danger of speeding vehicles".

There is no guarantee that pedestrians travelling to / from the Parking Structure / Harvard Westlake Campus will refrain from illegally crossing Coldwater Canyon - short of building a complete fence - with automatic gates) along the parkways (on either side of Coldwater Canyon). Building a complete fence and gate system along the parkways is also unsafe and impractical.

9.9R-1

9.9R-2

**To the extent that pedestrian access, in/out of the Parking Structure to cross Coldwater Canyon at street level is provided (e.g. Crosswalk) that type of access is also unsafe.**

A crosswalk (between HW and the Parking Structure) that presumably is solely serving the 750 parking lot spaces of the Parking Structure and Harvard Westlake Campus - during peak and off peak hours - would be dangerous. The increase in pedestrian travel on Coldwater Canyon (with or without the bridge), from the Parking Structure to Harvard Westlake increases the likelihood of a collision, injury and/or fatality.

9.9R-3

**The Pedestrian Bridge is an attractive nuisance that may result in persons that use the Bridge dropping items onto Coldwater Canyon vehicular traffic.**

Items dropped or that fall (intentionally or unintentionally) from overpasses or bridges is not uncommon. The pedestrian bridge (even with the proposed design scheme - that allegedly reduces the likelihood of debris falling upon vehicles on Coldwater) will increase the likelihood of such a dangerous condition.

9.9R-4

## 2. **RDEIR, Executive Summary (S-3)**

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

### **Relevant Summary**

*The Project will virtually eliminate Campus Parking on the local streets.*

9.9R-5

### **WEXCO Commentary**

**There is no guarantee that persons using local streets to park and walk upon will be eliminated by the Project.**

There is no guarantee that persons using local streets to park and walk upon will be eliminated by the Project, short of installing No Parking Signs (or Permitted Parking strictly for Residents) and the strict enforcement and towing of offending vehicles away from the local streets.

**The RDEIR admits that even with the 750-space Parking Structure, the Campus will still have large events where neighborhood parking is inevitable.**

9.9R-6

The large events will still have visitors using local streets for driving, parking and pedestrian uses.

3. **RDEIR, Executive Summary (S-4)**

The pedestrian bridge would be secured when the Harvard-Westlake School is closed to prevent unauthorized access to the pedestrian bridge.

**Relevant Summary**

The Bridge will only be secured while Campus is closed.

**WEXCO Commentary**

**If the Proposed Bridge is built, it should be secured at all times.**

To the extent the Bridge is approved... Access should be secured at all times given the dangerous nature of the bridge on at least two (2) levels (Dangerous limited access across Coldwater and the Attractive Nuisance that the Bridge brings danger to the vehicular traffic below)

9.9R-7

4. **RDEIR, Executive Summary (S-5)**

*Debris Basin & Deflection Walls - A debris basin is proposed to be located in the southwest corner of the Development Site. The debris basin would be earthen material. The debris basin would be surrounded by trees (within the newly landscaped area) that would be a mix of native vegetation (oaks) and other landscape trees. Its purpose is to collect and discharge water or other surficial runoff, such as might occur during a heavy rain event, from the hillside areas to the south and west. Similarly, ten deflection walls are also proposed (average length of 13 feet and ranging in height from 18 inches to three feet) on the northwest side of the Development Site. They would be installed along a 30-degree angle to the adjacent ascending topography and would deflect surficial runoff into a downstream debris channel to maintain positive flow.*

**Relevant Summary**

Debris Basin design does not include Maintenance provision or scope.

**WEXCO Commentary**

**Lack of Debris Basin Maintenance Program in the RDEIR**

WEXCO has not seen, in the RDEIR, any provision as to how or when the debris basin is to be maintained. Lack of maintenance of a debris basin may subject the area to standing water, and vector hazards (e.g. Mosquitoes, Vermin).

9.9R-8

5. **RDEIR, Executive Summary (S-9)**

*A maximum grading quantity of approximately 2,500 cubic yards in a Hillside Area on a lot in the RE40-1-H Zone, in lieu of the 1,600 cubic yard maximum grading limit otherwise required by LAMC Section 12.21 C.10(f)(1), (or such amount as may be increased pursuant to LAMC Sections 12.21 C.10(f)(3) and (4). (The Project would involve grading and export of a total of 137,000 cubic yards [to be conservative 140,000 cubic yards is analyzed in the RDEIR]...*

9.9R-9

**Relevant Summary**

140,000 Cubic Yards of soil are "conservatively" estimated to be exported.

**WEXCO Commentary**

**The RDEIR does not indicate any Swell Calculation of the Export soils.**

Swell of compacted soil - as it is being excavated and placed into dump / haul trucks - is commonly estimated to be between 20%-25%. The amount of anticipated haulage of Export is misleading.

*In other words, the Proposed excavation amount of 140,000 Cubic Yards of compacted earth materials will increase in size by 20%-25% as it is distributed from the earth to the dump trucks; thereby increasing the amount of haulage of earth materials from the 140,000 CY to 175,000 CY (i.e. 25% Swell Factor).*

**The RDEIR does not indicate the weights of various construction elements that will impact the Roads and Infrastructure**

WEXCO has not seen, in the RDEIR, any calculations as to the weight of:

Imported soils to the Site.

Imported Concrete to the Site,

*The RDEIR states that it assumes 100 Concrete Trucks per day during the Project, but the amount (in Cubic Yardage - CY) of concrete is not included.*

Imported Steel and Reinforcing Steel to the Site.

Heavy Equipment transported to/from the site.

... and other substantive Construction Equipment and Materials.

**6A. RDEIR, Executive Summary (S-33)**

**Truck trips, Monday through Friday**, would occur as follows:

**8:00 a.m. to 9:00 a.m.** limited incidental deliveries (i.e., one or two for cement, supplies); [2 / day]

**9:00 a.m. to 10:00 a.m.** up to 6 trucks (12 truck trips); [6 / day]

**10:00 a.m. to 2:00 p.m.** up to 14 trucks per hour (28 truck trips per hour); [56 Trucks / Day]

**2:00 p.m. to 3:00 p.m.** up to 12 trucks (24 truck trips); [12 / day]

**3:00 p.m. to 4:00 p.m.** up to 6 trucks (12 truck trips). [6 / day]

9.9R-9  
cont'd

9.9R-10

9.9R-11

(CONTINUED)

**6B. RDEIR, 2. Project Description (2-15)**

*The Harvard-Westlake School's current hours of operation are as follows:*

- Monday - Friday: 6:30 am - 11:30 pm;*
- Classroom hours are 8:00 am – 3:10 pm on Monday*
- Classroom hours are 8:00 am – 2:35 pm Tuesday through Friday*
- Some Weekends (Saturday and Sunday): 6:30 am - 11:30 pm*

**The Harvard-Westlake Campus would continue to operate these same hours with the Project.**

**6C. RDEIR, 3.2 Air Quality and Greenhouse Gas (3.2 - 26-27)**

*It is anticipated that construction activity would begin June 2016 and occur over 30 months. The phases include Grading (234 days), Soil Nailing (234 days), Shotcrete (234 days), Foundation/Structure (338 days) Tower/Ramp Construction (130 days), Sitework (156 days), Streetwork (26 days), and Pedestrian Bridge (104 days)*

**Key Assumptions...**

- *200 CY of Demolition debris*
- **140,000 CY Excavated material**
- **144 Truck Trips per day for Hauling Excavated Material**
- *3.5 acres of land disturbed per day*
- **100 Concrete Truck Trips per Day**
- *15,000 SF of paving*

9.9R-11  
cont'd

**6D. RDEIR, 3.8 Transportation, Circulation and Parking (3.8 - 13-27)**

**Assumptions...**

- *33 Construction workers on-site during Grading - using their own vehicles - 66 Vehicle Trips*
- **Dump Truck Capacity = 20 CY, but only filled to 14 CY**
- **During Peak Hours 160 Truck Trips per day for Hauling Excavated Material (Not 144 See 7C)**

**Relevant Summary**

*The total proposed trucks per day = 2 + 6 + 56 + 12 + 6, is equal to 82 Trucks per day (throughout the project). Truck trips are double that figure (i.e. incoming and outgoing truck trips) equal to 164 Truck Trips per day (throughout the Project duration). Harvard Westlake assumes during excavation alone that there will be 144 Dump Truck Trips per day. The number of vehicles used to transport persons to/from the Campus that "**would continue to operate**" is not provided in the RDEIR and will remain unimpeded during construction, and will add to the ordinary Commuter Traffic along Coldwater Canyon. Dump Trucks will exit site, cross Coldwater, travel north to US 101 and deposit materials 35 miles away.*

**WEXCO Commentary**

**The RDEIR underestimates the Impact of the Construction Activities of the Proposed Project**

**During Excavation and Export of soils, from the site, it is proposed that 20-CY Capacity Dump Trucks filled to 14 CY each, (equal to 164 Truck Trips -**

9.9R-12

**with a GVWR of 65,000 lbs or 32 Tons each) per day will haul (export) 175,000 CY of soil (Not 144,000 CY as indicated).**

9.9R-12  
cont'd

**As indicated in the Proposed Schedule, it will take approximately 234 working days (Monday - through Friday) - not including Rainy Days (Rain in excess of .25") or Windy Days (Wind in excess of 25 MPH) to Haul 175,000 CY.**

Based on historic weather data (i.e. 2011) there is approximately 23 days of inclement weather (14 Rain Days / 9 Windy Days) during a calendar year.

**Based on the proposed use of 164 Truck Trips / Day (to haul 175,000 CY of Export Soil) and the schedule of 234 days to complete the proposed hauling of Export soils. The addition of 23 Days, for inclement weather, to the 234 days to export soils will increase the time to Export Soils to 257 work days.**

9.9R-13

In total, 257 Work days is equal to (at least) 360 calendar days (1 Year) to accomplish the Export of Soils from the Site. This does not include many other construction related Hauling routines attributed to the Project including: Soils Import Hauling, Rebar Hauling, Structural Steel Hauling, Concrete Hauling, Shoring Hauling, and other Construction Materials Hauling / Trucking.

This also does not include Construction Delays or Extraordinary Weather related delays.

Based on the Proposed Schedule Start Date of the Project of June 1, 2016 the Excavation portion of the project alone will not be completed until End of May, 2017... nearly a full year of Excavation alone is forecast.

**Based on the proposed 14 CY Dump Loads, it will take 12,500 Dump Truck Loads (or 25,000 Truck Trips) to Export the Soil from the site, across Coldwater Canyon (a dangerous maneuver in and of itself), travel north along Coldwater Canyon to US 101 to an undisclosed site that is 35 miles away.**

9.9R-14

**Each loaded Dump Truck weighs about 65,000 lbs. or 32 Tons. The amount of Tonnage applied to the road and onto the infrastructure below the road (Sewer Lines, Water Lines, Utility lines) is on the order 25,000 Truck Trips x 32 Tons = 800,000 Tons for nearly a year.**

The 800,000 Tons over the course of one year does not include the following:

9.9R-15

- Import of Soils
- Concrete Deliveries
- Rebar or Steel deliveries
- Other Construction Materials Deliveries
- Heavy Equipment Delivery/Removal

Campus/Commuter Vehicle Traffic  
Construction and Emergency vehicles for others

9.9R-15  
cont'd

**The Proposed Construction Schedule included in the RDEIR that forecasts the number of days is unclear as to Calendar Days or Working Days for the proposed Project.**

9.9R-16

**The impact of the construction and the associated truck loads on the streets and sidewalks and utilities (Improvements) and to those that are served by these Improvement is hazardous.**

9.9R-17

The result of the Project Construction activity, attributed to the Subject Project, on the Streets will cause premature aging and damage to the roads and sidewalks and infrastructure. Damaged roadways and sidewalks often lead to Vehicle, Bicycle and Pedestrian Accidents. Damaged Infrastructure causes damage to Property and Life and Limb.

**There is no provision in the RDEIR as to where worker vehicles will be designated to travel and / or park at the project.**

9.9R-18

To the extent that worker parking is off-site, there is no provision or plan as to how workers will get to/from the project.

## 7. **RDEIR, 2. Project Description (2-9)**

*Enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area, including the relocation of:*

- *Cars that currently park off-campus along Coldwater Canyon Avenue and neighboring streets, and*
- *School bus drop-off/pick-up operations on-site.*

### **Relevant Summary**

*Safety of Harvard-Westlake Community Associated with Vehicular and Pedestrian Circulation (Students, Employees, Parents, Visitors)*

9.9R-19

### **WEXCO Commentary**

**A viable solution for pedestrian travel on the East side of Coldwater Canyon is to build a sidewalk.**

To the extent that the City determines that Harvard-Westlake students, and visitors, walking South on Coldwater on the East side of Coldwater (from Halkirk Street to the Campus) have a degree of safety risk (such that temporary cones

are placed along the shoulder fronting the associated residence), the proper solution is to seek an easement along that portion of the ~100' distance of Coldwater Canyon from the intersection of Halkirk Ave and Coldwater Canyon southbound to the North/Visitor entrance of the school. (See attached imagery from Google Earth)

9.9R-19  
cont'd

If the area between Halkirk Street and the Campus North/Visitor Entrance were made into a sidewalk, it would further ensure the safety of any pedestrian traffic from the residential streets to the campus (or to other southerly destinations). Even without the paved sidewalk alternative, there is currently ample room for pedestrians to walk safely southbound to the campus on the east side of Coldwater Canyon.

Unlike the Parking Structure project that places students, employees and visitors in harms way (i.e. crossing Coldwater Canyon), the alternative is to keep pedestrians on the east side of Coldwater Canyon, where the campus community and all its activities currently are, thereby keeping pedestrians safe. Further, if necessary, the School could improve the pavement that currently exists on the east side of Coldwater (between the North/Visitor Entrance up to the Main entrance - a distance of ~480').

### **The current Bus/Pedestrian Drop Off System is Safe**

School bus parking on Coldwater is currently safe as well. Students load and unload again on the east side of Coldwater with a wide margin away from the flow of traffic (12 ft+). Students are safely dropped off onto sidewalks in front of the school - near the Main Entrance, and walk safely into campus at grade. There is absolutely no need to move bus loading and unloading within the campus.

9.9R-20

There is no legitimate safety argument for moving the campus community (i.e. students, employees and visitors) across Coldwater Canyon to the West so that they must travel eastward across Coldwater Canyon at risk.

## **8. RDEIR, 2. Project Description (2-29)**

*The Ground Level Site Plan (Figure 2-7)*

### **WEXCO Commentary**

#### **The lack of a designated shoulder is a safety hazard.**

9.9R-21

The Proposed Plan does not include a Shoulder on the west or east sides of Coldwater Canyon. Especially in light of an increase of 750 vehicles that are attributed to the Parking Structure alone, the lack of a designated shoulder is a safety hazard.

To the extent that a Shoulder is designed/constructed on the west side of Coldwater Canyon at the Parking Structure, it may be construed by Campus persons as a means to drop-off persons (to cross Coldwater Canyon to the

Campus or to gain access to the proposed Bridge) and/or use the shoulder as a sidewalk - which has been determined to be dangerous (see also S3-S4) due to "speeding" vehicles.

9.9R-21  
cont'd

9. **RDEIR, 2. Project Description (2-10)**

**The catchment fence (32 feet tall), proposed around the perimeter and on top of the practice field would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue.**

**Relevant Summary**

*The 32' high Catchment Fence will stop balls from entering Coldwater Canyon Blvd.*

**WEXCO Commentary**

**We have not seen a Trajectory Study, in the RDEIR, to substantiate the proposed design of a 32' high catchment fence that will stop errant (or purposefully projected) balls from entering Coldwater Canyon.**

**The RDEIR does not include the details of the athletic activities associated with the proposed athletic practice field (Field Hockey, Lacrosse, Football, Soccer, etc.).**

To ensure that no errant or purposefully projected ball or equipment exits the proposed Practice Field, it is suggested that the Practice Field be fully netted (i.e. netted at the sides and the top of the proposed Practice Field).

9.9R-22

If you have any questions with the content of this document, please contact the undersigned at (310) 306-3877. This report is subject to further amendments subsequent to receipt of any new additional documents.

Cordially,

WEXCO INTERNATIONAL CORP.

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BRAD P. AVRIT, PE  
President

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JEFF HUGHES, GC  
Construction Mgr.



**SIERRA CLUB**  
San Fernando Valley Group/Angeles Chapter

March 15, 2016  
sfvscsepbasin@gmail.com

To Diana Kitching  
(ENV-2013-0150)  
City of Los Angeles Department of City Planning  
200 North Spring Street, Room 750  
Los Angeles, CA 90012  
Diana.Kitching@lacity.org

Dear Ms. Kitching:

We are writing to express our concern about several elements of the project to expand the parking at the Harvard Westlake High School on Coldwater Canyon Bl.

10R-1

The 147 trees should be protected. 90% of the trees are in condition that leads to the expectation that they will survive many more years if left on the site. The proposal to provide no replacement of black walnut trees harmed is an additional significant impact. This is made more so by the fact that Black walnut are extremely difficult to propagate. The walnut are a protected native tree; one of two species of protected tree species found on this site. The importance of saving healthy native trees becomes more urgent with each year of increasing drought and climate change. The protection of trees is one way to adequately address climate change impacts as required by law.

10R-2

10R-3

Another aspect of climate change mitigation that was not addressed was that more work could be done to encourage ridesharing, public transit and bicycling. You received comments from Jan Chatten-Brown that detail some of the efforts that could be made to reduce the need for parking by these efforts.

10R-4

There are several species of birds observed, or expected to be on this site. According to biologist, Travis Longcore, in the letter you received from him, there are many species of concern that were not observed by the developer's surveyor, but are present. This indicates a need for further biological survey. There are significant benefits to protecting the area as is for wildlife, even though it is not pristine. The significant impact on reptiles should also be avoided.

10R-5

Furthermore, it has not been established that this is reasonable development. The lighting of the field at night could be a significant disruption to the wildlife in the contiguous wild areas to this property. The zoning variances indicate a significant departure from the original designated zoning of the area.

10R-6

10R-7

The parking lot should be situated in a place that has no significant impact on the wild areas of the San Fernando Valley. It may be possible to rework this project to have a less significant impact on the wildlife here some of the changes could be:

10R-8

10R-9

1. Change the footprint of the parking garage to avoid damage to the oaks and walnuts by avoiding their drip zone.
2. Require the sports field be used daytime only to avoid nighttime lighting of the area adjacent to the wilderness.
3. Require that there be detailed and concerted efforts to reduce the number of parking spots required by encouraging the use of ride sharing, busses, and bicycles.

10R-9  
cont'd

10R-10

We look forward to your review of the comments you have received indicating how to reduce the impact on wildlife, native vegetation and climate change.

10R-11

You can contact our Group Conservation Chair, Theresa Brady at (818) 349-8889 if you have questions about our concerns.

Sincerely,



Barry Katzen

Chair

San Fernando Valley Group

Sierra Club Angeles Chapter

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4024 Radford Ave.  
Edit. Bldg. 2, Suite 6  
Studio City, CA 91604  
(818) 655-5400

[www.StudioCityNC.org](http://www.StudioCityNC.org)

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---

March 21, 2016

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

**Sent by Email**

Re: NV-2013-0150-EIR

Dear Ms. Kitching,

At its regular meeting on March 16, 2016, the Board of the Studio City Neighborhood Council passed the motion below:

**Motion Special 2016.03.16.9: The Board of the Studio City Neighborhood Council supports the written comments and conclusions to the Harvard-Westlake Parking Improvement Plan Recirculated Draft Environmental Impact Report from the Ad-Hoc Committee, appointed by the President, as the official position of the SCNC.**

If you have any questions, please do not hesitate to contact us.

Sincerely,

*Lisa Sarkin*

Lisa Sarkin, President  
Studio City Neighborhood Council

Cc: John Amato, Edgar Khalatian, Councilmember Krekorian, Karo Torossian

LS/lS



**HARVARD-WESTLAKE  
PARKING IMPROVEMENT PLAN  
RECIRCULATED DRAFT  
ENVIRONMENTAL IMPACT  
REPORT**

**STUDIO CITY NEIGHBORHOOD  
COUNCIL - RESPONSE**

**March 21, 2016**



March 21, 2016

Ms. Diana Kitching  
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  
Recirculated February 2016

The following comments relate specifically to the changes set forth in the Recirculated Draft Environmental Impact Report (the "RDEIR") dated February, 2016 for the Harvard-Westlake Parking Improvement Plan (the "Project"). Based on a review and analysis of the revisions in the RDEIR and the comments received from the stakeholders of Studio City, the Board of the Studio City Neighborhood Council (the "SCNC") in its response below is conveying the concerns raised about the impact that the Project will have on our community and the sufficiency of the RDEIR study and analysis.

11R-1

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 as items can be thrown off the bridge which would represent a danger to traffic below (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 City will not be responsible for repair of the bridge or removal of debris if the bridge is damaged by an earthquake (5) the Project, including the construction of the required retaining walls is not compatible with the surrounding environment or in compliance with the standards for retaining walls set forth in the Baseline Hillside Ordinance (6) the Project involves the grading and export of a total of 137,000 cubic yards (to be conservative 140,000 cubic yards is analyzed in the RDEIR) which will adversely impact the surrounding area during the grading and removal process and may adversely impact the stability of the surrounding area after its removal (7) the Project requires many discretionary actions including granting: (i) a conditional use permit for the construction of a three-story parking structure with 750 parking spaces and a rooftop practice field with a protective fence, netting and lighting, in the RE40-1-H and R1-1 Zone, (ii) a height variance to permit maximum heights of 83 feet 6 inches for the Parking Structure and ancillary structures located on portions of the Development Site and 90 feet 5 inches for retaining walls, in lieu of the 30-foot height limit

11R-2

11R-3

11R-4

11R-5

11R-6

11R-7

11R-8

otherwise required by LAMC Section 12.21 C.10-4, (iii) encroachments into portions of the front yard setback area (along Coldwater Canyon Avenue), to allow for the setbacks ranging from zero to 20 feet, in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1 (iv) A maximum grading and export quantity of approximately 2,500 cubic yards of earth in a Hillside Area on a lot in the RE40-1H Zone, in lieu of the 1,600 cubic yard maximum grading limit otherwise required by LAMC Section 12.21 C.10(f)(1), (or such amount as may be increased pursuant to LAMC Sections 12.21 C.10(f)(3)). (The Project would actually involve the grading and export of a total of 137,000 cubic yards); however, 134,500 cubic yards are exempted from grading limitations pursuant to LAMC Section 12.21 C.10(f)(3)] (v) A maximum residential floor area of approximately 79,261 square feet in a Hillside Area, in lieu of the maximum residential floor area limits otherwise required by the Baseline Hillside Ordinance (LAMC Section 12.21 C.10 (b)). The Project would provide the following square footages allocated among the two zoning designations that comprise the Development Site: a) 18,788.15 square feet (R1-1); and b) 60,472.96 (RE40-1-H) (vi) waiver of the Tentative Map Requirement under LAMC Section 91.7006.8.2, pursuant to the Department of City Planning's, Filing Procedures for Review of Grading Plans in Hillside Areas Having an Area In Excess of 60,000 square feet, dated January 11, 2012 (vii) an Airspace Vacation from the City of Los Angeles to allow a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue and (viii) a vacation of the paper street Hacienda Drive and (ix) approvals from the City of Los Angeles for the removal of protected trees.

11R-8  
cont'd

With respect to the specific changes enumerated in the RDEIR the stakeholders expressed the following concerns:

**1) Additional property added to the Development Site to the south of the Parking Structure, including the paper street Hacienda Drive which is proposed to be vacated;**

11R-9

There were numerous concerns expressed regarding the conversion of public land and air space into private property. Several stakeholders specifically expressed concerns related to safety as the vacation of the Hacienda Drive would restrict emergency access to the area in the event of a fire or other emergency. We note that the Harvard-Westlake School owns the land that the paper street is located on and that the city has an easement for the paper road. A major issue related to the proposed street vacation is access to homes above the project site in the event of emergency. The project includes the creation of a service access road as shown on page 2-29 Figure 2-7. This road parallels the paper road Hacienda. Please address in the final EIR the feasibility of connecting that service road at the top of the hill via a walking trail for the approximate 100 feet to Potosi. This would provide greater accessibility in the event of emergency than the existing easement via a paper road.

11R-10

11R-11

**2) Addition of a debris basin west of the parking structure;**

Although the debris basin will have Kristar FloGard Plus Catch Basin Filter Inserts which are expected to accommodate up to an 85<sup>th</sup> percentile storm event, we are concerned that the size of the basin itself will not be sufficient to hold the quantity of water generated by such a storm to permit its flow into the filters. Please address the concern related to the size of the basin in relation to the quantity of water expected in such a storm event and further explain how these filters will be maintained in an unobstructed state on a day to day basis.

11R-12

**3) Changes in location and height of retaining walls;**

The Project now proposes 4 rather than 2 soil retaining walls and the maximum height of those walls has now increased from 70 feet to 90 feet. The size and magnitude of the retaining walls is not in keeping with the “Desirable Open Space” designation of the area. The RDEIR indicates that the retaining walls and the project site have been designed to control the flow of storm water so that it can be safely discharged onto Coldwater Canyon Avenue. The flow of storm water run-off during storms on Coldwater Canyon Avenue is already dangerous and we are concerned that additional storm water run-off onto this street which is currently absorbed into the ground and returned to the aquifer is not an environmentally friendly solution.

11R-13

11R-14

**4) Addition of deflection walls to the northwest of the Parking Structure;**

We note the addition of 10 deflection walls to deflect surface runoff into a downstream debris channel. We are concerned that this runoff will also end up on Coldwater Canyon Avenue and not be returned to the ground water on site.

11R-15

**5) New Final Geologic and Soils Engineering Report and updated Hydrological and LID reports;**

The RDEIR has been updated with new geological, soil engineering, hydrological and LID reports which have been peer reviewed. We note that the geological report indicates that the proposed location for the footings of the pedestrian bridge is such that they would be anchored in bedrock. This placement is expected to increase the safety of the bridge in the event of an earthquake. However, the stakeholders continue to have concerns about a private bridge being constructed over one of the two major ways to traverse the Santa Monica Mountains from the Valley in Studio City to the City on the other side of the mountains. There are no bridges across Coldwater Canyon Avenue from Sunset Blvd. to Ventura Blvd. and as stated on page 3.8-8 Coldwater Canyon Avenue is a designated scenic highway. Please address why the bridge is proposed to have a 25 foot clearance and how it will not have a significant impact on views.

11R-16

11R-17

**6) Supplemental Traffic and Tree reports;**

Several places in the RDEIR refer to the Mobility Plan and changes in street designation based upon the Mobility Plan. As the Mobility Plan is the subject of litigation, we do not believe that it is appropriate to make revisions based upon the Mobility Plan. Further, in the analysis of the local intersections and roadways, there was no mention of the intersection of Mulholland and Coldwater Canyon Avenue. That intersection will also be impacted and that impact should be addressed in the final EIR. We are concerned that the traffic counts are understated because many commuters have been unable to use Coldwater Canyon Avenue due to major construction activities to the north of Ventura Blvd. We appreciate the self-imposed truck limitations contained in the RDEIR on page S-33. Those limitations will serve to minimize the disruption to the community during construction.

11R-18

11R-19

11R-20

The stakeholder group Save Coldwater Canyon! had a traffic study prepared that is at variance with the results of those contained in the RDEIR. We request that you review their letter to the SCNC and their traffic study and reconcile the differences between the reports. Please specifically address the analysis of the number of parking spaces required presented in their letter which is attached as part of Exhibit 1 to this response. Additionally, please address the suggestion therein for the implementation of a mandatory Transportation Demand Management plan.

11R-21

We note that there has been an increase in the percentage of the Development Site that will be disturbed and an increase in the number of protected trees to be removed. The RDEIR indicates that there are 338 protected trees on the Development Site of which 147 are proposed to be removed and 20 are proposed to sustain permanent encroachment. Although 15 of the trees to be removed are dead and certain others are diseased, the stakeholders noted that even those trees are a valuable source of wildlife habitat. We are concerned that the site contains 3.33 acres of Southern Live Oak/Southern Walnut Woodland of which 3.0 acres would be impacted by the Project. We understand that of the 538 trees to be replaced 365 will be on the property. Please provide your plan for the placement of the other 160 trees and confirm that they will be planted in Studio City. Please delete the following language from page S-20 of the RDEIR:

11R-22

11R-23

“If sufficient space is not available to accommodate all of the required mitigation trees on-site, off-site mitigation may be required. Off-site mitigation, if necessary, will comply with the requirements and guidelines for replacements as outlined in the City of Los Angeles Municipal Code 17.05 §R (4 & 5) as amended by Ordinance Number 177404, effective 4/23/06, and to the satisfaction of the City’s Chief Forester (Bureau of Street Services, Forestry Division), and the Board of Public Works. Off-site mitigation may include, but not be limited to, payment of in-lieu fees, acquisition of appropriate habitat with a specific number of existing trees for preservation, planting mitigation trees at an off-site location, or any combination of these measures.”

11R-24

Also confirm that there is no plan for you to avoid the planting of any of the required trees through the payment of in lieu fees.

The RDEIR states that the project will have significant and unavoidable impacts on the Oak-Walnut Woodland and would result in project specific impacts to two sensitive species - the San Bernardino ring neck snake and the coastal western whiptail lizard. The project is also considered to have a cumulatively significant and unavoidable impact with respect to sensitive (including bird) species. Please address the impact of displacement via migration on these species and what measures will be undertaken to mitigate this impact. We note that Appendix D.4 - Update to the Biological Resources Report indicates that the Project site is not part of a wildlife corridor so there would not be a significant impact on other species.

11R-25

**7) Additional consideration of an alternative with subterranean construction;**

We note the inclusion in the RDEIR of an additional alternative - Two-Stories Above Grade, One Story Below Grade on the Development Site. This alternative would include one subterranean level (11 feet 4 inches below grade) and two stories above grade (plus rooftop practice field). The same area of the Development Site would be disturbed. Construction

11R-26

activities would be similar to the Project. It would require an additional 56,000 cubic yards of excavated soil to be removed (for a total of 196,000 cubic yards). The height of the structure would be reduced by approximately 11 feet 4 inches from 44 feet 6 inches to 33 feet 2 inches, but the height of the retaining walls would not change. Therefore views of the Development Site would be similar to the Project inasmuch as the Parking Structure (in the Proposed Project) or the retaining wall (in this alternative) would be visible on the Development Site. However, since the Parking Structure would be lower than the retaining walls in this alternative, the retaining walls behind the Parking Structure would be more visible than in the Project. Therefore, this alternative was not explored further because it would not reduce the level of significance of any environmental impact as compared to the Project. In addition, as for the Harvard-Westlake Campus, the potential for rapid flooding with little warning and reliance on mechanical pumping of runoff increase increases the safety risk, making subterranean parking infeasible. Also, mechanical ventilation of the subsurface parking would be required which would increase energy use and ventilation exhaust would have to be carefully located to avoid noise and air quality impacts. Although there would be certain short term downsides to this alternative, there may be long term benefits such as the reduced visible bulk and reduced noise levels. The retaining walls could be camouflaged to blend into the surrounding environment.

11R-26  
cont'd

**8) Other updated information and design refinements. In addition, the requested entitlements have been updated.**

Stakeholders expressed the concern that length of the turning lanes proposed is not sufficient to prevent traffic from backing up on Coldwater Canyon Avenue at the beginning and end of the school day. We note that Page 13 of Appendix G-2 of the RDEIR indicates that the turn lanes at the intersection of the main driveway and Coldwater Canyon Avenue are adequate to accommodate peak project turn volumes. Please confirm that the northbound left turn area will hold an estimated 12 cars and the southbound left turn area will hold 8 cars and that this capacity will be adequate at peak hours.

11R-27

We noted an increase in the number of truck trips from 100 to 160 during construction without an increase in dispersion of expected particulate matter. We are concerned because this is the result of a construction emission standards revision rather than any actual improvement in the control over construction emissions themselves. Therefore, we continue to be concerned about the impact on these emissions on sensitive receptors.

11R-28

With respect to lighting impacts the RDEIR indicates that potential impacts to light and glare are considered potentially significant. We note that direct glare would not exceed 0.0 foot candles (“fc”) on adjacent residential properties and that the glare has been reduced from 3.5 fc to 0.4 fc on Coldwater Canyon Avenue due to the use of new LED lighting. There will be a negligible spillover lighting (0.0 fc) on adjacent open space land owned by the Mountains Recreation and Conservancy Authority. Residential uses to the north are also anticipated to receive negligible (0.0 fc) spillover light. Although such levels of spillover lighting are all well below the level of 2 fc on residential property considered acceptable by the City of Los Angeles (as indicated in LAMC Section 93.0117) we note that field lighting would be used weekdays only up to 8 p.m. as needed; no weekend use of lights would be allowed. To reduce the adverse impacts of nighttime lighting on the surrounding community, please consider converting the lighting on the existing athletic field to LED lighting.

11R-29

**Other Stakeholder Observations and Requests:**

Page 2-1 of the RDEIR now indicates that there will be an approximately 289 square foot structure for a security office. Please confirm that the security officers will be responsible for ensuring that students and visitors do not j-walk across Coldwater Canyon Avenue. 11R-30

Stakeholders are concerned that Harvard-Westlake School will expand enrollment once the parking structure is completed. Please confirm that Harvard-Westlake School is willing to cap its enrollment at its current level. 11R-31

Please confirm that Harvard-Westlake School would be willing to dedicate an employee to working with the community who would be available to handle any community complaints during the construction. 11R-32

Please confirm that, if the project is approved, Harvard-Westlake School would be willing to work with the community to design a bridge with a color pallet that blends into the surrounding hillside. 11R-33

Please enumerate the community benefits that Harvard-Westlake School would be willing to provide such as allowing local groups to use the parking structure. 11R-34

**Initial Study and Checklist:**

The initial study and checklist for this Project identified numerous potentially significant impacts to the project in the areas of: aesthetics, air quality, biological resources, hydrology and water quality, land use and planning, and noise. It also contained two mandatory findings of significance where there could be potentially significant impacts (1) the project has the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory and (2) the Project has impacts which are individually limited, but cumulatively considerable. 11R-35

**Community Input Related to the RDEIR:**

The SCNC provided various email notifications to its stakeholders to inform them that the DEIR for the Harvard-Westlake Parking Improvement Plan was being recirculated. On March 8, 2016, the SCNC held a special board meeting where representatives of Harvard-Westlake School were given an opportunity to present its Project to the stakeholders and Save Coldwater Canyon! was given equal time to present its concerns about the Project. There were over 230 people in attendance. Exhibit II contains the comment cards of the 82 stakeholders that spoke or submitted letters and/or comment cards in support of the Project and of the 58 stakeholders spoke or submitted letters and/or comment cards in opposition to the Project at that meeting. At the SCNC board meeting on March 16, 2016 additional comments were received from stakeholders. A summary of the comments received during both meetings is included in Exhibit III. We have included all stakeholder comments received by the SCNC through noon on March 19, 2016. Clearly, our stakeholders continue to be divided on this Project. 11R-36

**Conclusion:**

Based upon the SCNC's review of the RDEIR and additional input received from stakeholders, there remains considerable concern that there has been insufficient analysis of all feasible alternatives as relates to the fundamental need for a parking structure which creates the proposed number of parking spaces. The impacts on the environment and the community as a whole remain significant. In order for the community to better understand these impacts, we request that Story Poles be installed on the entire Project site to facilitate visualization of the Project's scale. We request that the Final EIR address: (i) each concern raised by our stakeholders and included in Exhibit III, (ii) those listed herein and in our response dated December 12, 2013 to the DEIR and (iii) to the comments made by the Santa Monica Mountain Conservancy, the Hillside Federation, Save Coldwater Canyon Avenue! and individual stakeholders to both the DEIR and the RDEIR.

11R-37

11R-38

11R-39

11R-40

After the SCNC has reviewed the responses provided in the Final EIR, the SCNC will submit a final response letter which will indicate whether or not the SCNC supports the Project and the conditions which will be required if the Project is to be approved.

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

Sincerely yours,

*Lisa Sarkin*

Lisa Sarkin, President  
Studio City Neighborhood Council

Web: [www.studiocitync.org](http://www.studiocitync.org)  
Email: [president@studiocitync.org](mailto:president@studiocitync.org)  
SCNC office: (818) 655-5400

**ADDITIONAL STAKEHOLDER COMMENTS**

**RECEIVED AT THE BOARD MEETING**

**MARCH 16, 2016**

**Lisa Sarkin** asked that stakeholders to not comment as to whether they are for or against the project. She advised them that we have already held a special meeting for that specific purpose and that only comments related to the PowerPoint response were to be made at this board meeting. Despite that certain stakeholders gave comments related to the project itself. To be sure that all voices are heard the stakeholder comments received at the meeting are included herein.

11R-41

**Stakeholder comments:**

**Sarah Boyd** thanked the SCNC for including the suggestion of requesting story poles. She is happy with concerns we enumerated in the SCNC's response. She said that she considers the community to be less divided than the numbers we reported in our response. She believes that the numbers should be weighted in favor of the residents. The transportation report of their transportation expert indicates that the truck limitations proposed are infeasible.

11R-42

11R-43

11R-44

**Alex Izbicki** said that the suggestion in the presentation about the current lights is questionable and the area is barren of birds due to the lights. He said the Sierra Club has released a negative report on LED lights. He also said that many people who spoke at the special meeting could have been alumni of Harvard-Westlake and they are not stakeholders. He does not believe the community is divided.

11R-45

11R-46

**Parker Andrews** thanked us for preparing a response to the RDEIR. He expressed concern that the tabulation of the comment cards appears as a vote. spacing

**Jim Johnson** said that he is a 20 year resident of Studio City he thanked us for the hard work. He wanted to remind us that we are the voice of the small stakeholder. He asked that we continue our good work.

11R-47

**Jannie Milne** said that she thought the PowerPoint presentation was moving. She said that she is horrified by the project after seeing the PowerPoint. She is shaken. She has never heard of a business doing private construction over a public road. She asked what is the community benefit of the project? When we consider voting on the project, we should realize that there is no benefit to the community.

11R-48

11R-49

**Andres Sher** said he lives in Studio City. Students park outside his home. The roads are packed only on special events. He doesn't think the project is needed. His fear is that the campus will be expanded. A fungus was released into the air after Northridge earthquake. He believes that this grading may cause the same type of problem.

11R-50

11R-51

11R-52

**Michael Sher** objected to our definition of what constitutes a stakeholder. A number of people in favor of the project are parents of students that were at Harvard-Westlake years ago. They live on Woodland???. There has never been a problem with the safety of the students.

11R-53

11R-54

**Jonathan Green** said that an earthquake could be worse than we think. If the bridge comes down we could not get out of the area if there is a fire. The Harvard-Westlake track team runs on Coldwater Canyon regularly. He can't put a garden wall on his property more than 12 feet high. This is not consistent with the existing zoning.

11R-55

11R-56

11R-57

**Michael Switzer** said that it was a pretty good presentation but it left out two things. There was much discussion about the safety of the children. It is a false subject. These are teenagers. They will run across the street. Kids are not concerned about safety. With respect to the definitions of Stakeholders - residents should be weighed heavier as they will be impacted.

11R-58

11R-59

**Eric Peven** said he was surprised when the project materialized. The Councilmember should kill it. There has been no meaningful exploration of putting a parking lot on the east side of the street. He thinks there should be no tally of those who are for or against the project in the report.

11R-60

**Barry Johnson** said that in light of recent earthquake activity in Coldwater Canyon, there should be an evaluation of the earthquake faults in the project area similar to the evaluation that was done for the Capital Records project. These earthquake faults should be explored.

11R-61

**Richard Adams** requested that the enrollment cap be permanent. He wanted to know if the RDEIR had been sent out to stakeholders and if not why not. He stated that there is no way to mitigate the impacts of the project. He understands that stakeholder definitions are to be as expansive as possible but he believes that employees of Harvard-Westlake should be excluded from voting.

11R-62

11R-63

11R-64

**Suellen Wagner** thanked the SCNC for the hard work that went into preparing the SCNC's response to the RDEIR. She thanked us for the story poles suggestion. She wants to be sure there is something to indicate something about size of the debris basin. We need a model for the debris basin. She believes that this is a wildlife corridor and said that CLAW is sending us a letter.

11R-65

11R-66

**Arden Rynew** asked if he could hand out a map. The map was received by the board. He is a resident of Studio City. Tuesday morning he took a video of the traffic for 30 minutes. 750 cars passed on Coldwater Canyon. Doubling the size of the road will not help. Cal Tech has identified a Harvard-Westlake fault.

11R-67

11R-68

**Sari Rynew** said that the earthquake two days ago had an impact on her home. She took a video this morning at 9:19 AM and the traffic was backed up on Coldwater Canyon from Ventura Blvd. to Ethel. She sees this problem on a daily basis.

11R-69

**Heidi McKay** said that she is a resident of Studio City. She does not understand how alumni are stakeholders. She has numerous pictures that traffic does not clear until 10:30 AM.

11R-70

# EXHIBIT I



# SAVE COLDWATER CANYON!

March 10, 2016

Dear Studio City Neighborhood Council,

We would appreciate your help and assistance in clarifying the Harvard-Westlake School's parking, carpooling and busing numbers as we are finding that they just don't add up. The School states, per the RDEIR, it currently has 578 parking spots. It also states, per the RDEIR, it has 400 student drivers (Juniors and Seniors), 185 faculty and staff and 50 vendors and 30 coaches who drive to school on a regular school day. That would add up to 665. But if we are to believe the School's claim that they have a 75% carpooling/busing rate, some of these student drivers must be carpooling.

11R-71

This week at the meeting, the Harvard-Westlake school told SCNC that they have "75% busing + carpooling" (without explaining whether that means parent carpooling or student carpooling, how many students per car, or how much carpooling there is compared to busing). Therefore, it is not at all clear exactly how much carpooling there really is. Or if the busing number went up or down from 33% (the School previously told SCNC that they had 33% busing). The problem is, the School's parking management is only voluntary, unprovable to any outside source, and un-enforceable by the City. The exact numbers are quite important when trying to figure out the daily Vehicle Trips to and from the School, as well as how many spaces the School's daily use demands.

11R-72

Archer School's TDM (attached) delineates strict numbers of busing (mandatory 70% -- not voluntary 33%), and it outlines the number of 3-person as well as 4-person *student* and parent carpools that are mandated in order to receive carpooling parking privileges. As part of their TDM, the Archer School must provide yearly accounting of their Vehicle Trips, busing, and carpooling numbers to the DOT. As do most other private schools in residential neighborhoods. All of this is in an effort to minimize impact to the neighborhood and to reduce the number of vehicle trips to and from school.

11R-73



# SAVE COLDWATER CANYON!



At Harvard-Westlake, Juniors and Seniors “in good standing” are given dedicated, reserved spots (source: Harvard-Westlake Upper School Handbook, 2015-16). Do they each really “need” their own dedicated spot? This alone could explain why spaces lay empty on campus yet they say visitors don’t have enough room to park on campus. Why hasn’t the school used valet attendants and tandem parking, as well as an increased amount of enforceable carpooling? Because then they couldn’t say they “need” this parking garage, expand across Coldwater and add a new athletic field.

11R-74

With some simple adjustments to their Project, such as leaving bus drop-off/pick-up where it currently is, they would no longer need to eliminate 192 spots on their existing East campus. That would drastically reduce the size of the requested parking increase.

11R-75

With an increase in carpooling, the School would similarly reduce the size of any requested parking increase. Only once the actual numbers of *current* carpooling and busing is established, can the true number of their alleged parking need be proven. But it must be proven, rather than the City and the SCNC and the community taking the School’s word for it: certainly the School could be asked to show receipts paid for bus permits, as well as receipts for reserved spots and carpool placards.

11R-76

This information would also drastically change the possible Alternatives to the current 750-space garage. For example, we may find they don’t need any spaces, and therefore -- separate and apart from the numerous CEQA reasons -- Alternatives #1 and #2 in the RDEIR would be the appropriate Alternatives for the SCNC to support when it responds to the Final EIR. Or, if they only need 50-100 more spaces, then the appropriate increase in parking spaces for their project would be as simple as adding ONE STORY to one of their existing lots -- an alternative that has been rejected from RDEIR consideration. This alternative would addresses safety *and* parking demand, by keeping their students safely on the East side.

11R-77



**SAVE  
COLDWATER CANYON!**

It would help tremendously if the SCNC could ask City Planning to insist that the School reveal their exact current parking, carpooling and busing statistics, and then have them independently verified. No City Planning review should proceed until the School is forthcoming about their actual parking demand, because the size of any increase has simply not been established!

11R-78

Thanks again for your time and attention to this matter.

Best regards,

Sarah Boyd /s/  
President, Save Coldwater Canyon! Inc.



LETTER 11R (CONTINUED)  
11R-79, 7 PAGES  
DEPARTMENT OF CITY PLANNING  
RECOMMENDATION REPORT



**City Planning Commission**

**Case No.:** CPC-2014-666-VCU-ZAA-SPR

**Date:** April 23, 2015

**CEQA No.:** ENV-2011-2689-EIR

**Time:** After 8:30 a.m.\*

SCH No. 2012011001

**Place:** Van Nuys City Hall  
Council Chambers, Second Floor  
14410 Sylvan Street  
Van Nuys, CA 91401

**Incidental Cases:** None

**Related Cases:** ZA-1998-158-CUZ-ZV  
(PA1)(PA2)(PA3)(PA4)

**Council No.:** 11 – Mike Bonin

**Plan Area:** Brentwood – Pacific Palisades

**Specific Plan:** None

**GPLU:** Very Low II Residential  
Medium Residential

**Zone:** R3-1  
RE11-1

**Applicant:** The Archer School for Girls,  
Inc. (Elizabeth English)

**Representative:** Latham & Watkins, LLP  
(Beth Gordie/Cindy Starrett)

**Public Hearing:** December 8, 2014

**Appeal Status:** Vesting Conditional Use  
Appealable to City Council

**Expiration Date:** April 23, 2015 (via extension)

**Multiple Approval:** Vesting Conditional Use; Site Plan  
Review; Adjustments;  
Determinations

**PROJECT LOCATION:** 11725 W. Sunset Boulevard, 11728 W. Chaparal Street, and 141 N. Barrington Avenue, Los Angeles, CA 90049.

**PROPOSED PROJECT AS FILED:** The Archer Forward: Campus Preservation and Improvement Plan (Project) is a six-year, multi-phase Project (North Wing – Phase 1 and Phase 2) that consists of improvements to the existing Archer campus totaling 75,930 square feet of net new floor area, including the replacement of the existing 30,071-square-foot North Wing of the Main Building with a 39,071 square-foot renovated North Wing, the development of an approximately 41,400 square-foot Multipurpose Facility, a 22,600 square-foot Performing Arts Center (seating 650), a 7,400-square-foot Visual Arts Center, and a 2,300-square-foot open-air Aquatics Center. Proposed building heights would range from 14 feet to 41 feet and 4 inches. The existing outdoor athletic fields would be improved and would include regulation-size soccer and softball fields. Parking would be provided in a new, approximately 96,000 square-foot underground parking structure located below the athletic fields and would accommodate approximately 212 cars. Parking will be expandable to 282 spaces with the use of an attendant. The two adjacent residential properties (11728 W. Chaparal Street and 141 N. Barrington Avenue, Los Angeles, CA 90049) currently owned by The Archer School, would be removed to accommodate the Project. A Temporary Classroom Village consisting of 15 temporary modular classroom structures with two rooms each (totaling 30 classrooms) and two ancillary restroom structures, approximately 14 feet in height, is proposed during the North Wing Phase. A haul route is also requested. No increase in the current enrollment cap of 518 total middle school

- v. Customary School Activities: Trustee meetings, parent/teacher conferences, and other school activities relating to teaching, learning and school operations that involve no more than 50 guests on campus.
  - vi. Extracurricular Activity: Student Activities with faculty and/or parent volunteer oversight, which do not involve guests. Examples of Extracurricular Activities may include, but are not limited to, athletic practices, performing arts rehearsals, and student organization meetings.
  - vii. Instruction: All School teaching and learning. Examples of instruction may include, but is not limited to, classroom instruction and physical education.
  - viii. Interscholastic Athletic Competitions: Student activities generally involving visiting athletic competitors/teams and guests. Examples of Interscholastic Athletic Competitions may include, but not limited to, games.
  - ix. Special Events: Planning functions that involve students and/or guests on campus, but are distinguished from Instruction, Extracurricular Functions may include, but are not limited to, academic and leadership functions, admissions functions, alumnae functions, dances and socials, graduation, music functions, parents and family functions, performances, student enrichment functions, and visual arts functions.
14. **Parking (vehicles).** As shown on the Site Plan labeled Exhibit A and dated April 1, 2015, no less than 185 permanent striped parking spaces shall be provided and maintained in the underground parking structure. The underground parking may be expandable to 208 parking spaces with the use of tandem spaces and to a maximum of 251 parking spaces with the use of an attendant. Two (2) of the required parking spaces shall be electric car ready and 40 shall be wired for future electric use. Student drop-off and pick-up activities and the boundaries of the underground parking garage shall be in substantial conformance with Exhibit A referenced above.
15. **Parking (bicycle).** A minimum of 110 short-term bicycle parking spaces and 7 long-term bicycle parking spaces shall be located in a prominent, accessible location, as shown on Exhibit A and dated April 1, 2015, and in accordance with Section 12.21.A.16 of the LAMC. Bicycles shall be permitted to access the Property from Sunset Boulevard and Chaparral Street.
16. **Transportation Management Program.** The School shall develop and implement a Transportation Management Program, including a Trip Reduction Plan. The details of the Transportation Management Plan and Trip Reduction Plan shall be submitted to the Department of Transportation for its approval, upon the earlier of: 1) An Academic Year where the School holds more than 47 Special Events, or 2) prior to the issuance of the first Certificate of Occupancy. The components shall include:
- a. Achieving an average vehicle ridership of 3.0 persons per vehicle. For purposes of determining average vehicle ridership, students, faculty and staff issued a Walking Pass, Bicycle Pass, or Transit Pass shall be considered as carpool riders. Compliance shall be demonstrated in the Transportation Management Compliance Report set forth in Condition 21a.

b. Busing:

- (1) Utilize vans/buses to transport 70 percent of the student enrollment on a daily basis. Compliance shall be demonstrated in the Transportation Management Compliance Report set forth in Condition 21a.
- (2) Contract with a licensed transportation provider and offer routes designed to maintain bus usage by 70 percent of the enrollment. To the extent feasible, the transit provider shall utilize transit routes to and from the campus which minimize congestion on major and secondary routes, to the satisfaction of the Department of Transportation.
- (3) The licensed transportation provider shall be informed by the School in a letter regarding the rules regulating School transportation and parking.

c. Carpool Program.

- (1) Distribute information to parents explaining the carpool program, including family names and phone numbers so that parents can identify potential carpool opportunities.
- (2) Require parents and students participating in the carpool program to sign a contract for carpool program participation.
- (3) Require parent driven carpools to consist of a minimum of 3 students in each vehicle.
- (4) Restrict student driven carpools to a maximum of 15 consisting of 3 students in each vehicle. Additional student driven carpools are permitted consisting of 4 or more students in each vehicle. Student drivers are limited to only 11th and 12 graders, who comply with §12814.6 of the California Vehicle Code restrictions on a provisional license.
- (5) Provide preferred parking locations for carpool vehicles.

d. Scheduling classes to avoid peak hour drop off and pick up activity of nearby schools.

- e. Beginning after the issuance of the certificate of occupancy for the underground parking garage, conduct annual traffic counts for 5 years at all school driveways at the School's expense by a licensed traffic engineer to be taken on one day of a typical five-day school week between the hours of 7:00 A.M. and 9:00 A.M. on a date not to be disclosed to the School in advance. The Department of Transportation shall be informed by the engineer prior to the taking of such traffic counts to permit their observation of same. For purposes of determining traffic counts, construction vehicles shall not be included. The requirement to conduct annual traffic counts shall be evaluated as part of the Plan Approval discussed in Condition 31.

**17. Transportation and Parking Management Requirements for Interscholastic Athletic Competitions and Special Events.**

- a. The School shall develop and implement an Event Parking and Transportation Management Plan that shall include a parking reservation system. The Plan shall include additional measures such as: attendant-assisted parking, off-site parking, and temporary increases in traffic management and parking personnel as needed and other measures. The School shall submit the Plan to the Department of Transportation upon the earlier of: 1) an Academic Year where the School holds more than 47 Special Events; or 2) prior to the issuance of the first Certificate of Occupancy. The Plan may be modified to incorporate new technologies or techniques in parking and transportation management.
- b. The approved Plan shall be provided to the City Planning Department, the council Office, Brentwood Community Council, Brentwood Village Chamber of Commerce, Brentwood Homeowners Association, and all residents immediately abutting and adjacent to the School. A copy of the Plan shall be provided on a designated page or link within the School's website for community information purposes. In the event of approval of any modifications to the Plan as described in Condition 31, the Plan as modified shall be provided to the group above and updated on the School's website.
- c. The Plan shall include a parking reservation system designed to implement the arrival vehicle limits in Condition 13b for certain Interscholastic Athletic Competitions and Special Events. While the details of the parking reservation system shall be set forth in the Plan, it will provide a parking reservation system for those Interscholastic Athletic Competitions and Special Events that are subject to the limits in Condition 13d. Guests seeking to attend an Interscholastic Athletic Competition or Special Event without a parking reservation would be denied access to the campus. The Department of Transportation may audit the parking reservation system at any time.
- d. While the details of the parking reservation system shall be set forth in the Plan, it is expected to be a mobile application or another technology or technique that shall provide information regarding the rules regulating School transportation and parking. The system shall provide off-site parking information and shuttle information as applicable to that Interscholastic Athletic Competition or Special Event. The system shall include a reporting capability so that logs can be generated regarding the issued parking reservations.
- e. Prior to the beginning of each Academic Year, the School shall inform other schools that will be participating in Interscholastic Athletic Competitions of the rules regulating School transportation and parking, including the parking reservation system. A copy of the rules regulating School transportation and parking shall be provided on a designated page or link within the School's website for community informational purposes. Prior to the first Interscholastic Athletic Competition that occurs on the proposed Athletic Field or in the Multipurpose Facility the School shall inform representatives from the other schools that will be participating in Interscholastic Athletic Competitions at the School about the rules regulating School transportation and parking, including inviting them to a meeting and/or conference call.

- f. The Plan shall provide that off-site parking for vehicles in excess of the limitations provided in Condition 14 are prohibited from parking at the Barrington Village Public Parking Lot and on residential streets within 500 feet of the School. To enforce this prohibition, only students, faculty, staff, and guests with a pre-issued Walking Pass, Bicycle Pass, or Transit Pass, as discussed in Condition 20, may be permitted to walk onto the campus.
- g. The Plan shall provide that where a Special Event at the Property is expected to attract more than the permitted number of cars per Exhibit A, that off-site parking for vehicles in excess of those limitations shall be provided at the Barrington Village Public Parking Lot and/or other locations which the School may secure. Those persons attending the Special Event shall be instructed to park in such off-site parking locations, and a shuttle service shall be provided to transport visitors to the School for any location other than the Barrington Village Public Parking Lot. The off-site locations shall not include any parking on residential streets within 500 feet of the School. As provided in Condition 17f, off-site parking for vehicles in excess of the limitations provided in Condition 14 are prohibited from parking at the Barrington Village Public Parking Lot and on residential streets within 500 feet of the School.

**18. Notification to Parents, Students, and Staff of Transportation and Parking Management.**

- a. To ensure implementation of the transportation and parking management programs, the School shall inform parents, students, faculty, and staff in writing on an annual basis of all rules regulating School transportation and parking. The School shall require parents, students, faculty, and staff to acknowledge acceptance of the rules. These rules and regulations shall be included in the annually updated, "Student/Parent Handbook."
- b. The School shall inform parents, students, faculty and staff in writing on an annual basis of the School's disciplinary policy for violation of the rules and shall require parents, students, faculty, and staff to acknowledge acceptance of the policy. The School shall maintain a progressive disciplinary system of enforcement in which the first violation shall result in suspending driving privileges to and from campus for one week (both parent and students). The second violation shall result in suspending driving privileges to and from campus for two weeks (both parent and student). The third violation shall result in suspending driving privileges to and from campus for one year (both parent and student). A violation requires that the student ride the bus. The School administration shall maintain a list of license plate numbers of all families whose children are enrolled as well as the license plate numbers for each employee who parks on the Property.

**19. Additional Provisions for Transportation and Parking.**

- a. The School shall employ a full-time Transportation and Parking Coordinator to manage the School's transportation and parking management.
- b. Two or more transportation and parking monitors in distinctive attire (orange vests) shall be located at the Sunset Boulevard entrance Monday through Friday from 7 a.m. to 7 p.m. and during the hours of all Special Events to monitor compliance with rules against noise from car horns, car radios, car alarms and loud voices, and to

assist with smooth ingress to and egress from the underground parking garage. Monitors shall instruct that buses and vehicles that bring students, faculty and staff, and guests to and from the Property are prohibited from parking on residential streets within 500 feet of the School. Monitors shall observe and report any violations of the rules regulating School transportation and parking to the School administration. Violations shall be included in the Transportation Management Compliance Report discussed in Condition 21.

- c. Buses and other vehicles that bring students, faculty and staff, and guests to and from the Property shall enter and exit the site via Sunset Boulevard only. Buses and other vehicles shall queue within the internal campus driveways. The School shall monitor buses to make sure they do not idle with their engines running. Buses and other vehicles shall not queue on local streets or Sunset Boulevard except as permitted by the Department of Transportation, e.g. use of the shared left/through/right-turn lane on Sunset Boulevard for entering or exiting the School on Sunset Boulevard.
- d. Access along Sunset Boulevard and Chaparral Street shall be maintained for emergency vehicle access and service and delivery vehicle access. Service and delivery vehicles shall enter and exit the Property primarily from Sunset Boulevard. Service and delivery vehicles may also enter and exit the property along Chaparral Street. The School shall instruct companies who deliver to do so between Monday through Friday 9:00 a.m. and 5:00 p.m.

#### **20. Transportation Passes.**

- a. **Walking Pass.** Students, faculty and staff who live within one mile of the Property and who sign a contract with the School to walk to and from the Property may be issued a "Walking Pass" by the School.
- b. **Bicycle Pass.** Students, faculty and staff, and guests who sign a contract with the School to ride a bicycle to and from the Property may be issued a "Bicycle Pass" by the School.
- c. **Transit Pass.** Students, faculty and staff, and guests who sign a contract with the School to ride public transportation to and from the Property may be issued a "Transit Pass" from the School.

#### **21. Reporting of Transportation Management Programs.**

- a. **Transportation Management Compliance Report.** Beginning at the conclusion of the first Academic Year after the earlier of: 1) an Academic Year where the School holds more than the 47 Special Events; or 2) after the issuance of the first Certificate of Occupancy, The School submit yearly Transportation Management Compliance Report for 5 years to the City Planning Department, the Department of Transportation, and the Council Office that: (1) demonstrates compliance with the average vehicle ridership and busing requirements as required by Condition 16; and (2) demonstrates compliance with the applicable Trip Caps set forth in Conditions 13b and 13d. A copy of the Transportation Management Compliance Report shall also be provided to the Brentwood Community Council, Brentwood Village Chamber of Commerce, Brentwood Homeowners Association, and all residents immediately

abutting and adjacent to the School and shall be provided on a designated page or link within the School's website for community informational purposes.

- b. Following implementation of the Event Parking and Transportation Management Plan set forth in Condition 17a the School shall provide annual reports regarding the issued parking reservations on a designated page or link within the School's website for community informational purposes. At the conclusion of the third Academic Year after implementation of the Event Parking and Transportation Management Plan the School shall be released from this reporting requirement.
- c. The School shall secure, at its own expense, an independent third party compliance monitor who shall prepare the first annual Transportation Management Compliance Report as required in Conditions 21a and 21b. A copy of the report shall be provided to the parties identified in Condition No. 21a.

## 22. Signs.

- a. **Exterior Signs.** All exterior signs shall be of an identification or directional type and shall be indicated on plans submitted to and approved by the City Planning Department prior to the issuance of permits. Exterior signs shall include two wall signs mounted to the concrete walls at the east entry driveway for the campus along Sunset Boulevard to identify the entrance to the campus as indicated on Exhibit A.
- b. **Interior Signs.** As indicated on Exhibit A, signs within the interior of the Property may include signs on buildings identifying the name of the building and donor or sponsor information; signs for wayfinding purposes to direct vehicular and pedestrian circulation; signs for other informational purposes including digital displays; and scoreboards. Interior signs may be mounted on walls, fences, and metal posts and may be backlit or illuminated with landscape lights. Interior signs shall not be visible from public rights of way.

23. **Emergency Procedures Plan.** An Emergency Procedures Plan shall be established identifying guidelines and procedures to be utilized in the event of fire, medical urgency, earthquake or other emergencies to the satisfaction of the Police Department and Fire Department prior to the issuance of a certificate of occupancy.

24. **Security Plan.** A Security Plan shall be developed in consultation with the Police Department, outlining security features to be provided in conjunction with the operation of the School, prior to the issuance of a certificate of occupancy. In addition, the School shall provide to the West Los Angeles Area Commanding Officer a diagram of the site indicating access routes and any additional information that might facilitate police response. The School shall submit evidence of compliance to the City Planning Department as part of the Plan Approval process discussed in Condition 31.

25. **Lighting.** All lighting shall be directed onto the Property. Floodlighting shall be designed and installed to preclude glare to adjoining and adjacent properties. Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent properties, nor seen from above.

26. **Athletic Field Lighting.** The Athletic Field shall not be lighted except for low level security lighting.

February 29, 2016

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

**SUBJECT: Review of the Recirculated Draft EIR for the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles – Traffic and Parking**

Dear Mr. Carstens:

As requested, I, Tom Brohard, P.E., have reviewed the traffic and parking portions of the February 2016 Recirculated Draft Environmental Impact Report (RDEIR) for the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles. The Plan proposes to construct a new three-story, four-level parking structure with 750 parking spaces including a practice field on the top level on the west side of Coldwater Canyon Avenue opposite Harvard-Westlake. The parking structure is proposed to be connected to the school campus on the east side of Coldwater Canyon Avenue with a pedestrian bridge from the second level of the parking structure. The Plan also includes modification of the existing traffic signal and relocation to the main driveway of the parking structure and an additional southbound lane across the frontage of the parking structure.

In addition to the December 1992 "Harvard-Westlake Traffic Count and Parking Study" prepared by Crain & Associates and the 2012-2013 Student Parking Program prepared by Harvard-Westlake School, I have also previously reviewed various portions of the September 2013 Harvard-Westlake Parking Improvement Plan Draft EIR relating to transportation, circulation, and parking and submitted a comment letter dated November 22, 2013. I have now reviewed each of the comparable sections of the February 2016 Recirculated Draft EIR (RDEIR) for this Proposed Project and have updated my prior comments in this letter to reflect the changes in the Proposed Project.

Page 2-14 of the RDEIR states the Proposed Project will provide 1,085 parking spaces for Harvard-Westlake including 750 spaces in the new parking structure, significantly more than the 436 parking spaces required by the City of Los Angeles Department of City Planning. A total of 1,188 parking spaces would be available for events, more than double the number of required parking spaces.

First and foremost, proper justification for the Proposed Project was not previously provided in the Draft EIR and is still not contained in the RDEIR. No evidence is presented that there is any significant Harvard-Westlake generated parking occurring on the local residential streets. Only 28 additional vehicles were observed to be parked on the residential streets to the north of the school between 7 and 9 AM on Thursday, January 27, 2011. No documentation was

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

provided that these vehicles were associated with Harvard-Westlake rather than the residential dwellings on these streets. Photographs and videos taken in 2013 by Save Coldwater Canyon disclosed ample available on-campus parking together with an absence of school-related parking on the residential streets during the middle of a typical school day as well as during a Friday night football game. A total of up to 28 Harvard-Westlake cars parked one morning on the streets north of the school does not support the need for any additional parking, and certainly not an additional 750-car parking garage.

A total of 493 parking spaces on-campus plus 60 public parking spaces on Coldwater Canyon Avenue was deemed adequate in 1992 in a study prepared by Crain & Associates for Harvard-Westlake when there were 815 students and 144 faculty and staff. Today, the existing parking supply including on-campus of 578 parking spaces, plus the public parking on the east side of Coldwater Canyon Avenue serves about 400 student drivers, 185 faculty and staff, 50 vendors, and 30 coaches (estimated on Page 3.8-6 of the RDEIR). While the RDEIR asserts that available parking is inadequate, neither the RDEIR nor the Traffic Study provides any data to support this contention.

The cost of the parking structure and the pedestrian bridge together with its planned architectural features will likely be \$15 million or more to provide parking "...for all but the biggest special events, such as graduation and homecoming", and is contrary to common traffic engineering practice. Traffic engineers typically design intersections for a peak hour that is exceeded several times during a year. Similarly, shopping centers do not provide more than double the typical parking demand to accommodate parking generated on the two busiest shopping days of the year - the day after Thanksgiving and the day after Christmas. Putting the parking structure on the opposite side of Coldwater Canyon Avenue from the existing campus creates many other issues. If a parking structure was really needed, then it should be located within the existing campus of Harvard-Westlake on the east side of Coldwater Canyon Avenue. No evidence has been provided to support any additional parking, and certainly not a new parking structure with 750 parking spaces.

Alternatives to the very expensive parking structure should have been seriously considered but they were not. In particular, transportation demand management (TDM) offers a cost effective solution to schools that have parking limitations. A TDM must be proposed, analyzed and instituted before any need for an increase in parking spaces can be established. TDM limitations have not been established for Harvard-Westlake, however, this kind of cost effective strategy utilized by other schools with parking issues is almost always able to limit the parking demand. These strategies typically provide incentives for carpooling/ridesharing and significant penalties for non-compliance with program goals and objectives for trip and parking reduction. Some of the strategies include bussing, carpooling and ride-sharing matching, limitations on residential street parking through time

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

limits and permit parking, prohibiting students and visitors from walking onto campus without proper authorization, and regular monitoring with significant penalties for non-compliance with project goals and objectives. To be effective, TDM programs must have timely monitoring and must have a progressive disciplinary system of enforcement.

There are currently 185 faculty and staff employed by the school plus an additional approximately 50 vendors plus approximately 30 coaches are on campus daily. All these drivers can be accommodated with institution of moderate TDM measures and without constructing an extremely expensive parking structure. Please see the enclosed Department of City Planning Report regarding the TDM measures that were adopted in April 2015 for the Archer School for Girls at 11725 Sunset Boulevard.

Page 3.8-26 of the RDEIR states "...no increase in student enrollment is proposed as part of the Proposed Project... Current student enrollment is approximately 900 students with approximately 300 students in each grade (10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> grades)..." Further increases in 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).

### **Education and Experience**

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake, San Fernando, and Tustin. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects as indicated on the enclosed resume.

### **Traffic and Parking Issues**

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

- 1) Capacity Calculations Were Not Verified in the Field – Roadways and intersections in the greater Los Angeles area continue to become more and more congested for longer periods of time. When the vehicle demand exceeds the capacity, traffic volumes actually drop as lengthy queues form and vehicles are unable to clear intersections. In some cases, calculations

provide false indications of the actual operating condition (level of service) since traffic volumes over peak time periods actually drop below maximum flow rates. Minor disruptions cause significant queuing and further delays. Peak hours which had previously been limited to 7 to 9 AM and 4 to 6 PM have stretched well beyond those limits and typically range from 6 to 10 AM and from 2 to 7 PM.

Each of the issues described above is occurring on Coldwater Canyon Avenue in the vicinity of Harvard-Westlake. As motorists become more frustrated, they seek shorter travel times to reach their destination by cutting through neighborhood streets, frequently being assisted by tools such as WAZE, one of the largest community-based traffic and navigation apps. With capacity increasing options and necessary funding now extremely limited, there are no easy solutions. Due to acknowledged excessive traffic at two key intersections in Council District 2, one of which is the intersection of Coldwater Canyon and Ventura Boulevard, the City Council has recently provided funds for deployment of traffic control officers (TOKI) during peak traffic hours. However, this measure is temporary and is only funded through June 2016.

No evidence has been provided that the capacity calculations that have been made actually represent the gridlocked conditions in the field during peak hours along Coldwater Canyon Avenue. While traffic counts were made from 6 AM to 10 AM, no documentation has been provided of queuing at the congested intersections. With the recent action of the City Council and from my discussions with neighboring residents, it is apparent that the existing background conditions are worse than the calculations disclose.

- 2) Passenger Car Equivalents for Trucks Are Too Low – Page 5 of the October 6, 2015 Supplemental Traffic Analysis continues to indicate that a passenger car equivalent (PCE) of 2.0 was used to convert the number of trucks to passenger cars. With the dirt hauling trucks having 5 axles and hauling at least 14 cubic yards, a PCE of 3.0 should have been used, particularly to properly consider the impacts of the existing moderate uphill roadway grade on Coldwater Canyon Avenue from Ventura Boulevard to Harvard-Westlake.

Large trucks with 5 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 many factors in selecting the proper PCE.

From my experience in reviewing a number of traffic studies in various parts of California, the PCE factor of 2.0 used to convert heavy trucks to equivalent passenger 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. A Condition of Approval must also be included to rehabilitate and repair damage to roadways caused by dirt hauling activities during excavation of the parking structure.

- 3) Truck Access to Coldwater Canyon Avenue Has Not Been Evaluated – The RDEIR and the Traffic Study do not discuss the traffic control to be used to facilitate construction trucks leaving the site and entering Coldwater Canyon Avenue to then go north to the 101 Freeway. A temporary fourth leg to the existing traffic signal should be analyzed (rather than attempting to create gaps in the traffic flow on Coldwater Canyon Avenue by using a “flagger”). No analysis has been conducted of the resulting Level of Service at the existing Harvard-Westlake 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.
- 4) Traffic Safety and Speeding Concerns Have Not Been Documented – The RDEIR and the Traffic Study both identify concerns regarding traffic safety and speeding traffic on Coldwater Canyon Avenue in this area. However,

these concerns are not documented with actual facts. In regard to traffic safety, no data or calculations are provided to identify a concentration of collisions at a location or to develop any remedial engineering measures. Collision rates for the existing conditions as well as for conditions after the implementation of roadway improvements are required to support the undocumented, editorial claims that traffic safety will be improved by the Project.

For example, the claim that moving school buses off of Coldwater would increase safety is unsubstantiated. The 250 foot long area immediately north of the Harvard-Westlake traffic signal on the east side of Coldwater Canyon Avenue is at least 12 feet wider than the other portions of the roadway and provides an area - out of the travel lane - for vehicle parking and/or bus loading/unloading. No collision history was provided or analyzed for passenger car parking or for bus loading and unloading. Further, no data was provided to indicate that significant violations of the posted "Speed Limit 35" signs are occurring or any quantification of the current level of traffic enforcement. Without this information, the concerns regarding "speeding" are also undocumented, editorial claims.

- 5) Credit for ATSAC/ATCS Is Not Appropriate – The LADOT Level of Service Worksheet allows a full level of service credit (0.10) for installation of ATSAC/ATCS traffic signal system equipment that changes traffic signal timing in response to real-time vehicle demands within a network of coordinated traffic signals. The existing traffic signal at Harvard-Westlake, a "T" intersection, does not currently have this equipment. The Project will add a fourth leg to the existing "T" intersection to provide access to and from the parking structure and a second southbound lane will be installed on Coldwater Canyon Avenue. The existing traffic signal will be modified to control the new four-legged intersection and ATSAC/ATCS equipment is proposed to be installed with the other improvements (see RDEIR Pages 2-9, 2-12, 2-39, and 3.8-11).

The benefits associated with the ATSAC/ATCS traffic signal equipment cannot be taken at the Harvard-Westlake traffic signal. This traffic signal is 2,200 feet from the nearest traffic signal on Coldwater Canyon Avenue at Ventura Boulevard. This distance of nearly ½ mile is well beyond the range of coordinated traffic signal benefits. Furthermore, the Harvard-Westlake traffic signal is effectively the last traffic signal on this portion of Coldwater Canyon Avenue before the roadway traverses mountainous terrain before reaching the isolated traffic signal at Mulholland Highway about 1 ½ miles to the south. Clearly, the Harvard-Westlake traffic signal cannot be considered as being within a system of traffic signals along an arterial corridor.

Table 3.8-6 on Page 3.8-23 of the RDEIR summarizes the faulty calculations and incorrect assumptions from the Traffic Study Appendices. The 0.10 ATSAC/ATSC credit was incorrectly taken in the calculations for the future conditions with the Project, causing the calculated volume to capacity ratio to improve from 1.138 (at Level of Service "F") to 1.038 (at Level of Service "F"). When the 0.10 ATSAC/ATSC credit is removed from the calculations, the Project causes a significant traffic impact at this location operating at Level of Service "F" with an increase in the volume to capacity ratio from 1.051 to 1.138. According to the LADOT criteria, the increase in the volume to capacity ratio of 0.087 (greater than the maximum allowable threshold increase of 0.010) is a significant traffic impact that requires further mitigation.

- 6) Traffic Issues With Parking Structure Across Coldwater Canyon Avenue – Constructing 750 parking spaces on the west side of Coldwater Canyon Road across the roadway from the existing Harvard-Westlake campus will change existing right turns into the campus to left turns across heavy southbound commuter traffic into the parking structure with the Project in the AM peak hour. In addition to resulting in a significantly higher number of conflicting traffic movements, other traffic issues that have not been adequately studied or addressed will be created including:
  - 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 an 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.
  - 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.

- 7) Traffic Study Conclusions Are Not Supported by Data or Analyses – Chapter 13 of the October 30, 2012 Traffic Study contains several editorial statements that are not supported by any data, calculations, or analyses. Each of the following items must either be supported with technical data in the October 6, 2015 Supplemental Traffic Analysis or removed from the RDEIR:
- 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 Supplemental Traffic Analysis.
  - b) 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.
  - c) Illustrations in Figures 2-12, 2-14, 2-15, and 2-17 of the RDEIR indicate the modified traffic signal at Harvard-Westlake will include both protected left turn arrows (when the left turn demand is high) together with permissive left turns on a green ball when left turn demand is low. This type of control facilitates left turn movements but it is not used to improve traffic safety. The conclusion that the Harvard-Westlake traffic signal will be safer than the existing permissive left turn operation with left turns made on a green ball is not supported by any data or analyses.
- 8) Special Event Parking and Traffic Impacts Were Not Properly Studied – The Traffic Study does not contain any observations of Harvard-Westlake School generated parking during a special event such as a Friday night football game. While one of the primary objectives of the Project is to eliminate parking on the neighborhood streets, quantification of the magnitude of the “problem” during a special event is not provided in the Traffic Study. Parking demand and traffic volumes should have been observed and counted before, during, and after a 7 PM football game, and then analyzed.

Contrary to the Draft EIR and the Traffic Study, 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

**Mr. Douglas P. Carstens**  
**RDEIR for the Harvard-Westlake Parking Plan – Traffic and Parking Issues**  
**February 29, 2016**

commuter traffic on Coldwater Canyon Avenue. The operation of the Harvard-Westlake School traffic signal for arrivals at a special event starting at 7 PM should be analyzed and any significant traffic impacts disclosed, together with development of additional mitigation measures as may be necessary.

In summary, my review of the Harvard-Westlake Parking Improvement Plan RDEIR disclosed no justification whatsoever to spend millions of dollars to double the existing number of parking spaces at Harvard-Westlake that were adequate in 1992, which are adequate today, and which would sit empty except during a couple of major special events each year. Adopting a TDM Program including a progressive disciplinary system of enforcement, an alternative that has not been considered, would be a much more cost effective solution if parking issues develop in the future. If a parking structure was really needed (but it is not for the current enrollment), then it should be located within the Harvard-Westlake campus. Should the School still desire to pursue this Project, then each of the deficiencies in the RDEIR and in the Traffic Study pointed out in this letter must be addressed.

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 (Updated)

November 22, 2013 Comment Letter

Department of City Planning Report, Archer School for Girls, April 2015

Passenger Car Equivalent Articles (See November 22, 2013 letter)

- 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



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**Hacienda Dr West information for the SCNC Ad Hoc**

3 messages

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Sarah Boyd <stboyd69@yahoo.com>

Tue, Mar 15, 2016 at 10:08 AM

Reply-To: Sarah Boyd <STBoyd@aya.yale.edu>

To: "ritav@earthlink.net" <ritav@earthlink.net>, Lisa Sarkin <Issarkin@gmail.com>

Dear Lisa and Rita:

It's not clear to me who is on the Ad Hoc committee, so I'm sending this info to both of you. Hope it's helpful. Thanks! We have had a title company do a search for the owner of Hacienda Dr. West. Attached please find the Title documentation she provided, showing its dedication to the City of Los Angeles in 1928. **(See attached 148-9 Map Subdivision)**

-----  
*On Mon, Mar 14, 2016 at 5:45 PM, Lovit, Elaine <Elaine.Lovit@fnf.com> wrote:*

***The street is owned by the city.***

*Elaine Lovit  
Fidelity National Title Insurance  
Elaine.Lovit@fnf.com  
Www.ElaineLovit.com  
818-203-1778*

-----  
**Hacienda Dr West (also called Hacienda Court) is NOT part of any of Harvard-Westlake's existing parcels.**  
Harvard-Westlake asked for a Vacation of the Public Right of

Way and asked that Hacienda Drive be "tied to parcel 1111," which is the parcel immediately north of Hacienda. So it is NOT currently tied to Parcel 1111.

We have pulled the Parcel info from Lot 1111 and confirmed this. **(See attached LADBS)**. It shows no easements or Right of way (it actually includes multiple lots/addresses, none of which include ownership of the paper road).

**This information is consistent with the School's Vacation Request to the Bureau of Engineering.** The outline on the Exhibit A clearly outlines in YELLOW that the Hacienda Dr land merges with Coldwater Canyon and is not part of HW property **(see attached Notice of Vacation)**.

The owner of this paper road is still the City of Los Angeles.

**It is therefore misleading and inaccurate in the RDEIR for the City to say "...eight parcels and Paper Hacienda, all owned by Harvard-Westlake..." (2-5 RDEIR).** *If* the right of way is vacated, then HW will have an easement to use that paper road. If the vacation is denied, the paper road will remain in the public's trust, where it has been since 1928.

Sincerely,  
Sarah Boyd

\*\*\*\*\*

Sarah Boyd  
STBoyd69@yahoo.com  
(818) 687-6286 c.

\*\*\*\*\*

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3 attachments

 LADBS profile lot 1111.pdf  
47K

 Proposed Notice of Vacation.pdf  
305K

 \_148-9 MAP SUBDIVISION .pdf  
1286K

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Rita Villa <ritav@earthlink.net>  
Reply-To: ritav@earthlink.net  
To: lsarkin@studiocitync.org

Tue, Mar 15, 2016 at 1:19 PM

Hi Lisa:

Please print this and include it with stakeholder comments.

Thanks,

Rita

---

**From:** Sarah Boyd [mailto:stboyd69@yahoo.com]  
**Sent:** Tuesday, March 15, 2016 10:08 AM  
**To:** ritav@earthlink.net; Lisa Sarkin  
**Subject:** Hacienda Dr West information for the SCNC Ad Hoc

[Quoted text hidden]

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3 attachments

 LADBS profile lot 1111.pdf  
47K

 Proposed Notice of Vacation.pdf  
305K

 \_148-9 MAP SUBDIVISION .pdf  
1286K

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Rita Villa <ritav@earthlink.net>  
Reply-To: ritav@earthlink.net  
To: lsarkin@studiocitync.org

Tue, Mar 15, 2016 at 3:39 PM

Lisa:

I am not sure if I sent this to you or not. Please print it and the attachments and put it with stakeholder

comments. If I sent it already please forgive me.

Thanks,

Rita

---

**From:** Sarah Boyd [mailto:stboyd69@yahoo.com]  
**Sent:** Tuesday, March 15, 2016 10:08 AM  
**To:** ritav@earthlink.net; Lisa Sarkin  
**Subject:** Hacienda Dr West information for the SCNC Ad Hoc

Dear Lisa and Rita:

[Quoted text hidden]

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**3 attachments**

 **LADBS profile lot 1111.pdf**  
47K

 **Proposed Notice of Vacation.pdf**  
305K

 **\_148-9 MAP SUBDIVISION .pdf**  
1286K

# Los Angeles Department of Building and Safety

Parcel Profile - Report Date: 3/14/2016 4:46:04 PM

## JOB ADDRESS(ES)

3703 N COLDWATER CANYON AVE, LOS ANGELES, CA 91604  
3705 N COLDWATER CANYON AVE, LOS ANGELES, CA 91604  
3707 N COLDWATER CANYON AVE, LOS ANGELES, CA 91604  
3717 N COLDWATER CANYON AVE, LOS ANGELES, CA 91604

## 1. PARCEL LEGAL DESCRIPTION INFORMATION:

Tract:	TR 1000
Block:	
Lot:	111
Arb:	2
Modifier:	PT
Map Reference Number for Tract Recordation:	M B 19-34 (SHT 34)
Parcel Identification Number:	162B161 657 (/OnlineServices/PermitReport/PermitResultsbyPin?pin=162B161%20%20%20657)

## 2. BASIC ZONING INFORMATION FOR PARCEL:

Alquist-Priolo Fault Zone:	NO
Area Planning Commission:	South Valley
Baseline Hillside Ordinance:	YES
Baseline Mansionization Ordinance:	NO
Certified Neighborhood Council:	Studio City
Community Redevelopment Area:	NO
Council District:	2
District Map:	162B161
Flood Hazard Zone:	NO
Hillside Grading Area:	YES
Hillside Ordinance Area:	YES
LA Preliminary Fault Study Area: (/OnlineServices/PermitReport/DisplayPDF?path=LAPFRSA.pdf)	NO
Planning Area / Community Name:	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
Zone(s):	RE40-1H

## 3. GEOGRAPHICALLY ORIENTED PARCEL INFORMATION:

500 Foot School Zone:	NO
Airport Hazard Area:	NO
Alley:	NO
Building and Safety Branch Office:	VN
Building Line Setback:	NO
Census Tract:	1439.02
City Street R/W:	NO
City Walk R/W:	NO
Coastal Zone Conservation Act:	NO
Community Design Overlay District:	NO
Community Noise Equiv. Level:	NO
Compacted Filled Ground:	NO
Division of Land:	NO

Division of Land Exemption:	NO
Earthquake-Induced Landslide Area:	YES
Earthquake-Induced Liquefaction Area:	YES
<b>Easement:</b>	<b>NO</b>
Energy Zone:	9
Environmentally Sensitive Area:	NO
Fire District:	VHFHSZ
Front Yard Setback:	NO
Future Street:	NO
GPI Plan Route Office:	NO
High Wind Area:	NO
Highway Dedication:	NO
Hillside Street:	NO
Lot Cut Date:	NO
Lot Size:	NO
Lot Type:	NO
Methane Hazard Site:	NO
Nat. Water Course:	NO
Near Source Zone Distance:	2
Oil Well Area:	NO
Parcel Area (sqft):	29455.50
Parcel Map Exemption:	NO
Parking District:	NO
Parking Layout:	NO
Private Street:	NO
Read Yard Setback:	NO
Side Yard Setback:	NO
Thomas Brothers Map Grid:	562-E6
Vacated Street/Alley:	NO
Vehicular Access Waived:	NO

**4. CITY DOCUMENTS ASSOCIATED WITH PARCEL:**

BHO:	Yes
City Planning Case(s):	CPC-2013-148-VCU CPC-29735-GPC CPC-18760
HLSAREA:	Yes
Ordinance:	ORD-158726 ORD-128730 ORD-132416
Zoning Information File(s):	ZI-2438 Equine Keeping in the City of Los Angeles

**5. OTHER PARCEL RELATED INFORMATION:**

BOARD OF PUBLIC WORKS  
MEMBERS

KEVIN JAMES  
PRESIDENT

MONICA RODRIGUEZ  
VICE PRESIDENT

HEATHER MARIE REPENNING  
PRESIDENT PRO TEMPORE

MICHAEL R. DAVIS  
COMMISSIONER

JOEL F. JACINTO  
COMMISSIONER

FERNANDO CAMPOS  
EXECUTIVE OFFICER

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
PUBLIC WORKS

BUREAU OF  
ENGINEERING

GARY LEE MOORE, PE, ENV SP  
CITY ENGINEER

1149 S. BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

AUG 25 2015

Rector Warden & Vestrymen, et  
3646 Coldwater Canyon Avenue  
North Hollywood, CA 91604

Hacienda Dr. fr.  
Coldwater Cyn. Ave. to  
its Wly Term. &  
Coldwater Cyn. Ave.  
(Airspace Vac.) Approx.  
520' Nly/o Hacienda Dr. -  
VAC-E1401273.

NOTICE OF PROPOSED VACATION

This office has been requested to investigate the vacation of the public right of way indicated below pursuant to an investigation fee paid under Section 7.42 of the Administration Code:

( x ) A request for the vacation of the area(s) shown colored blue on the attached map.

( ) Also the vacation of the area colored green.

Referrals have been sent to governmental agencies and public utility companies for their input on the requested vacation. This office does not commence formal investigation until these inputs are received. Therefore, the information available at this time is limited essentially to the area involved.

If you wish to comment on this vacation, you must send your written communication within 30 days of the above date to the Street Vacation Investigation Section at 201 N. Figueroa Street, Suite 200, Los Angeles, CA 90012 or Telephone No. (213) 202-3480.

Edmond Yew, Manager  
Land Development Group  
Bureau of Engineering

EY/gt  
Enc.

APPLICATION FOR VACATION OF PUBLIC RIGHT OF WAY  
ORIGINAL - (No copies or faxes)

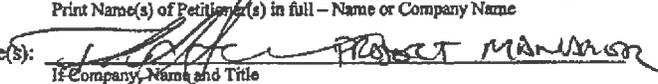
DATE: March 25, 2015

PROJECT LOCATION AND DESCRIPTION:

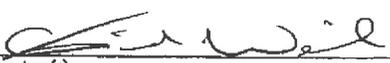
- Hacienda Drive west of Coldwater Cyn Ave. and a  
(1) Area proposed to be vacated is: limited airspace vacation for pedestrian bridge  
(Street/Avenue/Boulevard/Alley/Walk: N/S/E/W of)  
and is located between:  
Van Noord Avenue and Avenida Del Sol  
(Street, Avenue, Boulevard or other limit) (Street, Avenue, Boulevard or other limit)  
• Attach a map if necessary.
- (2) The vacation area lies within or is shown on:
- (a) Engineering District: (check appropriately)  
 Central ( ) Harbor ( ) Valley ( ) West Los Angeles
- (b) Council District No. 2
- (c) District Map No. 182 B 181
- (d) A CRA Redevelopment Area: \_\_\_\_\_ OR X  
(YES) (NO)
- (3) Area (in sq. ft.) of the proposed vacation area is approx. 9,468 sq. ft. If over 10,000 sq. ft. of buildable area, the vacation is not categorically exempt from the California Environmental Quality Act Guidelines and will require a higher level of environmental review. Contact a vacation staff member to discuss the effect of this on the processing of your application prior to submittal. If the applicant is required to have an environmental determination performed by the Bureau of Engineering Environmental Management Group, the applicant must submit an additional \$32,100 fee deposit. This will also increase the processing time by approximately 6 months.
- If the vacation is located within a Coastal Development Zone, a Coastal Development Permit will be required for the project. The applicant should be aware that vacations within a Coastal Development Zone will take longer to process and will be considerably more expensive. If the applicant is required to have a Coastal Development Permit processed by the Bureau of Engineering Environmental Management Group, the applicant must submit an additional \$32,100 fee deposit.
  - Some city agencies, including LADOT, may require additional fees to be deposited to cover costs during the referral and investigation process. The applicant is responsible for paying the fees to the agency directly. Referral fees paid to other city agencies are separate from the Bureau of Engineering processing fees.
  - If the proposed vacation is only for a portion of the Right-of-Way or a partial block, contact a vacation staff member prior to submitting application.
- (4) Purpose of vacation (future use of vacation area) is: Hacienda Drive is a paper street. It will be tied to the Por. of Lot 1111 to the north of Hacienda Dr.  
A limited airspace vacation over Coldwater Cyn. Ave. for a pedestrian bridge
- (5) Vacation is in conjunction with: (Check appropriately)
- Revocable Permit ( ) Tract Map ( ) Parcel Map ( ) Zone Change  
( ) Other \_\_\_\_\_

151187-7 Pg 2 of 53

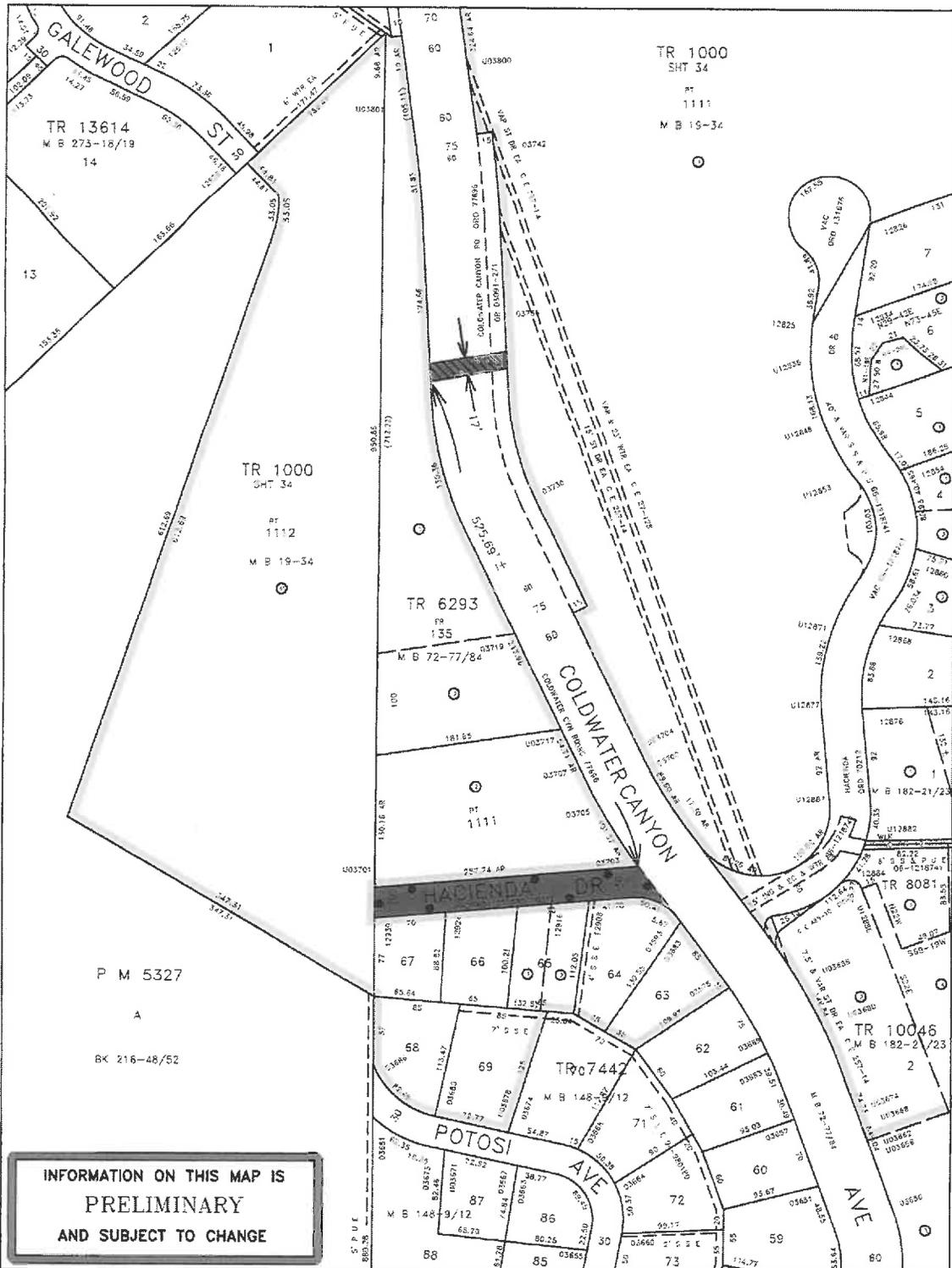
**PETITIONER / APPLICANT:**

- (6) Petitioner(s): Thomas Iacobellis - Iacobellis & Assoc, Inc  
Print Name(s) of Petitioner(s) in full - Name or Company Name
- Signature(s):  PROJECT MANAGER  
If Company, Name and Title
- (7) Mailing Address: 11145 Tampa Avenue #15B Northridge, CA 91326  
(Address, City, State, Zip Code)
- (8) Daytime phone number of petitioner is: ( 818 ) 366-9222  
FAX number: ( 818 ) 366-4813  
E-mail number: thomas2@tisurveying.com
- (9) Petitioner is: (check appropriately) ( ) Owner OR (X) Representative of Owner

**OWNERSHIPS:**

- (10) Name(s) and address of the Owner(s) applying for vacation is/are:
- Harvard-Westlake School  
3700 N. Coldwater Canyon Avenue  
Studio City, CA 91604  
Print Name(s) and Address of Owner(s) in Full  
(If Owner is Petitioner, Indicate "Same as above")
-   
Signature(s)

- (11) Petitioner is owner or representative of owner of: (check appropriately)
- ( ) The property described in attached copy of Grant Deed OR
- ( ) \_\_\_\_\_
- \_\_\_\_\_  
(Lot, Tract No.) (Parcel, Parcel Map L.A. No.) (Other)



INFORMATION ON THIS MAP IS  
 PRELIMINARY  
 AND SUBJECT TO CHANGE

TITLE: HACIENDA DR FROM COLDWATER CANYON AVE TO ITS WLY TERM & COLDWATER CANYON AVE (AIRSPACE VAC) APPROX. 520 FEET NLY/O HACIENDA DR

WORK ORDER NO. VAC- E1401273  
 COUNCIL FILE NO. \_\_\_\_\_  
 COUNCIL DIST. 2 DIV. INDEX 1034  
 ENG. DIST. VALLEY T.G. 562-E6  
 DISTRICT MAP 162B161



DEPT. OF PUBLIC WORKS  
 BUREAU OF ENGINEERING  
 CITY OF LOS ANGELES

EXHIBIT A

Legend: Vacation boundary as shown   
 Legend: Airspace Vacation boundary as shown 

# TRACT N<sup>o</sup> 7442

IN THE CITY OF LOS ANGELES.

BEING A SUBDIVISION OF LOT 1 & PORTIONS OF LOT 136 OF TRACT NO. 6293 AS PER MAP RECORDED IN BOOK 72 PAGES 77 TO 84 INCLUSIVE OF MAPS & A PORTION OF LOT 1111 OF SHEET 34 OF TRACT NO. 1000 AS PER MAP RECORDED IN BOOK 19 PAGE 34 OF MAPS, RECORDS OF LOS ANGELES COUNTY.

REABURN & BOWEN  
- Engineers -

RECORDED  
MHR. 30 1928  
1489  
maps  
500

I, J.G. Morgan hereby certify that I am a Civil Engineer, and that this map consisting of 4 sheets correctly represents a survey made under my supervision in December, 1926 and that all of the monuments shown hereon actually exist, and their positions are correctly shown.

J.G. Morgan  
Subscribed and sworn to before me this 14th day of February, 1927.  
Joseph P. Chamberlain  
Notary Public in and for Los Angeles Co., State of California.

The bearing of the West Line of Lot 136 as shown on Tract No. 6293 as recorded in Map Book 72, pages 77 to 84 Records of Los Angeles County, was used as the basis of Bearings shown on this map.

STATE OF CALIFORNIA } 55  
COUNTY OF LOS ANGELES }

On this 9th day of February, in the year 1927 before me, Mary J. Smith, a Notary Public in and for the said County and State, residing therein, duly commissioned and sworn personally appeared, R.E. Bel Valle, known to me to be the President and J.G. Morgan, known to me to be the Secretary of the SECURITY TRUST & SAVINGS BANK, the Corporation that executed the within instrument and known to me to be the persons whose names are subscribed hereto and acknowledged to me that such corporation executed the same.

In witness whereof I have hereto set my hand and affixed my official seal the day and year in this certificate first above written.  
Mary J. Smith  
Notary Public in and for Los Angeles Co., State of California.

I hereby certify that a deed and sufficient bond in the sum of \$500.00 duly returned by the Board of Supervisors of the County of Los Angeles, has been filed with said Board as security for the payment of taxes on land shown on map No. 7442 (1-3) returned by me to the County of Los Angeles, State of California, on MAR 29 1928 by M. K. ...

We hereby certify that we are the owners of an interest in the land included within the subdivision shown on the annexed map and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said map and subdivision as shown within the colored border line, and hereby dedicate to the public use the Avenues and Drive and grant and dedicate to the City of Los Angeles for Storm Drain and Sanitary Sewer purposes easements over the strips of land as shown on said map within said subdivision.  
SECURITY TRUST & SAVINGS BANK  
R.E. Bel Valle, President  
J.G. Morgan, Secretary  
BOARD OF WATER AND POWER COMMISSIONERS OF THE CITY OF LOS ANGELES  
S. P. ...  
J. ...

TITLE INSURANCE AND TRUST COMPANY  
Company, Vice President  
Assistant Secretary  
STATE OF CALIFORNIA } 55  
COUNTY OF LOS ANGELES }

On this 1st day of MARCH, in the year 1928 before me, R. E. Chamberlain, a Notary Public in and for the said County and State, residing therein, duly commissioned and sworn personally appeared, R.E. Bel Valle, known to me to be the President and J.G. Morgan, known to me to be the Secretary of the BOARD OF WATER AND POWER COMMISSIONERS OF THE CITY OF LOS ANGELES, the Corporation that executed the within instrument and known to me to be the persons whose names are subscribed hereto and acknowledged to me that such corporation executed the same.

In witness whereof I have hereto set my hand and affixed my official seal the day and year in this certificate first above written.  
R. E. Chamberlain  
Notary Public in and for Los Angeles Co., State of California.

L.M. Sperry  
TITLE INSURANCE AND TRUST COMPANY  
Assistant Secretary

R.E. Chamberlain

17th March 1928  
A. FAYNE, County Clerk

John C. Shaw

Mar. 21 '28

Title Insurance and Trust Company  
969077 Feb. 28 20  
Security Trust & Savings Bank and Title Insurance and Trust Company

John C. Shaw

Mar. 21 1928

TRACT NO. 7442

19TH JANUARY 1929  
H. B. ...

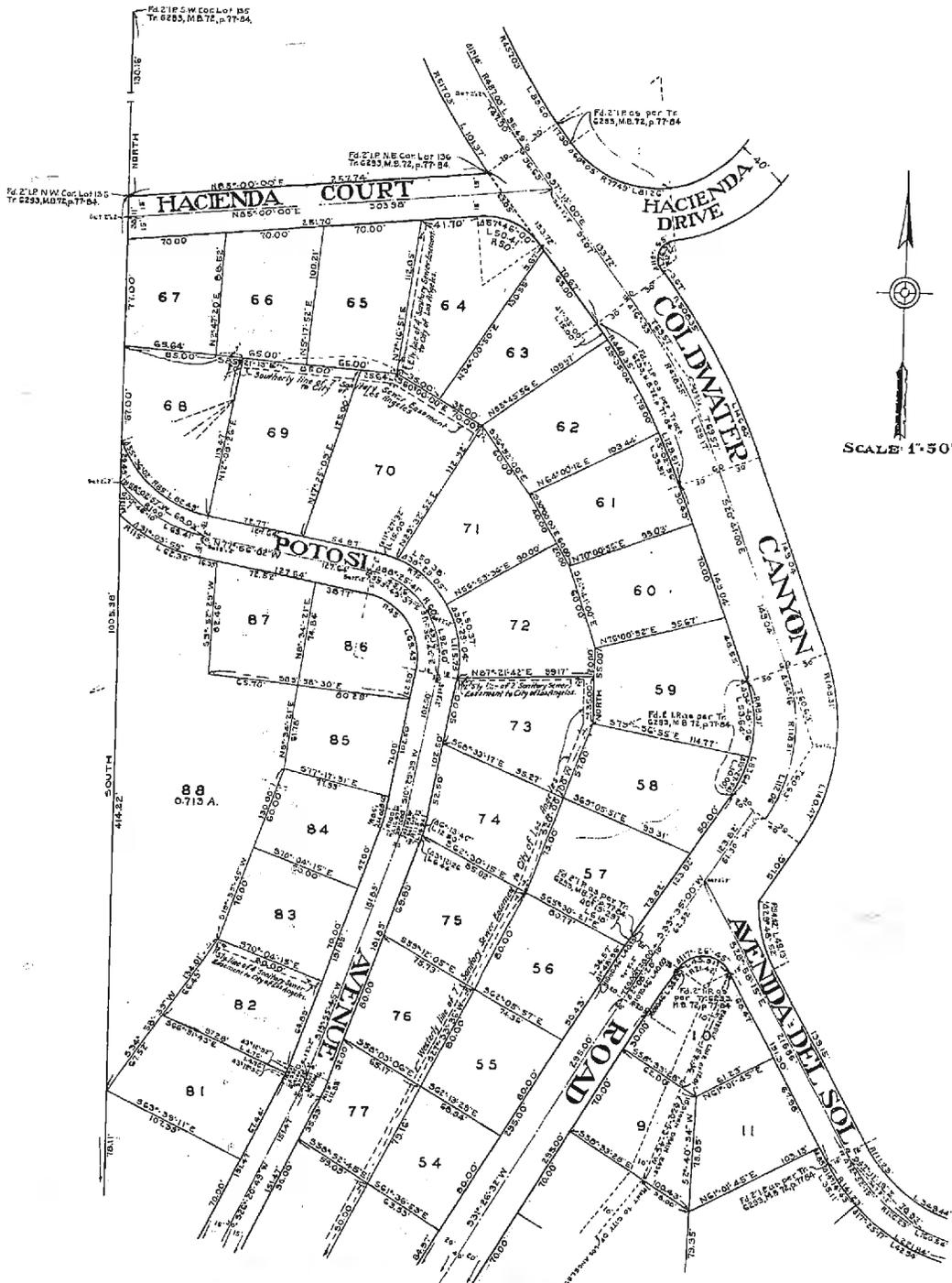
28  
27  
R. E. Chamberlain  
Notary Public in and for Los Angeles Co., State of California.  
R. E. Chamberlain  
Notary Public in and for Los Angeles Co., State of California.

RECORDED  
MAR 20 1928  
148  
maps

# TRACT N° 7442

1719

*Fullerby*  
*Parties*  
500



SEE SHEET No. 3

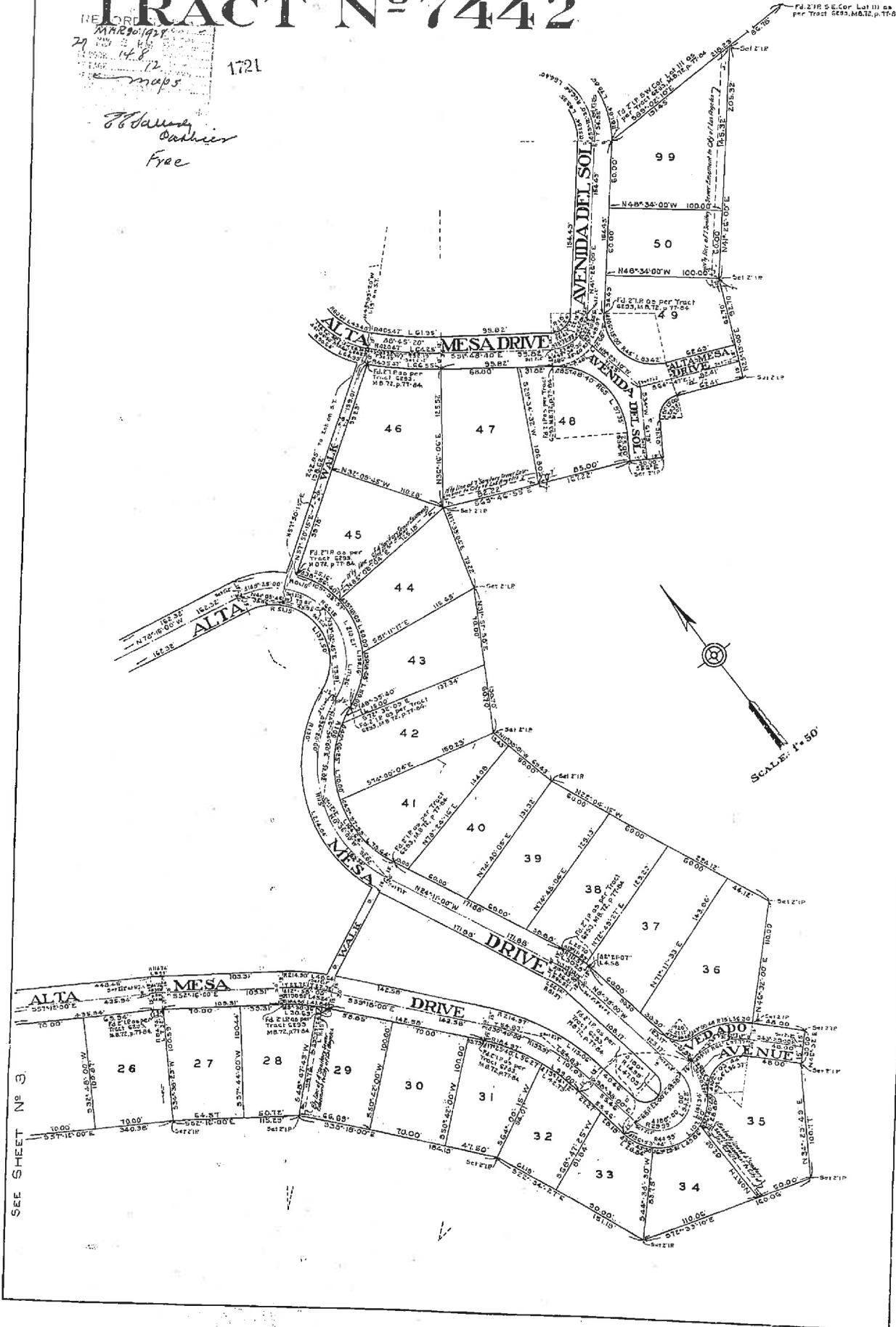


# TRACT N° 7442

RECORDED  
 MAR 20 1927  
 79  
 14.8  
 12  
 maps

1721

*H. H. ...*  
*... ..*  
*Free*



SEE SHEET N° 3



### **RDEIR REPORT REVIEW - COMMENTARY**

The following are intended to serve as comments regarding WEXCO's observations of the Recirculated Draft Environmental Impact Report (RDEIR) relative to the Harvard-Westlake Parking Improvement Plan, as of **March 16, 2016**, based on the information available to date. The format of this document is: 1) an excerpt of the RDEIR including page/section number, 2) WEXCO's Relevant Summary of the RDEIR provision, 3) WEXCO's comment as to the RDEIR proposal.

#### **1. RDEIR, Executive Summary (S-3 TO S-4)**

***Pedestrian Bridge*** The Proposed Project also includes a pedestrian bridge crossing over Coldwater Canyon Avenue that would connect the proposed Parking Structure to the Harvard-Westlake Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling along Coldwater Canyon Avenue. ***For safety reasons associated with the danger of speeding vehicles currently traveling along Coldwater Canyon Avenue, no pedestrian access to the Development Site would be provided from the street.*** The pedestrian bridge would be fully accessible in compliance with the requirements of the Americans with Disabilities Act..

*The proposed Parking Structure would be used for parking purposes only... no student drop-off and pickup operations permitted...*

#### **Relevant Summary**

*For Safety Reasons, no Pedestrian Access to - or from - the Parking Structure is provided to / from Coldwater Canyon. The only safe and ADA Compliant access to/from Coldwater Canyon is via the Bridge.*

#### **WEXCO Commentary**

**Since there is no pedestrian access in/out of the Parking Structure to Coldwater Canyon (but for the Bridge), that limited access is unsafe.**

**To the extent that a new and improved pedestrian access to/from Coldwater Canyon (beyond the Bridge) is permitted/designed/built, such access would be dangerous.**

In the event of a fire, or earthquake, or other emergency situation or calamity that would require an accessible path to a safe zone outside the Parking / Practice Field Structure, the existing plan is unsafe. In the existing plan, the only outlet to the Parking / Practice Field Structure is either a bridge to the other side of Coldwater Canyon or directly out to Coldwater Canyon at grade.

The planners recognize that access to Coldwater Canyon at grade is "associated with the danger of speeding vehicles".

There is no guarantee that pedestrians travelling to / from the Parking Structure / Harvard Westlake Campus will refrain from illegally crossing Coldwater Canyon - short of building a complete fence - with automatic gates) along the parkways (on either side of Coldwater Canyon). Building a complete fence and gate system along the parkways is also unsafe and impractical.

**To the extent that pedestrian access, in/out of the Parking Structure to cross Coldwater Canyon at street level is provided (e.g. Crosswalk) that type of access is also unsafe.**

A crosswalk (between HW and the Parking Structure) that presumably is solely serving the 750 parking lot spaces of the Parking Structure and Harvard Westlake Campus - during peak and off peak hours - would be dangerous. The increase in pedestrian travel on Coldwater Canyon (with or without the bridge), from the Parking Structure to Harvard Westlake increases the likelihood of a collision, injury and/or fatality.

**The Pedestrian Bridge is an attractive nuisance that may result in persons that use the Bridge dropping items onto Coldwater Canyon vehicular traffic.**

Items dropped or that fall (intentionally or unintentionally) from overpasses or bridges is not uncommon. The pedestrian bridge (even with the proposed design scheme - that allegedly reduces the likelihood of debris falling upon vehicles on Coldwater) will increase the likelihood of such a dangerous condition.

2. **RDEIR, Executive Summary (S-3)**

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

**Relevant Summary**

*The Project will virtually eliminate Campus Parking on the local streets.*

**WEXCO Commentary**

**There is no guarantee that persons using local streets to park and walk upon will be eliminated by the Project.**

There is no guarantee that persons using local streets to park and walk upon will be eliminated by the Project, short of installing No Parking Signs (or Permitted Parking strictly for Residents) and the strict enforcement and towing of offending vehicles away from the local streets.

**The RDEIR admits that even with the 750-space Parking Structure, the Campus will still have large events where neighborhood parking is inevitable.**

The large events will still have visitors using local streets for driving, parking and pedestrian uses.

3. **RDEIR, Executive Summary (S-4)**

*The pedestrian bridge would be **secured when the Harvard-Westlake School is closed** to prevent unauthorized access to the pedestrian bridge.*

**Relevant Summary**

*The Bridge will only be secured while Campus is closed.*

**WEXCO Commentary**

**If the Proposed Bridge is built, it should be secured at all times.**

To the extent the Bridge is approved... Access should be secured at all times given the dangerous nature of the bridge on at least two (2) levels (Dangerous limited access across Coldwater and the Attractive Nuisance that the Bridge brings danger to the vehicular traffic below)

4. **RDEIR, Executive Summary (S-5)**

*Debris Basin & Deflection Walls - A debris basin is proposed to be located in the southwest corner of the Development Site. The debris basin would be earthen material. The debris basin would be surrounded by trees (within the newly landscaped area) that would be a mix of native vegetation (oaks) and other landscape trees. Its purpose is to collect and discharge water or other surficial runoff, such as might occur during a heavy rain event, from the hillside areas to the south and west. Similarly, ten deflection walls are also proposed (average length of 13 feet and ranging in height from 18 inches to three feet) on the northwest side of the Development Site. They would be installed along a 30-degree angle to the adjacent ascending topography and would deflect surficial runoff into a downstream debris channel to maintain positive flow.*

**Relevant Summary**

*Debris Basin design does not include Maintenance provision or scope.*

**WEXCO Commentary**

**Lack of Debris Basin Maintenance Program in the RDEIR**

WEXCO has not seen, in the RDEIR, any provision as to how or when the debris basin is to be maintained. Lack of maintenance of a debris basin may subject the area to standing water, and vector hazards (e.g. Mosquitoes, Vermin).

5. **RDEIR, Executive Summary (S-9)**

*A maximum grading quantity of approximately 2,500 cubic yards in a Hillside Area on a lot in the RE40-I-H Zone, in lieu of the 1,600 cubic yard maximum grading limit otherwise required by LAMC Section 12.21 C.10(f)(1), (or such amount as may be increased pursuant to LAMC Sections 12.21 C.10(f)(3) and (4). (The Project would involve grading and export of a total of 137,000 cubic yards [to be conservative 140,000 cubic yards is analyzed in the RDEIR]...*

### Relevant Summary

140,000 Cubic Yards of soil are "conservatively" estimated to be exported.

### WEXCO Commentary

#### **The RDEIR does not indicate any Swell Calculation of the Export soils.**

Swell of compacted soil - as it is being excavated and placed into dump / haul trucks - is commonly estimated to be between 20%-25%. The amount of anticipated haulage of Export is misleading.

*In other words, the Proposed excavation amount of 140,000 Cubic Yards of compacted earth materials will increase in size by 20%-25% as it is distributed from the earth to the dump trucks; thereby increasing the amount of haulage of earth materials from the 140,000 CY to 175,000 CY (i.e. 25% Swell Factor).*

#### **The RDEIR does not indicate the weights of various construction elements that will impact the Roads and Infrastructure**

WEXCO has not seen, in the RDEIR, any calculations as to the weight of:

Imported soils to the Site.

Imported Concrete to the Site.

*The RDEIR states that it assumes 100 Concrete Trucks per day during the Project, but the amount (in Cubic Yardage - CY) of concrete is not included.*

Imported Steel and Reinforcing Steel to the Site.

Heavy Equipment transported to/from the site.

... and other substantive Construction Equipment and Materials.

### 6A. RDEIR, Executive Summary (S-33)

Truck trips, Monday through Friday, would occur as follows:

8:00 a.m. to 9:00 a.m. limited incidental deliveries (i.e., one or two for cement, supplies); [2 / day]

9:00 a.m. to 10:00 a.m. up to 6 trucks (12 truck trips); [6 / day]

10:00 a.m. to 2:00 p.m. up to 14 trucks per hour (28 truck trips per hour); [56 Trucks / Day]

2:00 p.m. to 3:00 p.m. up to 12 trucks (24 truck trips); [12 / day]

3:00 p.m. to 4:00 p.m. up to 6 trucks (12 truck trips). [6 / day]

(CONTINUED)

**6B. RDEIR, 2. Project Description (2-15)**

*The Harvard-Westlake School's current hours of operation are as follows:*

*Monday - Friday: 6:30 am - 11:30 pm;*

*Classroom hours are 8:00 am - 3:10 pm on Monday*

*Classroom hours are 8:00 am - 2:35 pm Tuesday through Friday*

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

*The Harvard-Westlake Campus would continue to operate these same hours with the Project.*

**6C. RDEIR, 3.2 Air Quality and Greenhouse Gas (3.2 - 26-27)**

*It is anticipated that construction activity would begin June 2016 and occur over 30 months. The phases include Grading (234 days), Soil Nailing (234 days), Shotcrete (234 days), Foundation/Structure (338 days) Tower/Ramp Construction (130 days), Sitework (156 days), Streetwork (26 days), and Pedestrian Bridge (104 days)*

*Key Assumptions...*

- *200 CY of Demolition debris*
- *140,000 CY Excavated material*
- *144 Truck Trips per day for Hauling Excavated Material*
- *3.5 acres of land disturbed per day*
- *100 Concrete Truck Trips per Day*
- *15,000 SF of paving*

**6D. RDEIR, 3.8 Transportation, Circulation and Parking (3.8 - 13-27)**

*Assumptions...*

- *33 Construction workers on-site during Grading - using their own vehicles - 66 Vehicle Trips*
- *Dump Truck Capacity = 20 CY, but only filled to 14 CY*
- *During Peak Hours 160 Truck Trips per day for Hauling Excavated Material (Not 144 See 7C)*

**Relevant Summary**

*The total proposed trucks per day = 2 + 6 + 56 + 12 + 6, is equal to 82 Trucks per day (throughout the project). Truck trips are double that figure (i.e. incoming and outgoing truck trips) equal to 164 Truck Trips per day (throughout the Project duration). Harvard Westlake assumes during excavation alone that there will be 144 Dump Truck Trips per day. The number of vehicles used to transport persons to/from the Campus that "would continue to operate" is not provided in the RDEIR and will remain unimpeded during construction, and will add to the ordinary Commuter Traffic along Coldwater Canyon. Dump Trucks will exit site, cross Coldwater, travel north to US 101 and deposit materials 35 miles away.*

**WEXCO Commentary**

***The RDEIR underestimates the Impact of the Construction Activities of the Proposed Project***

***During Excavation and Export of soils, from the site, it is proposed that 20-CY Capacity Dump Trucks filled to 14 CY each, (equal to 164 Truck Trips -***

**with a GVWR of 65,000 lbs or 32 Tons each) per day will haul (export) 175,000 CY of soil (Not 144,000 CY as indicated).**

**As indicated in the Proposed Schedule, it will take approximately 234 working days (Monday - through Friday) - not including Rainy Days (Rain in excess of .25") or Windy Days (Wind in excess of 25 MPH) to Haul 175,000 CY.**

Based on historic weather data (i.e. 2011) there is approximately 23 days of inclement weather (14 Rain Days / 9 Windy Days) during a calendar year.

**Based on the proposed use of 164 Truck Trips / Day (to haul 175,000 CY of Export Soil) and the schedule of 234 days to complete the proposed hauling of Export soils. The addition of 23 Days, for inclement weather, to the 234 days to export soils will increase the time to Export Soils to 257 work days.**

In total, 257 Work days is equal to (at least) 360 calendar days (1 Year) to accomplish the Export of Soils from the Site. This does not include many other construction related Hauling routines attributed to the Project including: Soils Import Hauling, Rebar Hauling, Structural Steel Hauling, Concrete Hauling, Shoring Hauling, and other Construction Materials Hauling / Trucking.

This also does not include Construction Delays or Extraordinary Weather related delays.

Based on the Proposed Schedule Start Date of the Project of June 1, 2016 the Excavation portion of the project alone will not be completed until End of May, 2017... nearly a full year of Excavation alone is forecast.

**Based on the proposed 14 CY Dump Loads, it will take 12,500 Dump Truck Loads (or 25,000 Truck Trips) to Export the Soil from the site, across Coldwater Canyon (a dangerous maneuver in and of itself), travel north along Coldwater Canyon to US 101 to an undisclosed site that is 35 miles away.**

**Each loaded Dump Truck weighs about 65,000 lbs. or 32 Tons. The amount of Tonnage applied to the road and onto the infrastructure below the road (Sewer Lines, Water Lines, Utility lines) is on the order 25,000 Truck Trips x 32 Tons = 800,000 Tons for nearly a year.**

The 800,000 Tons over the course of one year does not include the following:

- Import of Soils
- Concrete Deliveries
- Rebar or Steel deliveries
- Other Construction Materials Deliveries
- Heavy Equipment Delivery/Removal

Campus/Commuter Vehicle Traffic  
Construction and Emergency vehicles for others

**The Proposed Construction Schedule included in the RDEIR that forecasts the number of days is unclear as to Calendar Days or Working Days for the proposed Project.**

**The impact of the construction and the associated truck loads on the streets and sidewalks and utilities (Improvements) and to those that are served by these Improvement is hazardous.**

The result of the Project Construction activity, attributed to the Subject Project, on the Streets will cause premature aging and damage to the roads and sidewalks and infrastructure. Damaged roadways and sidewalks often lead to Vehicle, Bicycle and Pedestrian Accidents. Damaged Infrastructure causes damage to Property and Life and Limb.

**There is no provision in the RDEIR as to where worker vehicles will be designated to travel and / or park at the project.**

To the extent that worker parking is off-site, there is no provision or plan as to how workers will get to/from the project.

## 7. **RDEIR, 2. Project Description (2-9)**

**Enhance safety and security** associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area, including the relocation of:

- **Cars that currently park off-campus along Coldwater Canyon Avenue and neighboring streets, and**
- **School bus drop-off/pick-up operations on-site.**

### **Relevant Summary**

Safety of Harvard-Westlake Community Associated with Vehicular and Pedestrian Circulation  
(Students, Employees, Parents, Visitors)

### **WEXCO Commentary**

**A viable solution for pedestrian travel on the East side of Coldwater Canyon is to build a sidewalk.**

To the extent that the City determines that Harvard-Westlake students, and visitors, walking South on Coldwater on the East side of Coldwater (from Halkirk Street to the Campus) have a degree of safety risk (such that temporary cones

are placed along the shoulder fronting the associated residence), the proper solution is to seek an easement along that portion of the ~100' distance of Coldwater Canyon from the intersection of Halkirk Ave and Coldwater Canyon southbound to the North/Visitor entrance of the school. (See attached imagery from Google Earth)

If the area between Halkirk Street and the Campus North/Visitor Entrance were made into a sidewalk, it would further ensure the safety of any pedestrian traffic from the residential streets to the campus (or to other southerly destinations). Even without the paved sidewalk alternative, there is currently ample room for pedestrians to walk safely southbound to the campus on the east side of Coldwater Canyon.

Unlike the Parking Structure project that places students, employees and visitors in harms way (i.e. crossing Coldwater Canyon), the alternative is to keep pedestrians on the east side of Coldwater Canyon, where the campus community and all its activities currently are, thereby keeping pedestrians safe. Further, if necessary, the School could improve the pavement that currently exists on the east side of Coldwater (between the North/Visitor Entrance up to the Main entrance - a distance of ~480').

### **The current Bus/Pedestrian Drop Off System is Safe**

School bus parking on Coldwater is currently safe as well. Students load and unload again on the east side of Coldwater with a wide margin away from the flow of traffic (12 ft+). Students are safely dropped off onto sidewalks in front of the school - near the Main Entrance, and walk safely into campus at grade. There is absolutely no need to move bus loading and unloading within the campus.

There is no legitimate safety argument for moving the campus community (i.e. students, employees and visitors) across Coldwater Canyon to the West so that they must travel eastward across Coldwater Canyon at risk.

## **8. RDEIR, 2. Project Description (2-29)**

*The Ground Level Site Plan (Figure 2-7)*

### **WEXCO Commentary**

#### **The lack of a designated shoulder is a safety hazard.**

The Proposed Plan does not include a Shoulder on the west or east sides of Coldwater Canyon. Especially in light of an increase of 750 vehicles that are attributed to the Parking Structure alone, the lack of a designated shoulder is a safety hazard.

To the extent that a Shoulder is designed/constructed on the west side of Coldwater Canyon at the Parking Structure, it may be construed by Campus persons as a means to drop-off persons (to cross Coldwater Canyon to the

Campus or to gain access to the proposed Bridge) and/or use the shoulder as a sidewalk - which has been determined to be dangerous (see also S3-S4) due to "speeding" vehicles.

9. **RDEIR, 2. Project Description (2-10)**

**The catchment fence (32 feet tall), proposed around the perimeter and on top of the practice field would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue.**

**Relevant Summary**

*The 32' high Catchment Fence will stop balls from entering Coldwater Canyon Blvd.*

**WEXCO Commentary**

**We have not seen a Trajectory Study, in the RDEIR, to substantiate the proposed design of a 32' high catchment fence that will stop errant (or purposefully projected) balls from entering Coldwater Canyon.**

**The RDEIR does not include the details of the athletic activities associated with the proposed athletic practice field (Field Hockey, Lacrosse, Football, Soccer, etc.).**

To ensure that no errant or purposefully projected ball or equipment exits the proposed Practice Field, it is suggested that the Practice Field be fully netted (i.e. netted at the sides and the top of the proposed Practice Field).

If you have any questions with the content of this document, please contact the undersigned at (310) 306-3877. This report is subject to further amendments subsequent to receipt of any new additional documents.

Cordially,

WEXCO INTERNATIONAL CORP.

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BRAD P. AVRIT, PE  
President

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JEFF HUGHES, GC  
Construction Mgr.

LETTER 11R (CONTINUED)  
11R-83, 14 PAGES



**Autumn Wind Associates, Inc.**

Air Quality CEQA Analysis and Consulting Services

P.O. Box 1030 ▪ Newcastle, CA 95658  
916.719.5472 ▪ ggilbert@autumnwind.us

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March 16, 2016

RE: Harvard Westlake RDEIR ENV-2013-0150-EIR SCH NO. 2013041033; Air Quality Analysis and Comments

At the request of the group Save Coldwater Canyon, Autumn Wind Associates has reviewed the above-referenced RDEIR and provides these comments regarding its treatment of air emissions, significance determinations, and proposed mitigations.

**I. Introduction**

Our review of the RDEIR reflects that the Harvard Westlake project will contribute substantial quantities of criteria and health risk-related emissions and relies on poorly written, unenforceable mitigation as the basis for claims of reduced NO<sub>x</sub> emissions that will, as a practical matter, not materialize. Lack of detailed project-specific air quality-related information in the RDEIR, its Air Quality Appendix (Appendix C), or via online access at the Lead Agency's website, identifying and explaining the Lead Agency's choices regarding equipment-related modeling inputs and their changes made to CalEEMod model defaults, greatly inhibited ours and the public's ability to validate and verify the emission reductions claimed in the Air Quality element.<sup>1</sup> Notwithstanding the lack of detailed information and explanation on how emissions were calculated from use of equipment, haul trucks, worker vehicle trips, etc., it appears that CalEEMod modeling used under-representative numbers of truck trips and vehicle trip lengths; if this is the case, the project's emission estimate in the RDEIR are underestimated. In turn, underestimation would jeopardize the accuracy of the RDEIR's air quality impact significance determinations, actual emission impacts, the RDEIR's reasons for not performing a health risk assessment, and the efficacy of proposed mitigation measures (and especially MM-AQ-9 and MM-AQ-10). Health risk modeling is conspicuously absent from the RDEIR; this is unacceptable considering the extent of construction equipment numbers and activity that will emit toxic air contaminants across the multi-year construction period to nearby students and residents, and because background levels of

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<sup>1</sup> Our requested equipment-specific information affecting the RDEIR's estimates of emissions and used to calculate NO<sub>x</sub> reductions for MM-AQ-10 arrived after COB March 16, too late to permit a full re-review and re-analysis of the project prior to the March 21 deadline.

toxics in ambient air and to result from diesels routinely operating on or near school grounds will contribute additively and cumulatively with project emissions to student and resident health risks.

Individual points of concerns are noted below; overall, we have serious concerns about the RDEIR's analysis and proposed mitigation for the project's air quality impacts. If our concerns noted below prove to be on point, the RDEIR must be revised and then reissued for public review and comment.

## **II. Project Expansion and Timing Discrepancy**

Starting at RDEIR Project Description element pg. 2-1 and elsewhere, the Harvard-Westlake project has grown and changed significantly in comparison to the project proposed and studied in the preceding DEIR. The construction components have been expanded and re-phased, with the project duration extended. New and/or changed components include addition of a debris basin; security office and an "ancillary 2,582 square foot enclosed structure for offices, restrooms and equipment storage use"; road and roadway access changes; addition to the site of 8 parcels and the Paper Hacienda; and new and/or relocated soil nails. No information in the RDEIR is found to show that those changes have resulted in changes to emissions estimates, although they may have been reflected as unexplained, unreferenced changes to defaults in the CalEEMod modeling prepared by the Lead Agency. At Air Quality element pg. 3.2-26 project duration is changed from 25 to 30 months, and three original phases are changed to eight. Newly added phases increase unmitigated construction emissions considerably over those estimated in the DEIR, with NO<sub>x</sub> estimated to exceed SCAQMD's regional CEQA threshold of significance. Mitigation proposed to reduce NO<sub>x</sub> emissions, claimed in the RDEIR to bring emissions below regional significance thresholds, will actually do little for air quality since the primary mitigation measure (MM-AQ-10) is fatally flawed. (See comment IX, below.)

At various locations in the RDEIR project duration is identified as 30 months, an increase of five months over that shown in the DEIR. However, CalEEMod modeling output sheets provided in the RDEIR's Appendix C shows construction across 4 years (2016 – 2019), with construction phases likely extending to 42 months. This is a significant unexplained discrepancy between information found in the RDEIR and Air Quality Appendix C. Project timing and duration are important to emissions estimation, but because assumptions regarding inputs used in the CalEEMod model have not been provided by the Lead Agency, discrepant timing/duration information between the RDEIR's elements and CalEEMod output sheets in Appendix C cannot be logically resolved by the RDEIR's reader.

## **III. Emission-Related Details and Explanatory Information Has Not Been Provided in the RDEIR**

Neither the RDEIR's Air Quality element nor its Appendix C provide narrative, descriptive, or graphical information identifying and explaining inputs chose for modeling the project's emissions, including those

related to equipment types, horsepower, trip numbers, etc. Model inputs have a direct, consequential effect on emissions quantities estimated for the project, and for their relevance, in turn, to significance thresholds and for estimating mitigation effectiveness. Without providing to the public the CalEEMod input files used by the Lead Agency’s modeler, we are unable to effectively determine all the input values associated with each construction phase. In addition, changes made to CalEEMod modeling defaults must be explained in the EIR. Our review reflects that numerous changes to defaults were made without explanation or justification, and because no detailed information is provided it is not possible to understand the details of each changed input. Changes to equipment types, horsepower, hours, and other parameters operating as defaults in the CalEEMod model have been made, and without explanatory information and detail, it is not possible to confirm the accuracy or validity of modeled emission estimates. To correct this significant defect, the EIR must be revised to include comprehensive changes that include the addition of, and online accessibility to, the CalEEMod input table(s) used by the Lead Agency’s modeler, along with detailed identification and explanation for changes to model defaults.

**IV. Haul Trips Appear Underestimated and May Not Be Consistent with CalEEMod Guidance**

The CalEEMod output sheet excerpted below (pg. 90 of 532) reflects 17,640 haul trips, but no information is provided in the RDEIR’s Air Quality element to explain how this value was determined.

90 / 532	100% Add sticky note (Ctrl+Q)		Tools	Comment
tblOffRoadEquipment	UsageHours	7.00	8.00	
tblOffRoadEquipment	UsageHours	6.00	8.00	
tblOffRoadEquipment	UsageHours	8.00	8.00	
tblOffRoadEquipment	UsageHours	7.00	8.00	
tblOffRoadEquipment	UsageHours	7.00	8.00	
tblOffRoadEquipment	UsageHours	7.00	8.00	
tblOffRoadEquipment	UsageHours	7.00	8.00	
tblOffRoadEquipment	UsageHours	7.00	8.00	
tblProjectCharacteristics	OperationalYear	2014	2019	
tblTripsAndVMT	Hauling TripNumber	17,500.00	17,640.00	
tblTripsAndVMT	Vendor TripNumber	70.00	3.00	
tblTripsAndVMT	Vendor TripNumber	70.00	5.00	

At RDEIR pg. 3.2-27, haul truck and delivery truck trips/day are noted as 160. Total excavation of 140,000 cubic yards was identified for modeling purposes, and at RDEIR pg. 2-20 each haul truck is limited to no more than 14 yards of soil. Empirically, 10,000 one-way trips (140,000 cubic yards / 14 cubic yards/haul truck) from the project site to the landfill site should occur during the first substantial

phase of the project--yet this trip estimate varies substantially from the unexplained 17,640 trips identified in the screen shot, above, and we are unable to tell how many yards were estimated per truck trip or whether the 17,640 value in the excerpt above represents all hauling trips or some combination of hauling-plus-other trips, or as one- or two-way roundtrips.

CalEEMod Users Guide provides that “Hauling trips are based on the assumption that a truck can handle 20 tons (or 16 cubic yards) of material per load. Assuming one load of material, CalEEMod considers a haul truck importing material will have a return trip with an empty truck (2 trips). Similarly, the haul truck to take material away will have an arrival trip in an empty truck (2 trips). Thus, each trip to import and export material is considered as two separate round trips (4 trips) unless the “phase” box is clicked. Then, a haul truck trip to import material will be the same haul truck to export material (2 trips). We are unable to determine if the “phase” box was checked during the model runs for the RDEIR since the RDEIR fails to provide any explanatory information on how its modeling inputs were chosen. Regardless, our empirically-based estimate of 10,000 one-way haul trips would then either amount to 20,000 roundtrips or, based on CalEEMod’s default approach, 40,000 roundtrips, and these numbers vary appreciably from the unsupported, unexplained 17,640 haul trip value cited in Appendix C. Without having provided the CalEEMod input file with explanatory information on the selection of its inputs, the Lead Agency has hampered the public’s ability to verify the RDEIR’s emissions estimates, significance findings, and claimed effectiveness of proposed mitigations. An empirical approach to calculating the project’s haul trips also calls into serious question the accuracy of the 17,640 trip value used in the RDEIR’s CalEEMod modeling for emissions estimation.

**V. Truck Trip Numbers Appear to Be Underestimated and Concrete Truck Trips May Not Have Been Included with Haul Trips**

At Appendix C pg. 28 of 532 the following table is provided:

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	21	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	30.00	0.00	17,640.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Soil Nailing	6	30.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Shotcrete	4	30.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundation/Structure	9	30.00	50.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

The column labeled “Hauling Trip Length”, above, appears to indicate that all hauling trips were calculated only for the grading phase, but what hauling tasks are factored into the 17,640 trips? The reader is left to guess, since there is no explanatory information found in the RDEIR or Appendix C. However, the default capacity used in CalEEMod for haul trucks is 16 cubic yards, and if we divide

140,000 cubic yards by that value we arrive at 8 cubic yards'/truck capacity. Doubling that capacity would result in 8820 truckloads—which then doubled to create a round trip (one trip to, one trip return) gets us back to the 17,640 hauling trip number shown in the screenshot above. If this approach is what was used in the modeling, it understates the total number of trips since the 16 cubic yard/truck haul default in CalEEMod should not have been used. Rather, the 14 cubic yard/truck haul value specified at various locations in the RDEIR should have been used to calculate numbers of truck hauls. Additionally, the RDEIR states that there will be 16 trips/day during the grading phase, apparently applying to concrete trucks, although we are not able to determine if those trips were included for calculating “Trips and VMT” showing in the table above. If they were not, where were they calculated? If they were inadvertently omitted by the Lead Agency’s modeler, emissions estimates for the project have been under-calculated.

#### **VI. Haul Distances Appear Underrepresented in Project Modeling**

At Project Description pg. 2-20, the hauling distance for disposal of the project’s ~140,000 cubic yards of excavated soil is noted as 35 miles, yet as noted in the screen shot above the default distance is listed as 20 miles. Lacking explanatory information in the RDEIR on input choices made by the Lead Agency, we are unable to explain the discrepancy. Did modeling for Appendix C count haul trips as one roundtrip per 14-cubic yard increment, or, as CalEEMod notes in its guidance on the issue, as 2 complete roundtrips? Using the empirically derived roundtrip estimate of either 20,000 or 40,000 roundtrips for the project’s soil disposal, the 30-mile increased roundtrip trip length would result in an additional 600,000 – 1,200,000 miles traveled. From the table above, a 40-mile haul roundtrip would actually result in 70 miles’ travel, an increase of 43%. So, too, would related heavy-duty truck emissions. If the RDEIR has undercut haul trip emissions by using the CalEEMod trip distance default, project emission estimates contained in Tables 3.2-6 and 3.2-7 are underestimated. Please provide clarifications and specific details used for modeling haul truck emissions to resolve haul truck and trip-related discrepant information contained within the RDEIR’s various elements and appendices.

#### **VII. PM10/2.5 Concentration Modeling for Project-Specific Operational and Cumulative Impacts Is Poorly Explained and Ignores Relevant Cumulative Sources**

RDEIR Tables 3.2-8 and 3.2-9 provide modeled pollutant concentrations at four sensitive receptor locations for emissions generated at the parking structure and where diesel school buses will pick up and deliver students. No information is provided in the RDEIR to show how those were selected or whether they were on the basis of “maximally exposed individual” (MEI) locations. Please provide clarification on why those locations were selected and whether they represent the most at-risk MEIs.

Additionally, at pg. 3.2-29, PM10 and PM2.5 concentrations were modeled for the school pool area and “the single-family residence located directly northwest”. Similarly, no information is provided that explains why those locations were selected for PM concentration modeling. Moreover, the RDEIR should have provided multiple pollutant concentrations at those locations, similar to what was undertaken in the tables referenced above. While the tables reflect operational emissions, the project’s 2016 – 2019 construction period (either 30 months or, according to CalEEMod output sheets, substantially longer) will generate sustained criteria pollutant and TAC emissions for residents located north and west of the project area and, per Table 2-1, as close as 77’ to the construction limit line. We are requesting that pollutant concentrations be estimated and provided for those locations.

Further, construction-generated PM10/2.5 concentrations are cumulatively significant, locally. The *construction* PM10/PM25 concentration increments are a significant fraction of the State/federal AAQS at the nearest sensitive receptors, unlike modeled *operational* ambient concentrations which are a small fraction of the AAQS. South Coast is a PM10/PM2.5 nonattainment area with a long and ongoing record of serious challenges to re-attainment of federal and state health-based particulate standards. While the RDEIR at pg. 3.2-34 dismisses project’s potential to cause cumulatively significant TAC exposures, there could easily be a point when project construction PM10/2.5 concentrations combine with background PM10/PM25 concentrations to exceed ambient air quality standards. The RDEIR notes that SCAQMD requires that other cumulative PM10/2.5 sources within 500 meters of the site be identified (the RDEIR refers to footnote “17”, yet no reference is given at bottom of page), but ignores that the RDEIR’s aerial view of the project provides ample evidence of numerous sources of PM10/PM2.5 (i.e., local roadways) within that radius.

#### **VIII. RDEIR Fails to Provide Adequate Review of Project-Specific and Cumulative Health Risks**

Tables 3.2-8 and 3.2-9 were constructed using outputs for the project’s operational criteria pollutants taken from the Lead Agency’s use of the AERMOD model; AERMOD may also serve to estimate chronic and acute health risks from potential exposures of nearby sensitive receptors to toxic air contaminants (TAC) that will be emitted by the project and primarily as diesel particulate matter (DPM). Construction-related DPM, a CARB-declared toxic, will be emitted at the project site throughout its 30 – 42-month duration, and will combine with both project-specific operational DPM and that contributed by diesel vehicles operating at adjacent roadways.

At pg. 3.2-30 the Lead Agency has rejected use of AERMOD to characterize increased health risks, largely under the assumption that short-term exposures to TACs need not be evaluated. This position is routinely contradicted in practice; many EIRs in the South Coast air basin and elsewhere in the state have undergone AERMOD modeling to characterize their short-term, construction-related health risks. OEEHA guidance for evaluating air toxic hotspots recognizes that air districts can and do require health

risk modeling for short-term TAC-emitting projects, including those that may involve as little as 2 months' duration.<sup>2</sup> PM2.5 emission concentrations at various locations on or around the project site, to result from project construction equipment, is not a replacement for the health risk assessment that should have been conducted for the RDEIR to ensure that cancer and non-cancer risks do not exceed SCAQMD significance thresholds for maximally exposed individuals. School children will be captive on-campus for many hours per day, day after day, month after month, with increased health risks as a result of the project's heavy reliance on extensive diesel-powered construction equipment and in combination with existing background TAC concentrations. In February 2015, OEHHA (State Office of Environmental Health Hazard Assessment) released updated Risk Assessment Guidelines that outline risk calculations for specific age groupings, including a more protective breathing rate for children.

OEHHA's guidelines were adopted by SCAQMD in June, 2015, well ahead of issuance of the Harvard-Westlake RDEIR, with age and breathing rate protections now three times more protective than existed previously. Soon after, revised SCAQMD HRA guidance was issued that anticipated an increase in the significance of TAC emissions as a result of the more protective values in OEHHA's recommendations; the net effect of OEHHA recommended changes was that short-term projects—including construction projects such as this one--could readily cause excessive health risks. In supporting documentation, SCAQMD staff have advised that a six-month construction project of a size smaller than that described in the Harvard-Westlake RDEIR could cause health risks that would exceed their established TAC thresholds of significance.<sup>3</sup>

The RDEIR has failed to consider health risks to school children and nearby residents that will result from construction-related toxics emitted through the 2016 – 2019 period, and it has similarly failed to evaluate cumulative TAC emissions that include operational emissions from increased vehicle operation at the new parking structure, with school bus parking/access changes, and with increased vehicle use at roadways that will be improved as part of the project. In light of the overwhelmingly sensitive-receptor population—children--served by the school, with residents as close as 72' from the construction zone, and against the backdrop of more protective OEHHA and SCAQMD TAC and health-risk guidance changes made prior to issuance of the RDEIR, the Lead Agency should have put a priority on protecting public health by including a Health Risk Assessment in the RDEIR. Without a bona fide HRA, the Lead Agency cannot justifiably conclude that the project's project-specific and cumulative TAC impacts are less than significant.

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<sup>2</sup> OEHHA; "Air Toxics Hotspots Program Guidance Manual"; February 2015; pg. 8-18.

<sup>3</sup> Based on SCAQMD Staff presentation, Potential Impacts of New OEHHA Risk Guidelines on SCAQMD Programs, Agenda Item 8b, <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/may-specsess-8b.pdf>, p. 9. Presentation provides that 6 months' construction impacts from a typical 1-acre office project could cause significant risk where 1 lb/day of DPM for 6 months would increase cancer risk beyond the 10 per million threshold of significance.

## **IX. Construction Mitigation Measures Are Fatally Flawed**

Construction mitigations proposed for reducing the project's construction equipment emissions are identified at RDEIR pg. 3.2-36. MM-AQ-9 in its latest version requires:

"The construction contractor shall coordinate with the Project Site administrator for Harvard-Westlake School and the administrator for Sunnyside Preschool to schedule construction activity that utilizes heavy equipment and generates fugitive dust to when student exposure would be minimized."

As written the mitigation measure cannot be depended upon to produce real, measurable reductions in school children's exposures to the project's construction-related PM10, PM2.5, or toxic DPM emissions since it lacks enforceability and offers no metrics by which to measure its effectiveness, particularly important for young breathers immediately adjacent to the construction zone. The only hard requirement imposed by the measure's language on the contractor is that they "shall coordinate" with school personnel, which means nothing more than that they will communicate. Mere requirement for coordination does nothing, in itself, to minimize or reduce student exposures to construction activity emissions.

Furthermore, no definition is offered for what constitutes "heavy equipment" or at what level or point "fugitive dust" or "heavy equipment" would invoke the "coordination" requirement. As a practical matter, all phases of the project will utilize diesel construction equipment heavy enough to perform the excavation, earthmoving, cement pumping, offsite soils hauling, and the dozens of other tasks identified for the project, and diesel equipment types and tasks have already been scheduled for each day of each phase of the project (see equipment phases and schedules in Appendix C). No less importantly, nearly every piece of construction-related equipment identified in Appendix C will routinely create diesel emissions and fugitive dust, with emissions occurring across every working hour and day of the project, and they will occur from the first phase through the last phase of the project identified for years 2016 – 2019. Is the public asked to believe that the School will voluntarily keep construction equipment idle when schoolchildren are walking or riding to or from school, or on playgrounds or playing field areas? What possible times of the weekday will occur when preschool children, high school athletes, and neighboring residents are guaranteed to be indoors? Requiring nothing more than coordination does not protect children, athletes, or residents from construction emissions.

The Lead Agency's reliance on this mitigation ignores the practical reality that with millions invested in construction equipment and labor, along with construction contracts requiring specified completion dates, construction equipment will not be idled by this mitigation. Moreover, school children will attend school on five of the six days per week during which construction is allowed---this inherent conflict simply overwhelms meaningful application of the measure. We note, as well, that the mitigation gives

school administrators no criteria by which they may demand that construction activities be halted or reduced. In total, the measure can do little more than act as window-dressing designed to mollify concerned citizens and parents. The Lead Agency must revise the measure to include objective metrics that will ensure that it provides real, substantial emission reductions for students and teachers, and which lays out under exactly what conditions school administrators can expect construction equipment to cease operation upon their request.

MM-AQ-10, found at pg. 3.2-36 requires:

“The construction contractor shall ensure that diesel-powered construction equipment greater than 50 horsepower meets the USEPA Tier 3 emission standards, where available.”

This measure is written to do little more than give the appearance of substantive emission benefits, using what the lay person will assume is a requirement that lower-emitting Tier 3 diesel equipment or better will be required to operate on site. The measure does not require that, nor will it provide it— instead, it is cleverly written to permit the contractor through the use of the subjective “where available” language to opt out of requiring any or all Tier 3 equipment and without challenge. This equates to asking the fox to guard the henhouse, and it neatly ignores the reality that requiring actual Tier 3 engines (or better) for every piece of diesel equipment to operate on the site across its 30 – 42-month project duration will increase costs, delay work schedules, and require constant surveillance of onsite contractors and sub-contractors to ensure 100% compliance with the mitigation.

Similar to MM-AQ-9, the measure fails to provide the objective criteria by which the term “where available” is defined, rendering it unenforceable. While most forms of Tier 3 construction equipment have been available since the 2006—2008 timeframe, many larger pieces of expensive equipment are long-lived and operate at Tier 2 or lesser Tier rates and they are located and operate regularly throughout the South Coast Air Basin. Many construction fleets in CA comply with CARB’s offroad diesel regulation by using a fleet-averaged emission approach, allowing them to continue to use older, more difficult and costly to replace, higher-emitting equipment. Fashioning an enforceable mitigation that recognizes the existence of older, higher-emitting equipment that is virtually certain to end up at the Harvard-Westlake project, similar to what has been done in other CEQA-reviewed-and-mitigated construction projects around the state, should have been undertaken by the Lead Agency.

No standards are required by MM-AQ-10, and unchallengeable discretion is given solely to the “construction contractor” to implement and enforce the measure—or, as will occur without provision for challenge, to simply assert that Tier 3 equipment wasn’t/isn’t available at any given point in the construction process. Furthermore, the measure fails to specify which contractor the measure applies to, and what entity is responsible for ensuring that all contractors and every piece of equipment on the site, whether under his control or not, is at least Tier 3 rated so that fully 100% of emissions reductions

claimed in the RDEIR for AQ-MM-10 are achieved. Large construction projects such as this one routinely use scores of contractors; this one is virtually certain to use dozens over its four calendar year construction period. Because the measure is unenforceable and offers no mechanism by which it will measure its progress to ensure consistency with the reductions claimed for it in the RDEIR, MM-AQ-10 cannot be expected to deliver the emission reductions claimed in the RDEIR, and it must be revised to ensure real, discrete, verifiable reductions across the project life. Otherwise, the critical emission reductions claimed for it in the RDEIR must be removed.

#### **X. Tower/Ramp Equipment and Emissions Appear to Have Been Omitted**

CalEEMod output sheets contained in Appendix C for summer, winter, and annual settings appear to show that the “Tower/Ramp” construction phase, called out in numerous locations in the RDEIR and with a 130-day schedule, will use no construction equipment and generate no emissions. We are at a loss to understand this.

RDEIR Tables 3.2-6 and 3.2-7 reflect unmitigated regional project emissions and localized construction emissions. Table 3.2-7 lists “Tower/Ramp” with <1 lb./day for the four criteria pollutants listed at the top of the Table. Inexplicably, however, Table 3.2-6’s regional focus on project emissions of six pollutants appears to have no “Tower/Ramp” phase or any related emissions. Because the Lead Agency has failed to provide the CalEEMod input table used to estimate the project’s construction emission quantities and concentrations as part of the RDEIR and its appendices available online to the public, and has similarly failed to provide any narrative or descriptive information explaining their choices of modeling inputs, we are unable to understand why Tower/Ramp emissions would have not been characterized for regionally significant project emissions. And while Table 3.2-7 does list the Tower/Ramp phase, its negligible emission quantities point to a strong possibility that the modeler failed to include its equipment-related model inputs before running the model. If this is the case, emission estimates in the RDEIR’s Air Quality element will be underestimated. In turn, an underestimation for Tower/Ramp activities will affect impact significance determinations and emissions reductions calculated for proposed mitigations.

#### **XI. Reasonable, Feasible Construction Equipment Emissions Mitigations Should Have Been Reviewed and Discussed in the Air Quality Element**

RDEIR Table 3.2-6 provides detailed, unmitigated emission quantities estimated for the project, with NOx listed as the only pollutant exceeding SCAQMD’s daily threshold of significance. Mitigations are provided at pg. 3.2-36, with pg. 3.2-37 reflecting a reduction of NOx emissions to well below the regional threshold of significance by reliance on MM-AQ-10. As noted elsewhere in this comment letter, MM-AQ-10 is devised in such a way that it will result in little if any NOx benefit that would not otherwise

occur. Regardless, the RDEIR should have provided a table showing quantities of emissions reductions anticipated by use of the proposed mitigation measures. Additionally, were MM-AQ-10 to be written in a form that ensured its effectiveness, it would provide meaningful reductions of both NOx and PM2.5, and particulate reductions are particularly important since the air basin reflects serious PM2.5 nonattainment challenges.

Because MM-AQ-10 as written relies on the subjective judgments and actions of the “construction contractor” for its implementation and is therefore unenforceable, the Lead Agency must revise it. The Lead Agency must also consider more effective construction equipment mitigations regularly imposed on similar land use projects in other CA air basins with nonattainment air quality challenges both as severe and less severe than those facing the South Coast air basin. In the Sacramento and San Joaquin Valley areas, air district CEQA guidance providing for percentage reductions of a construction project’s NOx and PM10/2.5 emissions are regularly imposed by Lead Agencies. CEQA personnel in SMAQMD and SJVUAPCD recognized long ago that large construction projects will invariably need and use lower-tier (higher-emitting) diesel equipment as the practical result of a number of factors largely involving price and new equipment availability constraints attached to replacement of very long-lived construction equipment. As an example, replacement of a functioning older, higher-emitting scraper with new will often exceed a million dollars. Rather than relying on a mitigation that attempts to require all Tier 3 or better equipment for use throughout the project’s 30 -- 42-month duration, the Lead Agency should impose a fleet-averaged emission reduction approach.

Lead Agencies in the Sacramento region routinely impose mitigation requiring 20% and 45% reductions of NOx and PM10 equipment emissions, taken against the fleet wide average for all construction equipment operating in the basin<sup>4</sup>. Detailed equipment lists are required of the Applicant, with revisions and updates provided for over time, and in the Sacramento region the air district inspects on an approximate monthly basis those larger construction projects to verify that specified equipment and emission reductions are consistent with equipment lists and emission rates provided by the project manager. Such an approach ensures compliance with substantive, quantitative-based mitigation measures, and just as importantly it provides flexibility to the Contractor who may wish to occasionally use older, higher-emitting equipment on the job by counterbalancing with use of some measure of newer (Tier 4I or Tier 4F) diesel-powered equipment. Most importantly, the measure provides flexibility, a record of all equipment used at the project site that provides for rapid compliance assessment, and enforceability by air agency or Lead Agency personnel whose duty it is to ensure that CEQA mitigations are complied with once project construction is initiated.

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<sup>4</sup> For more information on SMAQMD CEQA Mitigations and their prescribed use, see: <http://www.airquality.org/ceqa/mitigation.shtml>

Other CEQA-mitigated projects have required use of an emissions or environmental coordinator onsite. The coordinator logs equipment in on the site; ensures that it complies with inventory records and emissions requirements; provides visual inspections of equipment to ensure that idling time limits are not exceeded and that equipment is well maintained to reduce emissions; and provides an updated compliance log to the Lead Agency (and to the air district if requested) on a weekly or bi-weekly basis. The coordinator would also ensure compliance with SCAQMD Rule 403, for which the RDEIR claims a 61% emission benefit.

We provide here the gist of SMAQMD's standard mitigation language routinely imposed on significantly-sized construction projects undergoing CEQA review; this mitigation should be carefully considered for application to the Harvard-Westlake project:

"The Applicant shall prepare an Air Quality Mitigation Plan (AQMP) and submit the Plan to the SMAQMD for approval prior to issuance of the Work Authorization Permit by the Planning and Community Development Department ground disturbing activities. The AQMP should provide narrative, descriptions, and exhibits that illustrate and justify the measures chosen to reduce the project's operational emissions of ROG and NOx. At a minimum the AQMP shall include:

The proponent shall provide a plan, for approval of the lead agency and the SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the project, including owned or leased and subcontracted vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction<sup>1</sup> compared to the most recent CARB fleet average at time of each annual report; and

The proponent shall submit to the lead agency and the SMAQMD a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours per year during any portion of the project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted annually throughout the duration of the project. The proponent shall provide SMAQMD with the name and phone number of the project manager and/or on-site foreman.

Due to the long-term nature of this project, the requirement for the emission reduction plan referenced herein will sunset on Month/Year due to existing SMAQMD and CARB rules that will affect CARB fleet averages at that time.

Controlling visible emissions from off-road diesel-powered equipment. Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliance equipment. The SMAQMD and/or other officials may conduct periodic site

inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

The Applicant must receive an endorsement letter of the AQMP from the SMAQMD prior to ground disturbing activities.

## **XII. Alternative Diesel Mitigation Should Have Been Reviewed and Discussed in the Air Quality Element**

The Lead Agency has failed to consider requiring use of renewable diesel for all equipment that will operate at the project site. The RDEIR should be revised to include a mitigation measure that requires use of low-emission and/or low-CO<sub>2</sub> alternative fuels unless costs are substantially (~100%) greater than routine diesel fuel costs. Use of renewable diesel (which is not to be confused with bio-diesel) should be required for all offroad diesel construction equipment and onroad diesel haul-truck vehicles operating at the project, with proof of its use to be submitted by contractors and sub-contractors to the trained and qualified outside environmental coordinator for record-keeping and compliance purposes noted in the previous paragraph.

One such product that should have been carefully evaluated in the DSEIR is “Diesel HPR” or an equivalent product, made from 98% renewable content (a rate about 4 times greater than regular B-20 biodiesel) and currently marketed at many locations throughout CA. The price for this ultra-low carbon-intensity diesel, with better performance characteristics than traditional petroleum diesel fuel, is competitive with standard onroad and offroad diesel. Scores of municipalities throughout CA have switched or are switching to exclusive use of renewable diesel, based on its superior emission benefits and cost-effectiveness advantages.

Fossil diesel has a cetane rating of 40. The HPR Diesel product, or similar, has a cetane rating of 74. That level of higher cetane results in lower PM and NO<sub>x</sub>. (The Harvard-Westlake project will, with its poorly written MM-AQ-10, is virtually certain to produce NO<sub>x</sub> emissions exceeding the regional threshold of significance. Health risks to students and nearby residents from toxic DPM emitted by construction equipment have been ignored by the RDEIR. Renewable diesel fuel, readily available at little if any additional cost over traditional diesel, will provide substantial NO<sub>x</sub> and PM<sub>2.5</sub> benefits for ozone precursor and health risk reductions.) Because the density of the fuel is slightly lower, so is the chemical energy per unit volume (3%). But because the cetane rating is so much higher PM otherwise not emitted is converted into productive energy, with tractive horsepower (per unit volume) slightly higher than fossil diesel (1%).

### **XIII. Diesel Is a Carcinogen**

At RDEIR pg. 3.2-5 the RDEIR has included a statement that is both substantially out of date and misleading: "Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen". The RDEIR should be revised to eliminate cut-and-paste, anachronistic information which, in this case, has been outdated for many years. CARB long ago declared DPM (emitted by diesels that will operate at the Harvard-Westlake project) a toxic air contaminant based on its carcinogenicity, and it has invoked dozens of Air Toxic Control Measures over the years aimed squarely at reducing diesel exhaust emissions since it first initiated its Diesel Risk Reduction Program in 1998.

### **XIV. Construction Equipment and Haul Trip Discrepancies**

From pg. 3.2-27, the RDEIR states "144 haul truck trips per day (i.e., 72 inbound trips and 72 outbound trips) for hauling of the excavated material; plus, up to 8 delivery trucks per day (8 inbound and 8 outbound)." It appears that the "8 delivery trucks per day" is in error, based on the 8 inbound and 8 outbound trips, and that delivery trucks will total 16 trips/day.

Additionally, immediately below the quote noted above, the RDEIR states "3.5 acres of land disturbed per day during grading based on 2 scrapers, 1 dozer, and 1 blade". A "blade" is not listed in CalEEMod or CARB's OFFROAD equipment model, but likely refers to a grader. More importantly, the use of 2 scrapers, 1 dozer, and 1 blade as the only equipment to excavate, grade, and move and load 140,000 cubic yards of soils is a gross misstatement and is contradicted by equipment listings found in Appendix C's CalEEMod output sheets. Rather than listing in the Air Quality element only three types of equipment for the project, the Lead Agency must provide all equipment details by type, make, model, their hours of intended use by phase, and any other factors that underlie emissions calculations or modeling performed for the RDEIR.

Should you have any questions or comments regarding this comment letter, please feel free to contact me at your convenience.

Sincerely,



Greg Gilbert



Lisa Sarkin <lsarkin@gmail.com>

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## SCC Petition Signatures

1 message

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Save Coldwater Canyon! <savecoldwatercanyon@gmail.com>  
To: board@studiocitync.org

Thu, Mar 17, 2016 at 5:52 PM

**Since you said you are collecting comments for the record until Sunday, we would like to send you our petition, last signed on March 17, 2016.**

**Attached please find for your SCNC records the Change.org signatures and comments -- there are over 1,300 signatures, with a quick perusal you can see 100s are from Studio City residents. (No way for us to verify the stakeholder status of all of them other than those that are clearly residents, but the number of Studio City residents alone is persuasive.) Certainly there are *many* more in Mr. Krekorian's district, so we will be sharing the petition with him directly.**

11R-84a

**Thanks!!  
Sarah Boyd, President,  
Save Coldwater Canyon Inc.**

**The text of the petition can be found at:**

<https://www.change.org/p/councilmember-paul-krekorian-mayor-eric-garcetti-director-of-planning-la-city-planning-dept-michael-logrande-protect-open-space-land-in-coldwater-canyon>

**It reads:**

The Harvard-Westlake School has proposed a massive development on the Westside of Coldwater Canyon, south of Ventura Blvd. in Studio City.

This project would carve out 135,000 cubic yards of hillside and chop down over 130 protected oak and walnut trees to build a 3 story private parking garage, a lighted athletic field on top, and a private bridge over Coldwater, a designated scenic highway.

11R-84b

We do not support the urbanization of this open space land - land which has been designated for conservation. The proposed project is grossly out of character with the natural hillside environment, and not consistent with the site's current

11R-84c

zoning and land use. If approved, it would set a terrible precedent for any development not only within the Santa Monica Mountains, but in all residential communities. The Santa Monica Mountains Conservancy, the Hillside Federation, the Studio City Residents Association and the Sherman Oaks Homeowners Association have all recognized the significant adverse biological and visual impact this project would have.

11R-84c  
cont'd

We urge our Studio City and City of Los Angeles representatives to join the neighborhood in recognizing the importance of open space land in Coldwater Canyon! Tell the school to confine their development to the East side of Coldwater on their existing footprint – maintaining the integrity of the Open Space and single-family, residentially-zoned land on the West side of Coldwater Canyon.

—  
SAVE COLDWATER CANYON! Inc. 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.

Find out more at [www.savecoldwatercanyon.com](http://www.savecoldwatercanyon.com)

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**2 attachments**

 **Petition\_SIGNATURES\_03\_2016.pdf**  
227K

 **Petition\_COMMENTS\_03\_2016.pdf**  
218K

## LETTER 11R (CONTINUED)

11R-85, 41 PAGES

<b>Name</b>	<b>City</b>	<b>State</b>	<b>Postal C</b>	<b>Signed On</b>
Save Coldwater Canyon				5/6/15
Heidi MacKay	Studio City	California	91604	5/8/15
Jeffrey Jacobs	Studio City	California	91604	5/8/15
Susan Jacobs	Studio City	California	91604	5/8/15
Deborah Nicholson	silver city	Nevada	89428	5/8/15
Jennifer Rothman	Los Angeles	California	90015	5/8/15
Irwin Jasper	Los Angeles	California	91324	5/9/15
Gordon Krischer	North Hollywood	California	91602	5/9/15
Hali Burton	Van Nuys	California	91405	5/9/15
Dorothy Klein	Indio	California	92203	5/9/15
rita berman	Los Angeles	California	91316	5/9/15
Robert Jacobs	Woodland Hills	California	91364	5/9/15
Joyce Rosenblum	Pacific Palisades	California	90272	5/9/15
Harvey Shapiro	Los Angeles	California	91343	5/9/15
Sidney Rische	Studio City	California	91604	5/9/15
Frances Jasper	Los Angeles	California	91324	5/9/15
Donna Haas			91423	5/9/15
Sarah Boyd	Studio City	California	91604	5/9/15
judy shure	Camarillo	California	93012	5/9/15
Ryan Johnson	Los Angeles	California	90065	5/9/15
Hilda Plecas	Studio City	California	91604	5/9/15
arnie sperling	Pacific Palisades	California	90272	5/9/15
Sally Wood	Studio City	California	91604	5/9/15
SUELLEN Wagner	Studio City	California	91604	5/9/15
Annika Hays	Los Angeles	California	91423	5/9/15
David Subar	Studio City	California	91604	5/9/15
Joel Pashby	Los Angeles	California	90019	5/9/15
shirley engel	Studio City	California	91604	5/9/15
Concerned Citizen	New City	New York	10956-2	5/9/15
pam kantrowitz	Studio City	California	91604	5/9/15
Gerry Miller	Los Angeles	California	91423	5/9/15
Mason Newton	Studio City	California	91604	5/9/15
Cathy Engel-Marder	Los Angeles	California	90066	5/9/15

Jeff Marder	Los Angeles	California	90066	5/9/15
Alex Lauterbach	Los Angeles	California	91316	5/9/15
Susie Shapiro	Los Angeles	California	91401	5/9/15
Joe and Vicki Friedman	Los Angeles	California	91403	5/9/15
Alexandra Kondracke	LA	California	90027	5/9/15
Stanley Greenfield	Woodland Hills	California	91367	5/9/15
Ned Boyd	New York	New York	10011	5/9/15
Jeannia Robinette	Studio City	California	91604	5/9/15
Liza Botkin	Studio City	California	91604	5/9/15
Helen Robinette	Los Angeles	California	91423	5/9/15
Tina Clark	Glendale	California	91206	5/9/15
Christine Main	Frazier Park	California	93225	5/10/15
Whitney James	Studio City	California	91604	5/10/15
Byron Gross	Beverly Hills	California	90210	5/10/15
Melinda Browne	Los Angeles	California	90042	5/10/15
Paddie Butler	Studio City	California	91604	5/10/15
Sally Stevens	Studio City	California	91604	5/10/15
Guy Maeda	North Hollywood	California	91605	5/10/15
Ann Bell	Beverly Hills	California	90210	5/10/15
Helen Giroux	Studio City	California	91604	5/10/15
Charles Clarke	Huntington Beach	California	92646	5/10/15
Linda Berrgman	Studio City	California	91604	5/10/15
Darlene Gisela Colaiuta	Beverly Hills	California	90212	5/10/15
Carrie L. Mihalkanin	San Diego	California	92117	5/11/15
Dennis Kaplan	Mayfield Heights	Ohio	44124	5/11/15
BOB BRYAR	Los Angeles	California	91401	5/11/15
Mariella Galarcep	Los Angeles	California	91403	5/11/15
Jarrett Jacobs	Los Angeles	California	91403	5/11/15
charles bergman	Studio City	California	91604	5/11/15
Philip Baer	North Hollywood	California	91606	5/11/15
Kate Kahn	Los Angeles	California	91401	5/11/15
Clancy Goode	Marina Del Rey	California	90292	5/11/15
Bill Jones	Santa Monica	California	90405	5/11/15
Nina Kellogg	Studio City	California	91604	5/11/15

Frieda & Michael Maim	Los Angeles	California	91607	5/11/15
Evie Shafner	Los Angeles	California	90036	5/11/15
Karen Abrams	Thousand Oaks	California	91362	5/11/15
Emily Boyd	Long Island City	New York	11101	5/11/15
Bebe Michels	Woodland Hills	California	91367	5/11/15
Thom Rivera	Los Angeles	California	90029	5/11/15
Daphne Subar	studio city	California	91604-2	5/11/15
Lorraine Jonsson	Los Angeles	California	91423	5/11/15
Constance Ives	Los Angeles	California	91403	5/11/15
kathleen donno	Los Angeles	California	91607	5/12/15
Herb Silverman	Los Angeles	California	91401	5/12/15
Albert Levine	Studio City	California	91604	5/12/15
Kate Carlin	North Hollywood	California	91602	5/12/15
Robin Humphries	Los Angeles	California	90045	5/12/15
Henry Stanny	Los Angeles	California	90026	5/12/15
Lu Murray	Los Angeles	California	91601	5/12/15
Donald Webb	Valley Glen	California	91401-3	5/12/15
Jan Kimbrough	Valley Village	California	91607	5/12/15
Mac Carter	Beverly Hills	California	90210	5/12/15
Ludo Cremers	Studio City	California	91604	5/12/15
Tara Khoshbin	Los Angeles	California	90024	5/12/15
Beth Miller	Los Angeles	California	91316	5/12/15
Tanya Rabie	Studio City	California	91604	5/12/15
Mary Zakrasek	Los Angeles	California	91423	5/12/15
Wolfe Michael	Studio City	California	91604	5/12/15
Lucy Schouweiler	Pasadena	California	91105	5/12/15
Eliza Diliberti	Los Angeles	California	90041	5/12/15
Monica Schad	Studio City	California	91604	5/12/15
Rachel wolff	Studio City	California	91604	5/12/15
Chad Harris	Studio City	California	91604	5/12/15
Katherine T	Los Angeles	California	91604	5/12/15
Kathi Holland	Studio City	California	91604	5/12/15
Nicole Haeusser	Studio city	California	91604	5/12/15
Emily Ki	Studio City	California	91604	5/12/15

Jen Florez	North Hollywood	California	91606	5/12/15
Masami Fukuhara	Studio City	California	91604	5/12/15
lisa tobin	Studio City	California	91604	5/12/15
Richard Cooper	Los Angeles	California	91423	5/12/15
Megan Cavallari	Studio City	California	91604	5/12/15
paul STEINBAUM	Los Angeles	California	90067	5/12/15
Gwyn Mccoll	Studio City	California	91604	5/12/15
kate carlson	Studio City	California	91604	5/12/15
Rose Leibowitz	Los Angeles	California	91403	5/12/15
Stephany Yarbrough	Studio City	California	91604	5/12/15
Lorna Paisley	Lake Balboa	California	91406	5/12/15
Carol Felman	Studio City	California	91604	5/12/15
Robert Porter	Los Angeles	California	90046	5/12/15
Arden and Sari Rynew	Studio City	California	91604-4	5/12/15
Michael Laskin	Studio City	California	91604	5/12/15
Harold Kassarian	Studio City	California	91604	5/12/15
Pamela Rome	Los Angeles	California	91607	5/12/15
Dan Justin	Studio City	California	91604	5/12/15
dee gelb	Los Angeles	California	91423	5/12/15
Debby Cohen	Studio City	California	91604	5/12/15
Walter Afanasieff	Studio City	California	91604	5/12/15
Karen Andrews	Los Angeles	California	91607	5/12/15
Nancy Mehagian	Studio City	California	91604	5/12/15
Ranelle Anorga	Studio City	California	91604	5/12/15
Klary Pucci	Studio City	California	91604	5/12/15
soozin kazick	Los Angeles	California	91423	5/12/15
Sue Culhane	Studio City	California	91604	5/12/15
Sheila Goldner	North Hollywood	California	91601	5/12/15
Joe Laskin	Studio City	California	91604	5/12/15
Gail Phillips	Studio City	California	91604	5/12/15
Alex Izbicki	Studio City	California	91604	5/12/15
Patty Kirby	Studio City	California Studio C		5/12/15
Robert Shames	Burbank	California	91506	5/12/15
Lillian Minnich	Los Angeles	California	91607	5/12/15

Nancy Hoven	Los Angeles	California	90039	5/12/15
Deb Ambrosino	Studio City	California	91604	5/12/15
Steve Bonnem	Los Angeles	California	91402	5/12/15
Jeff Stuart	Studio City	California	91604	5/12/15
Lisa Hillman	Los Angeles	California	91607	5/12/15
Perry Katz	Studio coty	California	91604	5/12/15
Peter Juzwiak	Studio City	California	91604	5/12/15
Janet Albaugh	Los Angeles	California	90064	5/12/15
Ira Fenster	Los Angeles	California	90077	5/12/15
Donna Distefano	Studio City	California	91604	5/12/15
Fur Dixon	Studio City	California	91604	5/12/15
Todd Sandler	Los Angeles	California	91423	5/12/15
Victoria Miller	Los Angeles	California	91436	5/12/15
Paul Distefano	Studio City	California	91604	5/12/15
Norma Johnson	Los Angeles	California	91423	5/12/15
Owen Salkin	Los Angeles	California	91423	5/12/15
David Richardson	Los Angeles	California	91423	5/12/15
Trevor Culhane	Studio City	California	91604	5/12/15
Jack Gaines	Los Angeles	California	91436	5/12/15
Alan Levy	Los Angeles	California	91423	5/12/15
Marjorie Seago	Los Angeles	California	91607	5/12/15
Miranda Winnie	Troup	Texas	75789	5/12/15
rosemarie kauper	Sherman Oaks	California	91423	5/12/15
Gary Green	Studio City	California	91604	5/12/15
jenny karns	Studio City	California	91602	5/12/15
FRANKLIN LEFT	Studio City	California	91604	5/12/15
WILLIAM DEAN	Studio City	California	91604	5/12/15
Bruce Killingsworth	Studio City	California	91604	5/12/15
Laurie Burnam	Los Angeles	California	91423	5/12/15
Susan McGuire	Studio City	California	91604	5/12/15
Donna Wood-Babcoc	Burbank	California	91505	5/12/15
Gail Goldwasser	Beverly Hills	California	90210	5/12/15
Mark Chatinsky	Beverly Hills	California	90210	5/12/15
Marilyn and William Las	Studio City	California	91604	5/12/15

Taryn Thomas	Studio City	California	91604	5/12/15
Jon Neustadter	Los Angeles	California	90036	5/12/15
Paula Gonzalez	Los Angeles	California	91403	5/12/15
Minako Arai	ロサンゼルス	California	91335	5/12/15
Ilyanne Morden Kichave	Los Angeles	California	91423	5/12/15
Mark Ormandy	Studio City	California	91604	5/12/15
Melanie Markwell	Studio City	California	91604	5/12/15
Debra Engilman	Studio City	California	91604	5/12/15
Sabrina Parke	Los Angeles	California	91601	5/12/15
Jim Botko	Beverly Hills	California	90210	5/12/15
Dan Rodriguez	Studio City	California	91604	5/12/15
Alyssa Curran	Los Angeles	California	90066	5/12/15
Robin Fujimoto	Beverly Hills	California	90210	5/12/15
Tony Emerson	Beverly Hills	California	90210	5/12/15
Wilda Rokos	Los Angeles	California	91607	5/12/15
Barbara Robbin	Studio City	California	91604	5/12/15
Patricia Shellogg-Seal	Sunland-Tujunga	California	91040	5/12/15
A Sheldon	Beverly Hills	California	90210	5/12/15
Richard Gladstein	Los Angeles	California	90028	5/12/15
Michael Switzer	Studio City	California	91604	5/12/15
Mary Ann Jacobson	Los Angeles	California	91423	5/12/15
Nora Doyle	N HOLLYWOOD	California	91604	5/12/15
Barbara Dansky	Los Angeles	California	91423	5/13/15
Guido Zwicker	Studio City	California	91604	5/13/15
Laurie Cohn	Studio City	California	91604	5/13/15
Megan McCord	Studio City	California	91604	5/13/15
Lisa Rosenfield	Valley Glen	California	91401	5/13/15
Laura Glass	Studio City	California	91604	5/13/15
Andrea Sher	Studio City	California	91604	5/13/15
Kristin Gayer	Studio City	California	91604	5/13/15
Vera Halpern	Los Angeles	California	91423	5/13/15
Ellen Halpin	Beverly Hills	California	90210	5/13/15
Susan Goldberg	Tujunga	California	91042	5/13/15
Catherine Hayes	Studio City	California	91604	5/13/15

michael culhane	studio city,	California	91604	5/13/15
Arcadia Conrad	Sunnyvale	California	94089	5/13/15
JOHN O'CONNELL	Worcester	Massachu	1607	5/13/15
Edward Felman	Studio City	California	91604	5/13/15
Karen Durinzi	Tujunga	California	91042	5/13/15
nancy booth	Los Angeles	California	91401	5/13/15
ed kelly	Studio City	California	91604	5/13/15
John Frawley	Studio City	California	91604	5/13/15
Melissa Marshall	Studio City	California	91604	5/13/15
Claudette sutherland	Los Angeles	California	91423	5/13/15
Rachel Dowling	Studio City	California	91604	5/13/15
connie beck	Los Angeles	California	91423	5/13/15
Gevork Kazanchyan	Studio City	California	91604	5/13/15
caro Hecks	Studio City	California	91604	5/13/15
LuAnne Edwards	Studio City	California	91604	5/13/15
Christopher marshall	Studio City	California	91604	5/13/15
Scott Hislop	Los Angeles	California	91405	5/13/15
Bobbi Yablow	Oak Park	California	91377	5/13/15
Dana Witt	Studio city	California Ca	9160	5/13/15
Kate Farlow	Studio City	California	91604	5/13/15
kay liberman	Los Angeles	California	90004	5/13/15
Tiana Haynes	Studio City	California	91604	5/13/15
Vincent Grant	North Hollywood	California	91602	5/13/15
Edward Lozzi	Beverly Hills	California	90210	5/13/15
Wendy-Sue Rosen	Los Angeles	California	90049	5/13/15
Jill Thraves	Studio City	California	91604	5/13/15
Denise Freeman	Los Angeles	California	91401	5/13/15
Vicki Horwits	Studio City	California	91604	5/13/15
Robert Baldwin	Studio City	California	91604	5/13/15
Susan Clark	Los Angeles	California	91423	5/13/15
Linda Robinson	Studio City	California	91604	5/13/15
TD Mitchell	Sherman Oaks	California	91423	5/13/15
Susan Rigali	Los Angeles	California	91325	5/13/15
Sharron Mee	Beverly Hills	California	90210	5/13/15

Jay Stern	Studio City	California	91604	5/13/15
Nate Mendel	Studio City	California	91604	5/13/15
Barbara Kantro	Studio City	California	91604	5/13/15
Patrick Casey	Studio City	California	91604	5/13/15
Jody Church	Studio City	California	91604	5/13/15
Raymond Danon	Studio City	California	91604	5/13/15
Maria L. Rosello	Granada Hills	California	91344	5/13/15
Kittie Beletic	Los Angeles	California	90046	5/13/15
sasha moldavsky	Los Angeles	California	90028	5/13/15
Tom Freeman	Los Angeles	California	90049	5/13/15
Marian Dodge	Los Angeles	California	90027	5/13/15
Jill Ackles	Los Angeles	California	90039	5/13/15
Sarah Lambert	Studio City	California	91604	5/13/15
Barbara Jefferies	Los Angeles	California	90004	5/13/15
Alexander Egan	Los Angeles	California	90065	5/13/15
Tony Tucci	Los Angeles	California	90046	5/13/15
Anna Angeloni	Los Angeles	California	91601	5/13/15
dan gold	Los Angeles	California	90049	5/13/15
Nancy Morrison	Los Angeles	California	91401	5/13/15
Cyndi Newton	Los Angeles	California	91423	5/13/15
Julien Egger	Santa Monica	California	90404	5/13/15
Patricia Kiley	Los Angeles	California	91607	5/13/15
Scott Gamzon	Los Angeles	California	90039	5/13/15
Suju Vijayan	Los Angeles	California	91411	5/13/15
Michael Mann	Los Angeles	California	91607	5/13/15
Alison Simard	Los Angeles	California	90046	5/13/15
Lisa Tarlow	Los Angeles	California	90068	5/13/15
Susan Jarakian	Studio City	California	91604	5/13/15
Georg Egloff	Los Angeles	California	90046	5/13/15
Jason Lee	North Hollywood	California	91602	5/13/15
Jaqui Zerouni	Los Angeles	California	90046	5/13/15
Steven Poster	Beverly Hills	California	90210	5/13/15
Scott Nixon	Los Angeles	California	90046	5/13/15
laura rossi	Los Angeles	California	90046	5/13/15

Carol Fima	Los Angeles	California	90025	5/13/15
Beata Henrichs	Los Angeles	California	91406	5/13/15
lindsay nixon	Los Angeles	California	90046	5/13/15
Elaine Jesmer	Los Angeles	California	90069	5/13/15
Paula Chambers	Studio City	California	91604	5/13/15
Carol Sidlow	Beverly Hills	California	90213	5/13/15
Michael Phillips	Beverly Hills	California	90210	5/13/15
Phyllis Katz	Los Angeles	California	90046	5/13/15
Natasha Belson	Los Angeles	California	91436	5/13/15
Wendel Meldrum	los angeles	California	90046	5/13/15
Andrew Stucker	Los Angeles	California	90046	5/13/15
rya kihlstedt	Los Angeles	California	91401	5/13/15
Amber Rambo	Reading	Pennsylvæ	19611	5/13/15
Dana Belcastro	Los Angeles	California	90046	5/13/15
scott sapire	Los Angeles	California	90046	5/13/15
Mary Luetkemeyer	Los Angeles	California	90046	5/13/15
Gary Swink	Los Angeles	California	90046	5/13/15
Shannon Ashe	Los Angeles	California	90046	5/13/15
Heather Dee	Los Angeles	California	91423	5/13/15
Michael Hoover	Los Angeles	California	90046	5/13/15
Wendy Riche	Los Angeles	California	90046	5/13/15
Blue Benenati	Los Angeles	California	90035	5/13/15
Nina G Rosenfield	Pacific Palisades	California	90272	5/13/15
David Garfinkle	Los Angeles	California	91356	5/13/15
Erna Toback	Studio City	California	91604	5/13/15
Sylvia Liu	Virginia Beach	Virginia	23455	5/13/15
Jaren boczan	Los Angeles	California	90046	5/13/15
Jill Pollock	Beverly Hills	California	90210	5/13/15
Lisa Hsu	Los Angeles	California	90046	5/13/15
Jerry Daniel	Woodland Hills	California	91367	5/13/15
Elise Sherman	Los Angeles	California	91357	5/13/15
Lee Clay	Los Angeles	California	90046	5/13/15
Theresa Hoover	Los Angeles	California	90046	5/13/15
Victor Sabah	Los Angeles	California	90049	5/13/15

Jack Smalley	Studio City	California	91604	5/13/15
Sarah Whistler	Studio City	California	91602-2	5/13/15
Jenny O Ullett	Tujunga	California	91042	5/13/15
Heather Hayes	Los Angeles	California	90012	5/13/15
KathE mazur	Los Angeles	California	90034	5/13/15
Joanna di Paso	Los Angeles	California	90046	5/13/15
Louise Salter	Los Angeles	California	90046	5/13/15
Bitu Paya	Los Angeles	California	90046	5/14/15
Tina Germain	Los Angeles	California	90046	5/14/15
Stacia Thompson	Pacific Palisades	California	90272	5/14/15
Jennifer Stander	Beverly Hills	California	90211	5/14/15
james johnson	Studio City	California	91604	5/14/15
Steven Palma	Studio City	California	91604	5/14/15
eleanore zaiden	Tujunga	California	91042	5/14/15
Cheryl O'Neill	Sammamish	Washingt	98074	5/14/15
Ebba-Marie Gendron	Sherman Oaks	California	91423	5/14/15
Christina Carroll	Los Angeles	California	90046	5/14/15
Margie Randolph	Tujunga	California	91042	5/14/15
Leigh Kelly	Los Angeles	California	90036	5/14/15
James Scanlon	Los Angeles	California	90046	5/14/15
mary sherwood	los angeles	California	90046	5/14/15
Louise Cunningham	Long Beach	California	90808	5/14/15
Lois Becker	Los Angeles	California	90049	5/14/15
Mark Stratton	Los Angeles	California	90049	5/14/15
Sandra Hitt	Los Angeles	California	Los Ang	5/14/15
Gena Wilder	Studio City	California	91604	5/14/15
Patricia Frawley	Studio City	California	91604	5/14/15
maria gritsch	la	California	90046	5/14/15
warren Tenhouten	Tujunga	California	91042	5/14/15
Laura Basset	Los Angeles	California	90046	5/14/15
Susan Estin	Studio City	California	91604	5/14/15
Joanna Pitt	Beverly Hills	California	90211	5/14/15
Stacy Lupi	Los Angeles	California	90046	5/14/15
Moira Brandt	Los Angeles	California	90035	5/14/15

Diane Berliner	Los Angeles		90046	5/14/15
Eric Edmunds	Los Angeles	California	90049	5/14/15
Kelsey Vensel	Los Angeles	California	90046	5/14/15
Karen Ride	Claremont	California	91711	5/14/15
christian stevens	Los Angeles	California	90046	5/14/15
Jacqueline beaulieu	Los Angeles	California	90046	5/14/15
Jason Cunningham	Studio City	California	91604	5/14/15
Heidi Abra	Los Angeles	California	91423	5/14/15
Becca Stern	Los Angeles	California	91423	5/14/15
Lawrence Broch	Studio City	California	91604	5/14/15
Robert Parco	Sherman oaks	California	91424	5/14/15
Susan Dickes	Studio City	California	91604	5/14/15
Sermon Lam	Studio City	California	91604	5/14/15
victoria ordin	santa barbara	California	93105	5/14/15
James alario	Los Angeles	California	91601	5/14/15
Annie Heller-Gutwillig	North Hollywood	California	91602	5/14/15
Jana Cunningham	Studio City	California	91604	5/14/15
Diane McQuay	Cottonwood Heig	Utah	84121	5/14/15
R.B. Ripley	Los Angeles	California	90065	5/14/15
Robin McQuay	Pasadena	California	91106	5/14/15
Ken Stewart	Beverly Hills	California	90210	5/14/15
Pam Friedman	Studio City	California	91604	5/14/15
Marian Fenimore	Portland	Oregon	97219	5/14/15
Sarah Flesher	Ventura	California	93003	5/14/15
Candice fields	Sacramento	California	95835	5/14/15
Ratziel Bander	Beverly Hills	California	90210	5/14/15
chris rudin	Los Angeles	California	90046	5/14/15
Steve coombs	Studio City	California	91604	5/14/15
Jessica Villanueva	Coalinga	California	93210	5/14/15
Mary Montgomery	Lomita	California	90717	5/14/15
Sherry Owen	Ojai	California	93023	5/14/15
angela copeland	los angeles	California	90049	5/14/15
Ian Severs	Pacific Palisades	California	90272	5/14/15
Karen Ross Wilson	Los Angeles	California	90065	5/14/15

Susan Mullins	Los Angeles	California	90046	5/14/15
Sandra Lucchesi	Los Angeles	California	91423	5/14/15
Bonniet Schut	Studio City	California	91604	5/14/15
Cori Allvey	Los Angeles	California	90046	5/14/15
Cathy Wayne	Los Angeles	California	90046	5/14/15
Linda Keefer	Studio City	California	91604	5/14/15
Eric Preven	Studio City	California	91604	5/14/15
Dan Feinberg	Sylmar	California	91342	5/14/15
Jennifer Mandel	Los Angeles	California	90031	5/14/15
Sylvia Calloway	Studio City	California	91604	5/14/15
Babbie Green	Sherman Oaks	California	91423	5/14/15
Cindy Warden	Glendale	California	91201	5/14/15
Simon Runge	Los Angeles	California	90041	5/14/15
Luanne Davis	Studio City	California	91604	5/14/15
dennis miller	Los Angeles	California	91401	5/14/15
Dawn Taubin	Los Angeles	California	91423	5/14/15
Leslie Cooper	Gatlinburg	Tennessee	37738	5/14/15
Rob Green	Chester	South Car	29706	5/14/15
Teri Turner	Los Angeles	California	91436	5/14/15
david bonicatto	Los Angeles	California	90046	5/14/15
Jill Howe-Vercos	Venice	California	90291-4	5/14/15
Ron Mohler	Huntington Park	California	90255	5/14/15
Frank Hill	North Hollywood	California	91601	5/14/15
Terrie Beecher	walnut creek	California	94598	5/14/15
Jonathan Durante	North Hollywood	California	91606	5/14/15
Siobhan Carmean	Los Angeles	California	90046	5/14/15
Cindy Granholm	Volcano	Hawaii	96785	5/14/15
Daisy Gardeazabal	Los Angeles	California	90012	5/14/15
Barbara Bondurant	LaVerne	California	91750-3	5/14/15
Stephanie Nellor	Long Beach	California	90803	5/14/15
Aaron Simard	Los Angeles	California	90046	5/14/15
Lynne Kadish	Los Angeles	California	91411	5/14/15
Lisa Davidson	Sierra Madre	California	91024	5/14/15
Kimberly Seidman	Los Angeles	California	91423	5/14/15

Jennifer Law Stump	Los Angeles	California	90046	5/14/15
Robert Tuchband	Thousand Oaks	California	91362	5/14/15
h. harris	Los Angeles	California	90024	5/14/15
Alyssa Factor Saito	Los Angeles	California	90077	5/14/15
Jennifer Gibbons	Los Angeles	California	90029	5/14/15
Dave Coleman	L.A.	California	90068	5/14/15
Mimi Mayer	Los Angeles	California	90046	5/14/15
Karen Harwell	Los Angeles	California	91403	5/14/15
kelly ekizian	studio city	California	91604	5/14/15
Martha Burton	Los Angeles	California	90049	5/14/15
Parker Andrews	Studio City	California	91604	5/14/15
Melanie Stagnaro	Los Angeles	California	90046	5/14/15
Elizabeth McGaughey	San Fernando	California	91340-1	5/14/15
Susan Ashe	Los Angeles	California	90046	5/14/15
Cathy Granholm	Princeville	Hawaii	96722	5/14/15
Catherine Finkenstaedt	Los Angeles	California	90046	5/14/15
Gina Stapley	Mesa	Arizona	85206	5/14/15
jean boylan	Los Angeles	California	91423	5/14/15
Aliki Caloyeras	Malibu	California	90265	5/14/15
Jennifer Clark	Los Angeles	California	90049	5/14/15
Jon Pucek	Los Angeles	California	91423	5/14/15
Michelle Brookman	Los Angeles	California	90035	5/14/15
Shelley Cohee			37700	5/14/15
Philip Midgen	Los Angeles	California	90035	5/14/15
Harold Stulberg	Los Angeles	California	91423	5/14/15
Bill mummy	Los Angeles	California	90046	5/14/15
Patrick Milligan	Glendale	California	91208	5/14/15
Annmarie Parmenter	Belleville	New Jersey	7109	5/14/15
Ben Monaghan	LA	California	90029	5/14/15
MICHAEL MCCARTHY	Studio City	California	91604	5/14/15
Molly Flanegin	los Angeles	California	90046-1	5/14/15
adam polk	Los Angeles	California	90064	5/14/15
Nicole Howell	Los Angeles	California	90046	5/14/15
howard minsky	skokei	Illinois	60077	5/14/15

Alexxandra Alznauer	San Francisco	California	94133	5/14/15
Walter Gorsey	Los Angeles	California	91401	5/14/15
Julie nedwin	Davis	California	95616	5/15/15
Suzanne Good	Los Angeles	California	90046	5/15/15
Paul minden	Los Angeles	California	90046	5/15/15
steven curtis	los angeles	California	90046-1	5/15/15
Carey Smith	Studio City	California	91604	5/15/15
Evelyn Frenkel	Studio City	California	91604	5/15/15
Nina aloni	Beverly Hills	California	90212	5/15/15
Whitney Grant	Santa Ynez	California	93460	5/15/15
Megan Mills	Chicago	Illinois	60657	5/15/15
stephanie drachkovitch	Los Angeles	California	91607	5/15/15
Connie Martin Rivera	Los Angeles	California	90042	5/15/15
Penelope Reed-Woods	Los Angeles	California	91401	5/15/15
Penny Lousie Moore	North Hollywood	California	91602	5/15/15
Denise Maiman	Studio City	California	91604	5/15/15
Alan Maiman	Studio City	California	91604	5/15/15
Maria Duha	New York	New York	10065	5/15/15
Lisa Weiner	Los Angeles	California	90024	5/15/15
Marissa Menzer	Los Angeles	California	90036	5/15/15
Charles Flick	Los Angeles	California	91601	5/15/15
Douglas Honesco	silver city	Nevada	89428	5/15/15
Lawrence Zaiden	Studio City	California	91604	5/15/15
Chun Lu	Torrance	California	90503	5/16/15
Brent Giudice	Los Angeles	California	91423	5/16/15
vedra m.	Studio City	California	91604	5/16/15
Wassem Kadri	Santa Monica	California	90402	5/16/15
Hilary Pickles	Los Angeles	California	91423	5/16/15
Kevin Hearst	Valley Center	California	92082	5/16/15
R. Lucas Stewart	Los Angeles	California	91601	5/16/15
Kathryn Graf	Los Angeles	California	91423	5/16/15
Eben Matthews	Los Angeles	California	90046	5/16/15
ALEXANDRA ROSE	West Hollywood	California	90069	5/16/15
Margo Shapiro	Los Angeles	California	90046	5/16/15

louise berggren	Los Angeles	California	90046	5/17/15
Linda Cole	Cedar Bluff	Alabama	35959	5/17/15
nathan resnick	Los Angeles	California	91401	5/17/15
Carol Andrews	Studio City	California	91604	5/17/15
Nilda Salinas	Los Angeles	California	91343	5/17/15
Christie Enholm	Los Angeles	California	91436	5/17/15
Marsha Swiller	Los Angeles	California	91403	5/17/15
Janet Fattal	Los Angeles	California	91316	5/17/15
Debra Kane	Los Angeles	California	91401	5/17/15
dee brown	Los Angeles	California	91356	5/17/15
Rebecca Switzer	Studio City	California	91604	5/17/15
Midge Reisman	Los Angeles	California	91403	5/17/15
julie hubert	Los Angeles	California	91423	5/18/15
Kristi King	Portland	Oregon	97209	5/18/15
Tobi Schneider	Los Angeles	California	91423	5/18/15
Rachel Zugsmith	Studio City	California	Los Ange	5/18/15
Eileen Mumy	Los Angeles	California	90046	5/18/15
Susan Lynch	Los Angeles	California	90049	5/18/15
Elizabeth Bernheim	LA	California	90046	5/19/15
Mary Lou Huntley	Sherman Oaks		91423	5/19/15
gary anderson	Los Angeles	California	90046	5/19/15
Joel Loquvam	Los Angeles	California	90046	5/19/15
Cynthia Yeseta	Los Angeles	California	90046	5/19/15
Sky Nicholas	Los Angeles	California	90046	5/19/15
Harriett Smalley	Studio City	California	91604	5/19/15
Andromeda Stevens	Los Angeles	California	91436	5/20/15
Stuart Lichtman	Los Angeles	California	90046	5/20/15
Christina Harding	Los Angeles	California	91401	5/20/15
Arnold & Arlene Newm.	Los Angeles	California	91423	5/20/15
Elke Heitmeyer	Los Angeles	California	91423	5/20/15
Allison Band	Los Angeles	California	91423	5/20/15
DONNA CARDIN	Los Angeles	California	91325	5/21/15
Stacy Traub	Studio City	California	91604	5/21/15
Joanna Arlukiewicz	Sherman Oaks	California	91423	5/21/15

Sean Pollard	Los Angeles	California	91423	5/21/15
Margaret Soles	Stevenson Ranch	California	91381	5/21/15
Marek & Anna Arlukiew	Los Angeles	California	91406	5/21/15
jamie jacobs	Los Angeles	California	90049	5/21/15
Jennifer Jamin Breshear	Tampa	Florida	33612	5/21/15
James Buck	Studio City	California	91604	5/21/15
Philip Fowler	Burbank	California	91502	5/22/15
Samuel Bernstein	Los Angeles	California	91401	5/22/15
Ronald Shore	Los Angeles	California	91401	5/22/15
Barry Johnson	Studio City	California	91604	5/23/15
Mel Winter	Studio City	California	91604	5/24/15
Jerome Rogowski	Studio City	California	91604	5/24/15
anne mosell	studio city	California	9E+08	5/25/15
Frances Cogswell	Camarillo	California	93010	5/25/15
Susan Stone	Beverly Hills	California	90210	5/27/15
Carlen Devescovi	Studio City	California	91604	5/27/15
Doron Kauper	Los Angeles	California	91423	5/27/15
Barbara Davilman	Studio City	California	91604	5/27/15
Melina Rodriguez	Los Angeles	California	91331	5/27/15
Melanie Ronning	Studio City	California	91604	5/27/15
Max Calne	Studio City	California	91604	5/27/15
Tom Holland	Studio City	California	91604	5/27/15
Joshua Holland	Studio City	California	91604	5/27/15
Patty Kirby	Los Angeles	California	91607	5/27/15
Lilyan Sievernich	West Hollywood	California	90069	5/27/15
Ed Begley	Studio City	California	91604	5/27/15
Jenna Bowden	Los Angeles	California	91423	5/27/15
karen harlan	Tujunga	California	91042	5/27/15
bryan wark	Tujunga	California	91042	5/27/15
Benjamin Hyun	Studio City	California	91604	5/27/15
Stefani Goldman	Studio City	California	910604	5/27/15
Mary Mallory	North Hollywood	California	91602	5/27/15
Gilbert A. Van Natta Va	Studio City	California	91604	5/27/15
Jodi Malitsky	Mt Juliet	Tennessee	37122	5/27/15

Nicole Walker	Studio City	California	91604	5/27/15
Nadeem Deeb	Studio City	California	91604	5/27/15
chouket Weglein	Studio City	California	91604	5/27/15
Chris Weber	Studio City	California	91604	5/27/15
James Higgins	North Hollywood	California	91602-2	5/27/15
Deanna Devescovi	Studio City	California	91604	5/27/15
Kate Mendel	Studio City	California	91694	5/27/15
Daryl Bowden	Los Angeles	California	91423	5/27/15
Erik Miller	Studio City	California	91604	5/27/15
Ken Stewart	Beverly Hills	California	90210	5/27/15
Jon Boorstin	Studio City	California	91604	5/27/15
Randi Lieberman	Sherman Oaks	California	91423	5/27/15
Carol Senior	North Hollywood	California	91602	5/27/15
Nancy Cushing-Jones	Studio City	California	91604	5/27/15
Tom Tardio	Studio City	California	91604	5/27/15
Leslie Dinstman	Los Angeles	California	91423	5/27/15
Leslie Nitta	Studio City	California	91604	5/27/15
Katarzyna A Smiechowi	Studio city	California	91604	5/27/15
Jim Johnson	Studio City	California	91604	5/27/15
Susan Verb	Studio City	California	91604	5/27/15
Gail Green	Studio City	California	91604	5/27/15
William Nix	Studio City	California	91604	5/27/15
Skye Griffin	Los Angeles	California	91601	5/27/15
Jane Shere	Los Angeles	California	91423	5/27/15
Alexis Renson	Los Angeles	California	91607	5/27/15
Barbara Meloni	Studio City	California	91604	5/27/15
Andrew Wagner trugma	Los Angeles	California	91605	5/27/15
Wendy Baxley	Studio City	California	91604	5/27/15
Jon Gordon			91604	5/27/15
Robert Beiser	Studio City	California	91604	5/27/15
Sheri Kessel	Studio City	California	91604	5/27/15
Kathleen Nielsen	Studio City	California	91604	5/27/15
sharon solloway	Los Angeles	California	91423	5/27/15
Dickran Sarkisian	Studio City	California	91604	5/27/15

Dondo Veeb	Los Angeles	California	91401	5/27/15
Mike Kichaven	Los Angeles	California	91423	5/27/15
Carl Kleinman	Studio City	California	91604	5/27/15
Amy Kleinman	Studio City	California	91604	5/27/15
Andrew Ferrell	North Hollywood	California	91602	5/27/15
don derose	Studio City	California	91604	5/27/15
Monique Ussini	Los Angeles	California	91423	5/27/15
EDDIE CHOI	los angeles	California	90004	5/27/15
William Malin	Los Angeles	California	91413	5/27/15
Joanna Ikeda	Studio City	California	91604	5/27/15
diane ward	Pasadena	California	91104	5/27/15
alan fiske	Studio City	California	91604	5/27/15
Stephanie Kleinman	Studio City	California	91604	5/27/15
Chris Hendrie	Tujunga	California	91042	5/27/15
George Bufford	Los Angeles	California	91601	5/27/15
Josh Mills	Ojai	California	93023	5/27/15
Robert Kimball	Los Angeles	California	90034	5/27/15
Richard Adkins	W. Toluca Lake	California	91602	5/27/15
Alison McGarry	Studio City	California	91604	5/27/15
Alex Trugman	Studio City	California	91604	5/27/15
Paula Gonzalez	Los Angeles	California	91401	5/27/15
Elizabeth Garrett	Bloomfield Hills	Michigan	48301	5/27/15
Zohar Loshitzer	Beverly Hills	California	90210	5/27/15
Steven B. Dunn	Beverly Hills	California	90210	5/27/15
JASON VEGA	Van Nuys	California	91405	5/27/15
Leo Clark	North Hollywood	California	91602	5/27/15
Charles House	Canoga Park	California	91304	5/27/15
Sandy Rodgers	Carmichael	California	95608	5/27/15
Carolyn Chriss	Arcadia	California	91006	5/27/15
Chrystelle Cohen	Beverly Hills	California	90210	5/27/15
Patti Shackelford	Haverhill	Massachu	1830	5/27/15
Zachary Rynew	Studio City	California	91604	5/27/15
Hilda Plecas	Studio City	California	91604	5/27/15
Elizabeth Edinger	North Hollywood	California	91601	5/27/15

Alisa Burket	Studio City	California	91604	5/27/15
Elizabeth Dymond	Studio City	California	91604	5/27/15
Erica Forster	Los Angeles	California	91423	5/27/15
Hanny Stillions	Los Angeles	California	91607	5/27/15
Joey Stuckelman	Los Angeles	California	91607	5/27/15
Julie Atwater	Studio City	California	91604	5/27/15
Victor H. Sutton	Los Angeles	California	90046	5/27/15
Eric Nelson	Los Angeles	California	91406	5/27/15
Rady Rahban	Beverly Hills	California	90210	5/27/15
Piao Ying Wong	Studio City	California	91604	5/27/15
James Pluta	Valley Village	California	91607-5	5/27/15
TAMI ARMITAGE	STUDIO CITY	California	91604	5/27/15
Mona Walker	Studio City	California	91604	5/27/15
Amy Barbour	Los Angeles	California	90035	5/27/15
PATTY RAY	STUDIO CITY	California	91604	5/28/15
Victoria Cannon	Los Angeles	California	91401	5/28/15
Angela Gullion	Los Angeles	California	90006	5/28/15
martin suran	van nuys	California	91411	5/28/15
Amy Knapp	Los Angeles	California	91607	5/28/15
carolin elmquist	Los Angeles	California	91423	5/28/15
Wagner Wagner	Los Angeles	California	90077	5/28/15
Amy Oosterhouse	Beverly Hills	California	90210	5/28/15
Laura Campaniolo	Los Angeles	California	91405	5/28/15
Eileen Barnett	Los Angeles	California	91401	5/28/15
Brooks Taylor	Los Angeles	California	90005	5/28/15
Lilly Fong	Beverly Hills	California	90210	5/28/15
Joyann Troutman	Beverly Hills	California	90210	5/28/15
Jane Troutman	Beverly Hills	California	90210	5/28/15
Gregory Gast	Los Angeles	California	91607	5/28/15
Mike bloch	Woodland Hills	California	91367	5/28/15
Mark Lowrie	Los Angeles	California	91401	5/28/15
Tom Sahli	Tujunga	California	91042	5/28/15
Wendy Rappeport	Studio City	California	91604	5/28/15
Teresa DeSales	Burbank	California	91504	5/28/15

amy lieberman	Los Angeles	California	91401	5/28/15
Patricia Carr	Studio City	California	91604	5/28/15
Tzivia Schwartz - Getzu	Sherman Oaks	California	91423	5/28/15
Sean Philbin	Van Nuys	California	91405	5/28/15
david friend	Los Angeles	California	91403	5/28/15
jeremy Schwieger	Los Angeles	California	91403	5/28/15
Randy Kasper	Whittier	California	90604	5/28/15
Samantha Elin	Studio City	California	91604	5/28/15
Marisa Ratinoff	Los Angeles	California	91316	5/28/15
susan Levin	Los Angeles	California	91436	5/28/15
jana levin	Los Angeles	California	91423	5/28/15
Lara Schwieger	Lizella	Georgia	31052	5/28/15
Brandon Tardio	Studio City	California	91604	5/28/15
Michael Atkins	Los Angeles	California	90029	5/28/15
Stephanie Zachary	Los Angeles	California	91401	5/28/15
Joann Kamay	Studio City	California	91604	5/28/15
joseph kebbe	Studio City	California	91604	5/28/15
Keith Steinbaum	Los Angeles	California	91356	5/28/15
Cristina L. Clark	Diamond Bar	California	91765	5/28/15
Michael ryan	Los Angeles	California	91607	5/28/15
Kent Minault	Sherman Oaks	California	91423	5/28/15
Andrew Friedman	Los Angeles	California	91303	5/28/15
Neil Stubenhaus	Studio City	California	91604	5/28/15
jay halpern	Los Angeles	California	91423	5/28/15
cynthia litwer	Los Angeles	California	91403	5/28/15
Rhiannon Steward	Beverly Hills	California	90210	5/28/15
Emily Hardy	Los Angeles	California	91607	5/28/15
Barry Smith	Bell Gardens	California	90201	5/28/15
Richard Stone	Los Angeles	California	91607	5/28/15
Letitia Alexander	Los Angeles	California	91423	5/28/15
Jessica Gottlieb	Woodland Hills	California	91367	5/28/15
Anna Leighton	Los Angeles	California	90025	5/29/15
Jennifer Djavadi	Calabasas	California	91302	5/29/15
Janet Wilson	Los Angeles	California	91401	5/29/15

Candace Royden	Valley Village	California	91607-1	5/29/15
Otoniel Martinez	Los Angeles	California	90077	5/29/15
Marika Repasi	Los Angeles	California	91607	5/29/15
Angela Price	Los Angeles	California	91601	5/29/15
Donna Letz	Beaverton	Oregon	97007	5/29/15
Lisa Strickler	Los Angeles	California	91423	5/29/15
kevin Newson	Los Angeles	California	91601	5/29/15
patricia folgar	studio city	California	91602	5/29/15
Darcy silver	Calabasas	California	91302	5/29/15
Cathy Alatorre	Commerce	California	90040	5/29/15
Cathy Tardio	Studio City	California	91604	5/29/15
Rhonda shane	Woodland Hills	California	91364	5/29/15
Lisa Battista	Bellflower	California	90706	5/29/15
Bianka Bidovska	Los Angeles	California	91607	5/29/15
Donna Schwartz Mills	Granada Hills	California	91344	5/29/15
E Gray	Lake Balboa	California	91406	5/29/15
Joyce Killingsworth	Porter Ranch	California	91326	5/29/15
Margee Friend	Sherman Oaks	California	91403	5/29/15
james svoboda	Los Angeles	California	91605	5/29/15
George Griffin	Los Angeles	California	91607	5/29/15
christine doering	ludowici	Georgia	31316	5/29/15
amanda karnes	Los Angeles	California	91423	5/29/15
Lucy Griffin	SHERMAN OAKS	California	91423-2	5/29/15
Bree Todish	Los Angeles	California	91607	5/29/15
Mary Ellen Bosche	Los Angeles	California	91343	5/29/15
Amanda De La Cerda	Los Angeles	California	91345	5/29/15
Ryan Melton	Los Angeles	California	91601	5/29/15
Virginia Arnold	North Hollywoid	California	81601	5/29/15
Doreen Wockensky	Woodland Hills	California	91364	5/29/15
Ed Jackiewicz	Los Angeles	California	91324	5/29/15
Max Preminger	Los Angeles	California	91405	5/29/15
Chris Alexander	Los Angeles	California	91403	5/29/15
Jessica Pearson	North Hollywood	California	91606	5/29/15
susan Akeo	Waimea	Hawaii	96743	5/29/15

Maria Quigley	Los Angeles	California	91601	5/29/15
josh debney	Burbank	California	91505	5/29/15
Andrew Borin	Los Angeles	California	90077	5/29/15
Aaron Epstein	N. Hollywood	California	91607	5/29/15
Lenore Kasdorf	Los Angeles	California	91601	5/29/15
Janae Burris	Denver	Colorado	80218	5/30/15
Sky Valencia	Los Angeles	California	91324	5/30/15
Debbie DePuy	Los Angeles	California	90026	5/30/15
Deborah Shields	Studio City	California	91604	5/30/15
bonnie shane	Niles	Illinois	60714	5/30/15
Vange Felton	Los Angeles	California	90024	5/30/15
Hugh Lipton	North Hollywood	California	91601	5/31/15
Madison Lipton	Studio City	California	91604	5/31/15
jon weiss	La Habra	California	90631	6/1/15
Sarah Villa	Studio City	California	91604	6/1/15
Snow Mercy	Los Angeles	California	90028	6/1/15
Melissa Harris	Canoga Park	California	91309	6/1/15
Lisa Goodrich	Sunland-Tujunga	California	91040	6/1/15
Noel Manchan	Long Beach	California	90814	6/1/15
Deborah King	Glendale	California	91204	6/1/15
Craig Denton	Beverly Hills	California	90210	6/1/15
Lipton Roxane	Studio City	California	91604	6/1/15
russell werth	Los Angeles	California	91423	6/1/15
oded krashinsky	Los Angeles	California	91436	6/1/15
uri losycer	Beverly Hills	California	90210	6/1/15
Hugh Kelley	Duncannon	Pennsylvania	17020	6/1/15
Jeannie Lum	van nuys	California	91401-4	6/1/15
Laura Dunn	Beverly Hills	California	90210	6/2/15
Fran Reichenbach	Los Angeles	California	90068	6/2/15
Michele Smith	Los Angeles	California	91343	6/2/15
Gaby Sander	Los Angeles	California	90004	6/2/15
Giselle Klein	Los Angeles	California	91343	6/2/15
Jennifer Martinez	Granada Hills	California	91344	6/2/15
Amanda Gordon	Los Angeles	California	90025	6/2/15

Vazquez Juana	Palmdale	California	93552	6/2/15
Gabriela Bottger	Los Angeles	California	91423	6/2/15
Roland Garcia	North Hollywood	California	91606	6/2/15
Kevin Johnson	Los Angeles	California	91356	6/2/15
Maria Ruiz	Studio City	California	91604	6/2/15
Patrick Sisante	Granada Hills	California	91344	6/2/15
Mark Tebbe	Ventura	California	93003	6/2/15
RAUL SANDOVAL	Canyon Country	California	91387	6/2/15
Andrea Fuller	Los Angeles	California	90068	6/3/15
Marion Kammer	Los Angeles	California	91605	6/3/15
Melissa Basta	Burbank	California	91501	6/3/15
Jeanine Uribe	El Segundo	California	90245	6/3/15
William Hendley	Los Angeles	California	91411	6/3/15
Megan laughlin	Los Angeles	California	91423	6/3/15
Betty Ward	Corona	California	92883	6/3/15
Charalambos Kyriacou	Los Angeles	California	91401	6/3/15
Bill Wright	Studio City	California	91604	6/3/15
Liz Heron	Burbank	California	91504	6/3/15
Meredith Reese	Los Angeles	California	90039	6/3/15
Jibralta Merrill	Studio City	California	91604	6/3/15
Atlene Sangster	Los Angeles	California	91423	6/3/15
Allison De Camara	Los Angeles	California	91403	6/3/15
Gene Rukavina	Sherman Oaks	California	91423-5	6/3/15
Sonya Steele	Los Angeles	California	91601	6/3/15
Wayne Christian Long	North Hollywood	California	91602	6/3/15
Jenni Hernandez	Studio City	California	91604	6/3/15
Colleen Graves	Los Angeles	California	90066	6/3/15
Anne Kelly	Los Angeles	California	91403	6/3/15
Steve M	Los Angeles	California	90039	6/3/15
Elizabeth Weber	Des Plaines	Illinois	60016	6/3/15
Alex Morales	Los Angeles	California	91423	6/3/15
Jamie Gentry	Los Angeles	California	91406	6/3/15
Margie Mullen	Studio City	California	91604	6/3/15
Shirley Finney	Los Angeles	California	91601	6/3/15

Louise Sloan Goben	North Hollywood	California	91602	6/3/15
Blaire Chandler	North Hollywood	California	91606	6/3/15
Elizabeth Mullen	Studio City	California	91604	6/3/15
Rebecca Hopper	Glendale	California	91208	6/3/15
Devon Hopper	Glendale	California	91208	6/3/15
Monica Hidrovo	Santa Monica	California	90403	6/3/15
Kurt Kreikenbom	Berlin		12051	6/3/15
Nancy Woods	Studio City	California	91604	6/3/15
Val Farrelly	Sherman Oaks	California	91403	6/3/15
Blaire Simpson	Los Angeles	California	90024	6/3/15
deborah fallender	Santa Monica	California	90405	6/3/15
Nick Stathes	Stevenson Ranch	California	91381	6/4/15
Courtney Hagen	Burbank	California	91505	6/4/15
Geneva DuVall	Los Angeles	California	91402	6/4/15
Rich miehler	Canoga Park	California	91304	6/4/15
Chris Murphy	West Hollywood	California	90069	6/4/15
Judy Knight	Studio City	California	91602	6/4/15
Maria Fischer	Sherman Oaks	California	91423	6/4/15
Charles Patsch	Los Angeles	California	91601	6/4/15
kathryn donohe	Studio City	California	91604	6/4/15
Donna Young	Los Angeles	California	90046	6/5/15
Belma Demirovic	Studio City	California	91604	6/5/15
Theodore Eckberg, M.D	Sherman Oaks	California	91423	6/5/15
June Van Dusen	Studio City	California	91604	6/6/15
Kim O'Reilly	Sherman Oaks	California	91401-5	6/7/15
Alexander Giglio	Studio City	California	91604	6/7/15
Leslie Elen	Los Angeles	California	91423	6/8/15
Leonor Diaz	Los Angeles	California	91601	6/9/15
terri langfus	North Hollywood	California	91602	6/9/15
Lynn Walker	Encion	California	91436	6/9/15
Lori Berk Chapman	Studio City	California	91604	6/9/15
Geralyn Corcillo	North Hollywood	California	91601	6/10/15
Cher Clapper	Orange	California	92865	6/10/15
Jordy Way	Los Angeles	California	91331	6/12/15

Ale Toor	Fullerton	California	92831	6/12/15
Paul Denniston	Studio City	California	91604	6/14/15
George Mooradian	Studio City	California	91604	6/14/15
Phil Datry	Studio City	California	91604	6/14/15
Robin Datry	Studio City	California	91604	6/14/15
Jonathan Beggs	Los Angeles	California	91423	6/15/15
Debra Schafer	Los Angeles	California	91403	6/15/15
Shantelle Bisson	Calabasas	California	91302	6/15/15
Emily Cagan	Los Angeles	California	91423	6/15/15
Amy Walsh	Los Angeles	California	91423	6/15/15
David Dworetzky	Los Angeles	California	90048	6/15/15
Claudia Cagan	Los Angeles	California	91423	6/15/15
HARRIET WASSERMAN	Los Angeles	California	91356	6/15/15
Monica Kuhr	Westminster	California	92683	6/16/15
Michelle Warren	Swansboro	North Car	28584	6/16/15
Lori Israel	La Mirada	California	90638	6/16/15
Denise Emerson	North Hollywood	California	91606	6/16/15
cheryl Angressani	Los Angeles	California	90027	6/16/15
Tim Mcgee	Los Angeles	California	91401	6/16/15
Paul Duff	Northridge	California	91325	6/16/15
Elizabeth Navalta	Los Angeles	California	91605	6/17/15
Tracie Hill	Simi Valley	California	93065	6/17/15
Lynn Irwin	Woodland Hills	California	91367	6/17/15
Cathleen Bjornberg	Agoura Hills	California	91301	6/17/15
Sharyl Smith	Studio City	California	91604	6/17/15
Karen McDonald	Sunnyvale	California	94086	6/17/15
tonya ramos	roseville	California	95661	6/18/15
adrian heninger	burbank	California	91504	6/18/15
Holly McMillan	Norco	California	92860	6/19/15
Tiffany Jensen	Norco	California	92860	6/19/15
Vanessa Kuykendall	riverside	California	92506	6/20/15
Jeanette Dvorak	Los ANgeles	California	90068	6/22/15
Michael Hirshenson	Sunland-Tujunga	California	91040	6/26/15
Kathy Sobel	Studio City	California	91604	6/29/15

Alicia Loizaa	Guadalajara		58000	6/29/15
Aimai Knypstra	Studio City	California	91604	7/1/15
Kate Gilson	Los Angeles	California	91607	7/1/15
Michael Koetter	Los Angeles	California	90046	7/5/15
Mary Polon	Woodland Hills	California	91364	7/6/15
Julia Lywood	Studio City	California	91604	7/8/15
Dominique Lywood	Studio City	California	91604	7/8/15
Wendy Erich	Los Angeles	California	91423	7/14/15
Joseph Svette	Newton Falls	Ohio	44444	7/23/15
tracy hansen	Los Angeles	California	90049	7/25/15
Sara U	Hartwell	Georgia	30643	7/26/15
Sean Sullivan	Los Angeles	California	91607	7/27/15
Jessica Lewis	Austin	Texas	78703	7/28/15
Katie Walsh	Manchester		M85ua	7/28/15
Evelyn Burke	Staten Island	New York	10314	7/28/15
Monique Grigutsch	Bremen		28201	7/28/15
Kathleen Weddle	Grand Blanc	Michigan	48439	7/28/15
Ruth Ash	Jacksonville	Florida	32234	7/28/15
Todd Bentley	Brooklyn	Wisconsin	52521	7/28/15
Jennifer Orellana	Downey	California	90242	7/28/15
Tammy Laub	Stanley	North Carolina	28164	7/28/15
David Sparlin	Bella Vista	Arkansas	72714	7/28/15
karla valdes	mérida		97000	7/28/15
Sian Griffiths	Braintree		Cm71hx	7/28/15
Shelly Magier	Pasadena	California	91107	7/28/15
Olga Jordan	Los Angeles	California	91401	7/28/15
Neil Clark	Studio City, CA	California	91804	7/28/15
Ronald Dunlap	San Diego	California	92105	7/28/15
Katrina Gale Estonilo	Manila		92833	7/28/15
Leslie Jordan	Downers Grove	Illinois	60515	7/28/15
Felicia Oglesby	Rancho Santa Ma	California	92688	7/28/15
Amanda Kadubic	Toms River	New Jersey	8755	7/28/15
Inês Medeiros			9500-18	7/28/15
Dennis Dendzik			56812	7/28/15

Jonathan Barnes	Lucama	North Car	27851	7/28/15
victoria cooper	sherman oaks	California	91423	7/28/15
Keith Kenney	Jacksonville	Florida	32277	7/28/15
Dawn Yardeni	Chandler	Arizona	85226	7/28/15
Consuelo Rivera	Lambayeque		74	7/28/15
Shira Katav	Tel Mond			7/28/15
Jesse Jr	McFarland	California	93250	7/28/15
Jackie Collins	Erith		DA8 1HC	7/28/15
Ameesha Fallone	London		Sw2 3qt	7/28/15
Samantha Hodnett	Spokane	Washingt	99218	7/28/15
Kelly B	Independence	Kentucky	41051	7/28/15
Ester Guedes	Rio De Janeiro			7/28/15
andrea Jimenez	Holmdel	New Jersey	7733	7/28/15
Louise MacAllister	Armagh		BT617D	7/28/15
Michael Hofer	Wallkill	New York	12589-8	7/28/15
Jordan Parsons	New York	New York	10021	7/28/15
Ana Bueno	Foz Do Igua ? u			7/28/15
Amber van Berlo	Carbondale	Colorado	81623	7/28/15
Maria Dyer	Los Angeles	California	91601	7/28/15
Keena Tomko	Lakewood	Ohio	44107	7/28/15
Celina Garcia	Jurupa Valley	California	91752	7/28/15
Yvette Portz	Aurora	Colorado	80016	7/28/15
Ingrid Tatiana Hernandez	Cali		57	7/28/15
Krystal Portz	Aurora	Colorado	80016	7/28/15
Karla De Lara			Durangc	7/28/15
rachel sheen	Lakewood	Washingt	98498	7/28/15
Mike Licata			13600	7/28/15
Christina Lofft	Rancho Cucamon	California	91701	7/28/15
susana uribe	Santa Monica	California	90404	7/28/15
Gary Blaschke	Los Angeles	California	90034	7/28/15
Kristen Cascio	Studio City	California	91604	7/28/15
Jeanne Moskala	Apache Junction	Arizona	85120	7/28/15
monika buganska	Glasgow		g20 6jx	7/29/15
Francisca Molina			85000	7/29/15

Apurv Patani			201014	7/29/15
Jesse Harris			4350	7/29/15
Leah Gillis	Felton	Delaware	19943	7/29/15
kari salas	Camarillo	California	93010	7/29/15
Kristen Lalla	Cowansville		J2K 2H4	7/29/15
Cori Lovings	Richmond	Kentucky	40475	7/29/15
Lori Sloan	Beaumont	Texas	77706	7/29/15
Cody Beckley	Port Hueneme	California	93041	7/29/15
Sandra Pope	Caledon East		L7C 1H5	7/29/15
Bianca Fagundes	S <sup>?</sup> o Paulo			7/29/15
Lorna Golder	Studio City	California	91604	7/29/15
MICHAEL SHAFFER	JACKSONVILLE	Florida	32257	7/29/15
Jasmine Elbehairy	Saint Paul	Minnesot	55116	7/29/15
virginia heredia			5172	7/29/15
Julie Kler	Charter Township	Michigan	48038	7/29/15
M Becali	Sebastopol	California	95472	7/29/15
Kristine Elezaj	Studio City	California	91604	7/29/15
David Sherwinter	Studio City	California	91604	7/29/15
Cheyenne Mendiola	Los Angeles	California	90031	7/29/15
Vanessa Candelaria	Los Angeles	California	90031	7/29/15
Roberta Ewing	Orillia		L3V 5G4	7/29/15
Sara Markowitz	Los Angeles	California	90068	7/29/15
Shari Robbins	Chandler	Arizona	85224	7/29/15
Makenna Stone	Hillsboro	Oregon	97124	7/29/15
Stacey Wilson	Simi Valley	California	93065	7/29/15
Lorin Fife	Valley Village	California	91607	7/29/15
Earl Hillhouse	Tyler	Texas	75703	7/29/15
Ashley Steffen	Beaver Falls	Pennsylvania	15010	7/29/15
Grant Peterson	Greenacres	Washingt	99016	7/29/15
Lila Schein	Oxnard	California	93035	7/29/15
Егор Таратин	Сыктывкар		167000	7/29/15
Andy Leong	Kuala Lumpur		30010	7/29/15
Rosanna Toma	Papendrecht			7/29/15
claudia liebers	Leipzig		4155	7/29/15

Kysha Kraaijvanger	Papendrecht			7/29/15
chyanne Jackson	Edgefield	South Car	29824	7/29/15
Dominika Banul	Przasnysz		DN1 2Q	7/29/15
Beatriz Perez	Alicante		3006	7/29/15
Kayla Manie			5371	7/29/15
Jennifer Greiner	Williamsburg	Virginia	23188	7/29/15
Ксения Анисимова	Moscow			7/29/15
ALPHONSO DUNBAR	CHEVERLY	Maryland	20784	7/29/15
Ana Hrvatin	Pula			7/29/15
Jeanne Keatinge	Carpinteria	California	93013	7/29/15
Dennis Sullivan	Glen Mills	Pennsylva	19342	7/29/15
teresa mcgrath	porltand	Oregon	97212	7/29/15
Yvonne Westover	Covington	Washingt	98042	7/29/15
Linda Keefer	Studio City	California	91604	7/29/15
april bryson	marion	Arkansas	72364	7/29/15
Antonio Segura Martine	badajoz		6011	7/29/15
Olivia Burton	Monticello	New York	12701	7/29/15
Trudy Kern	Spokane	Washingt	99203	7/29/15
Susan Hecht	Valley Glen	California	91401	7/29/15
Joan Sobel	Los Angeles	California	90035	7/29/15
Sara King	Houston	Texas	77074	7/29/15
Ashley Hillard	Los Angeles	California	90025	7/29/15
Tess Wooten	Loudon	Tennesse	37774	7/29/15
Constance Tolbert	Birmingham	Alabama	35294	7/29/15
Cory Cutler	Manistique	Michigan	49854	7/29/15
claudia romeo	calalzo di cadore		32043	7/29/15
Rosie Reeves	Encino	California	91316	7/29/15
Freesia Gail Aninipot	Quezon City			7/29/15
Caitlin Ryan	San Diego	California	92105	7/29/15
steve king	Los Angeles	California	90057	7/30/15
Jeff Lee	Coloma	California	95613	7/30/15
Shana Fischer Huber	Los Angeles	California	90045	7/30/15
arian fararooy	Los Angeles	California	90025	7/30/15
Jennifer Wuthrich	Walkerton	Indiana	46574	7/30/15

Guia Meraz-King	Oxnard	California	93030	7/30/15
Naomi Montgomery	Riverside	California	92509	7/30/15
Wayne Kramer	Los Angeles	California	90068	7/30/15
Sheila Stewart	Los Angeles	California	91607	7/30/15
Tatiana Riegel	Los Angeles	California	90046	7/30/15
Leslie Connors	Claremont	California	91711	7/30/15
Patricia Petralia	Porter Ranch	California	91326	7/30/15
Michael Ruscio	Sherman Oaks	California	91403	7/30/15
R Rossi	Los Angeles	California	90012	7/30/15
Lois Lee	Los Angeles	California	91316	7/30/15
jill Hughes	Los Angeles	California	91607	7/30/15
Scott Romsos	Los Angeles	California	91601	7/30/15
Alex Montalvo	Studio City	California	91604	7/30/15
Quin Hendrix	Los Angeles	California	91436	7/30/15
Cecil Trevathan`	Los Angeles	California	91401	7/30/15
Viviana Suner	Fontana	California	92337	7/30/15
Vicki Abelson	Montrose	California	91020	7/30/15
Feris Greenberger	Toluca Lake	California	91602	7/30/15
Arun Deva	Los Angeles	California	90069	7/30/15
John Malick	Placerville	California	95667	7/31/15
Caroline Pfouts	Calabasas	California	91302	7/31/15
Diane Laskin	L.A.	California	90068	7/31/15
Sheryl Appleton	North Hollywood	California	91602	7/31/15
Deborah Berman	Pasadena	California	91107	7/31/15
Mary Panos	Studio City	California	91604	7/31/15
Jamie Wheeler	Los Angeles	California	90065	7/31/15
susan wieler	Los Angeles	California	91436	7/31/15
Bernie DeChellis	Studio City	California	91604	7/31/15
Carlos Chavez	Los Angeles	California	91601	7/31/15
Jen Richardson	Los Angeles	California	90026	7/31/15
Spencer Neapolitan	Los Angeles	California	91423	7/31/15
Jenna Bauer	Los Angeles	California	91601	7/31/15
Sarah Hixson	Burbank	California	91505	7/31/15
David Sobel	Studio City	California	91604	8/2/15

George Figueroa	North Hollywood	California	91602	8/3/15
Russel Sher	Los Angeles	California	91401	8/3/15
Lesley McCave	West Hollywood	California	90046	8/4/15
seraphine segal	Studio City	California	91604	8/4/15
SHELLEY DEUTSCH	Studio City	California	91604	8/4/15
Sonia Murphy	Pasadena	California	91104	8/4/15
Hannah Nicholson	Vista	California	92081	8/5/15
Larry Girardi	Los Angeles	California	91303	8/6/15
Barbara Cury	Encino	California	91436	8/6/15
Charlotte Koppe	North Hollywood	California	91602	8/8/15
Diana O'Shaughnessy	Rocklin	California	95677	8/9/15
Patric Caird	Los Angeles	California	90046	8/9/15
Robert Rozich	Studio City	California	91614	8/9/15
Jo Perry	Studio City	California	91604	8/10/15
Beverly Wilkerson	Los Angeles	California	91423	8/14/15
Jason Bell	Simi Valley	California	93065	8/19/15
Georgiana Steele-Walle	Glendale	California	91202	8/24/15
Rebecca Johnson	Los Angeles	California	90041	8/25/15
sylvia weisenberg	Los Angeles	California	91423	8/26/15
Mark Fogarty	Resolven	sa114la		8/26/15
Rick Engdahl	Studio City	California	91604	8/26/15
LeAnne Maggio	Los Angeles	California	91343	8/27/15
Jennifer Williams	Canyon Country	California	91351	8/27/15
Dominik Leconte	Studio City	California	91604	8/27/15
Elena Semper	Los Angeles	California	91423	8/28/15
Tylie Jones	Los Angeles	California	91423	8/28/15
Chas Burton-Callegari	Redondo Beach	California	90277	8/29/15
diane hart	Los Angeles	California	91423	8/30/15
Valerie Kuhns	Studio City	California	91604	9/1/15
Randy Pliler	Studio City	California	91604	9/2/15
James Kellogg	Los Angeles	California	90004-5	9/3/15
Danielle Rojtmán	Beverly Hills	California	90212	9/10/15
Kellie Ann Green	Studio City	California	91604	9/13/15
Kenneth Green	Studio City	California	91604	9/13/15

Sarah Soskin	Los Angeles	California	91423	9/17/15
Greg Spring	Sherman Oaks	California	Sherman Oaks	9/18/15
Ivy Brown	Los Angeles	California	91423	9/18/15
Ruth Wald	Los Angeles	California	90046	9/19/15
Ruth Wald	Los Angeles	California	90046	9/19/15
Gail Wunsch	Bellflower	California	90706	9/19/15
Sandy Voltz-Ludwig	Studio City	California	91604	9/19/15
Steve Stoliar	Studio City	California	91604	9/19/15
Nicole Barrere-mayer	Sherman Oaks	California	91423	9/19/15
Marion Westervelt	Studio City	California	91604	9/19/15
Brent Engilman	Studio City	California	91604	9/19/15
Elizabeth Cullen	Studio City	California	91604	9/20/15
Samantha Krulik	Studio City	California	91604	9/20/15
Joshua Preven	Pacific Palisades	California	90272	9/20/15
Tyra Harris	Studio City	California	91604	9/20/15
Elaine Cotler	Los Angeles	California	91423	9/20/15
kim vivo	Los Angeles	California	91423	9/20/15
Jo-Anne McGettrick	Studio City	California	91604	9/20/15
Alegria Maron	Sherman Oaks	California	91423	9/20/15
Lauren Conn	Caguas			9/20/15
Danita Stewart	Van Nuys	California	91401	9/21/15
Emily Kil	Los Angeles	California	90006	9/21/15
Jeff Gladys	La Cañada Flintridge	California	91012	9/21/15
Cesar Anorga m/plumbi	Studio City	California	91604	9/21/15
Donna Pekkonen	Los Angeles	California	91423	9/21/15
Penelope Warenkiewicz	Los Angeles	California	91403	9/22/15
Eileen Mack	Los Angeles	California	91401	9/22/15
Lily Lam	Studio City	California	91604	9/23/15
Angela Bruzzese	Los Angeles	California	91423	9/23/15
Elaine Thomas	Los Angeles	California	91607	9/23/15
Marlene Kamin	Studio City	California	91604	9/23/15
Janet Hirshenson	Studio City	California	91604	9/23/15
Marjorie Engel	Studio City	California	91604	9/23/15
Nancy Morales	Studio City	California	91604	9/23/15

Felice Miller	Los Angeles	California	91423	9/23/15
Roy Schmidt	Los Angeles	California	91423	9/23/15
Jim McCullaugh	Los Angeles	California	91423	9/23/15
Luanne Davis	Studio City	California	91604	9/23/15
timothy kramer	Eagle	Colorado	81631	9/24/15
Laura Schiller	Sherman Oaks	California	91423	9/24/15
Janice Cohen	burbank	California	91502	9/25/15
Louise Harding	Studio City	California	91604	9/25/15
Anne Ruane	Studio City	California	91604	9/25/15
Sam Worman	North Hollywood	California	91606	9/26/15
Gail Robins	Los Angeles	California	91423	9/26/15
gabe doppelt	Studio City	California	91604	9/26/15
Cara Highsmith	Los Angeles	California	91403	9/28/15
stephanie flood	Porter Ranch	California	91326	9/29/15
Desirae McKinney	Los Angeles	California	90046	9/29/15
Gabriella Costa	Los Angeles	California	90048	9/30/15
Jose Tamez	West Hollywood	California	90069	9/30/15
dominic frasca	New York	New York	10010	9/30/15
chad kenyon	Los Angeles	California	90066	9/30/15
Simona Orsolini	Thousand Oaks	California	91362	9/30/15
Caralei Ferreira	Los Angeles	California	91401	9/30/15
Teresa Earle	Denver	Colorado	80207	9/30/15
Darrell Wallace	Sherman Oaks	California	91432	9/30/15
Susan Ashley	Los Angeles	California	91423	10/1/15
Glenn Robins	Los Angeles	California	91423	10/3/15
John Hillman	Los Angeles	California	91607	10/4/15
Victoria Mudd	Los Angeles	California	91423	10/6/15
Jamie Branker	Los Angeles	California	91325	10/6/15
Melissa Pinkham	Pasadena	California	91103	10/7/15
Michele Logan	Los Angeles	California	91423	10/7/15
Boaz Levy	Studio City	California	91604	10/7/15
Andrea Heller	Los Angeles	California	90064	10/7/15
Patricia Baker	Los Angeles	California	91325	10/7/15
Imogene Willman	Rock Spring	Georgia	30739	10/7/15

John Highsmith	Los Angeles	California	90048	10/8/15
Tony Tucci	Beverly Hills	California	90209	10/10/15
Alex Young	Los Angeles	California	91423	10/11/15
Alisa Merline	Los Angeles	California	91306	10/12/15
Adrienne Barbeau	Studio City	California	91604	10/13/15
Cathie Forstmann	Beverly Hills	California	90210	10/14/15
Brandon Lucas	Oshawa		L1E 2W6	10/15/15
Meryl Friedman	Los Angeles	California	91405	10/16/15
Christopher Swift	Studio City	California	91604	10/20/15
Nina Hickox	West Hollywood	California	90069	10/20/15
Romy Longwell	Los Angeles	California	91605	10/20/15
sam stone	Los Angeles	California	91423	10/20/15
victoria plavjian	North Hollywood	California	91606	10/20/15
Melissa Stone	Los Angeles	California	91423	10/20/15
David Arthur	Beverly Hills	California	90210	10/20/15
Polly DOVEN	Beverly Hills	California	90211	10/21/15
stacy schrier	Los Angeles	California	91423	10/22/15
Arnold Freed	Studio City	California	91604	10/23/15
Mitch Perliss	Los Angeles	California	91423	10/24/15
Alan Kliff	Los Angeles	California	91316	10/24/15
Joy F. Griggs	Norwich	Vermont	5055	10/25/15
J Phil	Los Angeles	California	91607	10/25/15
Mike Jones	Los Angeles	California	91403	10/25/15
Elizabeth St. John	Los Angeles	California	91306	10/27/15
scott escarze	Los Angeles	California	91423	10/27/15
Periel Stanfield	North Hollywood	California	91601	10/27/15
Ken Sexton	Arnold	Missouri	63010	10/28/15
Robert Rubinfeld	Studio City	California	91604	10/30/15
Angela Gardner	Studio City	California	91604	10/30/15
Kayla Imhoff	Winnetka	California	91306	11/3/15
Ursula Wendel	Los Angeles	California	91423	11/4/15
Kristofer Solberg	Los Angeles	California	91423	11/4/15
Jacopo Giacomuzzi	Los Angeles	California	90010	11/5/15
Andrea McClain	Los Angeles	California	91423	11/5/15

Kate Marie Schroeder	North Hollywood	California	91602	11/6/15
Eric Eldridge	Los Angeles	California	91423	11/6/15
Tami Green	Los Angeles	California	91403	11/6/15
Raymond Magno	Studio City	California	91604	11/6/15
Albert Page	Studio City	California	91604	11/6/15
Victoria Goodman	Los Angeles	California	91436	11/6/15
Mariah Dennis	Los Angeles	California	91401	11/7/15
Eddie Ortiz	Bell Gardens	California	90201	11/7/15
Hedy Darshana Dries	Gauting		82131	11/7/15
Jeff Hughes	Los Angeles	California	91403	11/7/15
Michael Young	Los Angeles	California	91303	11/9/15
Stephanie Molen	Pasadena	California	91104	11/9/15
Nicole Roberts	Van Nuys	California	91405	11/9/15
Nicholas Mohnatkin	Los Angeles	California	91316	11/9/15
Dians Rozendaal	Huntington Beach	California	92649	11/9/15
Jon Chang	Hacienda Heights	California	91745	11/9/15
David Allgood	Los Angeles	California	90019	11/9/15
Lauren Steiner	Beverly Hills	California	90210	11/9/15
Laura Herrera	Huntington Park	California	90255	11/9/15
Danitza Rendon	Los Angeles	California	90045	11/9/15
Xochitl Medrano	Pico Rivera	California	90660	11/9/15
Melissa Rauch	Los Angeles	California	91401	11/9/15
Randall Reynolds	Los Angeles	California	91423	11/10/15
Rochelle Eastman	Savage	Minnesot	55378	11/10/15
James Gibbons	Placentia	California	92870	11/12/15
Cody Carpenter	Studio City	California	91604	11/13/15
Julie Martin	Frederic	Wisconsin	54837-8	11/15/15
Alex Velazquez	Los Angeles	California	91607	11/16/15
Toni Reita	Goldendale	Washingt	9862-	11/17/15
Debbie Kozin	Sherman Oaks	California	91401	11/17/15
claudia herrera	sherman oaks	California	91406	11/17/15
Marlene Goodman	Los Angeles	California	91423	11/17/15
Fadi Shabshab	Studio City	California	91604	11/18/15
john chisholm	Los Angeles	California	91601	11/19/15

Leonardo Momplet	Studio City	California	91604	11/19/15
Seth Cutler	Los Angeles	California	90042	11/19/15
Dennis Hunter	Los Angeles	California	90013	11/19/15
Michael Holbeck	Los Angeles	California	90004	11/20/15
Nico Hurtado	Los Angeles	California	91601	11/20/15
Carla Polizzi	Los Angeles	California	90048	11/21/15
Julia Hodges	North Hollywood	California	91602	11/21/15
Nadia Allaudin	Beverly Hills	California	90210	11/22/15
Rocio Molina	Los Angeles	California	91423	11/24/15
Emily ALEXIADIS	Valencia	California	91354	11/24/15
Jasmine Black	Los Angeles	California	91605	11/24/15
Darianna Cardilli	Los Angeles	California	91607	11/24/15
Melissa Schwartz	Burbank	California	91505	11/24/15
C. Robert Dimitri	North Hollywood	California	91602	11/27/15
Jessie Goldstein	Studio City	California	91604	11/30/15
Jimaur Calhoun	Dayton	Ohio	45417	11/30/15
John Sposato	Plainview	New York	11803	11/30/15
Diane Cubit	Troy	New York	12180	11/30/15
Robert Vanderbrugen	Lake in the Hills	Illinois	60156	11/30/15
Gregory Purcott	Los Angeles	California	91403	11/30/15
ILENE GRAFF	Studio City	California	91604	11/30/15
susan milos	Poestenkill	New York	12140	11/30/15
Jocelyn Merz	Saratoga	California	95070	11/30/15
William Van Zandt	Studio City	California	91604	11/30/15
Timothy Swift	Chattanooga	Tennessee	37412	11/30/15
HAROLDGEORGE ibelljr	Watertown	Connectic	6795	11/30/15
Keith Lael	Springfield	Illinois	62702	11/30/15
Rick & Sheri Moye	Abbottstown	Pennsylva	17301	11/30/15
Kerry Newmoyer	Denver	Pennsylva	17517	11/30/15
Mike strain	Springfield	Missouri	65802	11/30/15
Frank Bonventre	Studio City	California	91602	11/30/15
Daniel Saks	Los Angeles	California	90064	11/30/15
Ian Gonzalez	Los Angeles	California	90064	11/30/15
Laurie Finnegan	Las Vegas	Nevada	89135	11/30/15

Jeff Rosenberg-Screenw	Newland	North Car	28657	11/30/15
Jason Koziol			5109	11/30/15
ian Hennwinkle	Willenhall	wv12 5e		11/30/15
Diane Litchfield	Sonoma	California	95476	11/30/15
Jonathan Foret	Houma	Louisiana	70364	11/30/15
Leslie Rasmussen	Los Angeles	California	91607	11/30/15
Clayton Barbeau	San Jose	California	95125	11/30/15
Carolyn Hennesy	Burbank	California	91507	11/30/15
Elizabeth Rowe	Virginia Beach	Virginia	23462	11/30/15
Denise Reich	Playa del Rey	California	90293	11/30/15
Jaime Merz	San Jose	California	95118	11/30/15
david shaul	los angeles	California	90036	11/30/15
RICKY DuPree	Hawthorne	Nevada	89415	11/30/15
Heather Cooper	Manhattan Beach	California	90266	11/30/15
Robin Brown	San Francisco	California	94109	11/30/15
helen mccarthy	Virginia Beach	Virginia	23454	11/30/15
Heather Lee	Los Angeles	California	91316	11/30/15
Mews Small	littlerock	California	93543-4	12/1/15
Heather Weiss	Studio City	California	91604	12/1/15
Vanessa Stine	Los Angeles	California	91409	12/1/15
Dennis turrone	Palm Springs	California	92264	12/1/15
Jennifer Levine	Oxnard	California	93036	12/1/15
Debbie Durkin	Rolling Hills Estat	California	90292	12/1/15
Michelle Welk	Burbank	California	91505	12/1/15
Meg Guza	Beverly Hills	California	90210	12/1/15
Michele Val Jean	Woodland Hills	California	91364	12/1/15
Stefanie Owens	Los Angeles	California	90011	12/1/15
Denise Pontaza	Los Angeles	California	90002	12/1/15
Mary Murphy	Troy	New Ham	3465	12/2/15
Carolyn Mignini	New York	New York	10024	12/2/15
Bill Oberst Jr.	Los Angeles	California	90028	12/2/15
Lauren Epstein	Los Angeles	California	91607	12/3/15
Jared Krichevsky	Los Angeles	California	90057	12/3/15
Katy Davis	Los Angeles	California	91607	12/3/15

Sarah Leff	Studio City	California	91604	12/3/15
Kathleen Milmore	North Hollywood	California	91602	12/5/15
Bill Merz	Saratoga	California	95070	12/5/15
Patricia Homefield	Ephrata	Pennsylvania	17522	12/5/15
Bruce Rasmussen	Los Angeles	California	91607	12/5/15
Walker van Zandt	Studio City	California	91604	12/5/15
Mitchel Katlin	Los Angeles	California	91436	12/5/15
Joshua Krakowsky	Los Angeles	California	91316	12/5/15
Jonathan Alder	Los Angeles	California	91436	12/5/15
Korby Siamis	Pacific Palisades	California	90272	12/6/15
Jo Ann Singer	Valley Village	California	91607	12/6/15
Helen Hodnicky	Keansburg	New Jersey	7734	12/7/15
Ali Royale	Whitter	California	90601	12/9/15
Casey Maddren	Los Angeles	California	90068	12/15/15
Edward Yerke-Robins	Sunland-Tujunga	California	91040	12/17/15
Claudia Meneese	Los Angeles	California	91306	12/18/15
Malerie Wirey	Ellsworth	Maine	4605	12/21/15
Eleanor B.	Los Angeles	California	91356	12/24/15
Karen Abrams	Studio City	California	91604	12/27/15
Karen Brooks	Studio City	California	91604	12/28/15
Grace Hochheim Hochh	Los Angeles	California	90077	12/28/15
Mark Grossan	Los Angeles	California	90046	1/5/16
Isabella Nicolaidis	Santa Rosa	California	95401	1/9/16
Rafael Quintas	North Hollywood	California	91602	1/11/16
Kayla Doeren	Los Angeles	California	91423	1/11/16
Jeremy Murphy	North Hollywood	California	91602	1/11/16
Kayla Klein	North Hollywood	California	91602	1/12/16
Jason Benoit	La Crescenta	California	91214	1/12/16
Jessica Parizher	Studio City	California	91604	1/15/16
Michael Anthony	Altoona	Pennsylvania	16601	1/21/16
Hadley Gwin	Studio City	California	91604	1/28/16
michael mcquhae	Studio City	California	91604	2/5/16
Riley Tacchino	Los Angeles	California	91423	2/6/16
Maria Gonzalez	Studio City	California	91604	2/6/16

Lynn Williamson	Los Angeles	California	91607	2/6/16
Sara Davis	La Crescenta	California	91214	2/9/16
Emily Zaiden	Studio City	California	91604	2/9/16
Jessica Gadsden	Los Angeles	California	91423	2/11/16
Thomas Castelli	Studio City	California	91604	2/11/16
Adrienne Walt	Los Angeles	California	90046	2/18/16
Ted Wass	Los Angeles	California	91423	2/19/16
Yoav Getzler	Valley Village	California	91607	2/21/16
Susan Saunders	Los Angeles	California	90036	2/21/16
rose kaya	Oroville	California	95965	2/21/16
Tabatha Sheltra	Los Angeles	California	91604	2/28/16
lisa aLDEN	BEVERLY HILLS	California	90211	3/5/16
Maggie Wilde	Los Angeles	California	90046-1	3/6/16
Andrea Bernstein	Los Angeles	California	90046	3/6/16
Jill Hankoff	Valley Village	California	91607	3/7/16
Rod Lazo	Irvine	California	92617	3/7/16
Liza Botkin	Studio City	California	91604	3/7/16
Susan Brooks	Studio City	California	91604	3/8/16
Matthew Fine	North Hollywood	California	91601	3/9/16
Barry Robertson	Sunland-Tujunga	California	91040	3/9/16
Adilene Lozano	Los Angeles	California	91406	3/9/16
Lindsey Ritts	Los Angeles	California	90028	3/9/16
Denise Welvang	Studio City	California	91604	3/9/16
Selen Demirel	North Hollywood	California	91606	3/10/16
Gokhan Akil	Los Angeles	California	90025	3/10/16
Kerem Hanci	Los Angeles	California	91423	3/10/16
Miles Brodie	Los Angeles	California	90026	3/10/16
Gulin Karagoz	Los Angeles	California	90035	3/10/16
Hayley Christopher	Los Angeles	California	91401	3/10/16
Casey Felton	Pasadena	California	91105	3/10/16
julio calderon	Los Angeles	California	91411	3/10/16
Banu Cevikogullari			64546	3/10/16
Justin Meloni	Playa del Rey	California	90293	3/10/16
Judith Benezra	Los Angeles	California	90048	3/10/16

Lilly Mccloskey	Los Angeles	California	91406	3/10/16
Sam Levinger	Sherman Oaks	California	9178	3/10/16
Mary Williquette	Los Angeles	California	91423	3/10/16
irfan ermanav	Santa Ana	California	92704	3/10/16
Kathy Heath	Studio City	California	91604	3/10/16
Newton Campbell	Newport Beach	California	92660	3/11/16
Belgin Gurdal	Los Angeles	California	90024	3/11/16
Lisa Ireland	Studio City	California	91604	3/11/16
Anne Manning	Los Angeles	California	91401	3/11/16
Whitney Christopher	Brooklyn	New York	11205	3/11/16
Michael Hinkley	Studio City	California	91604	3/11/16
Amanda Gunderson	Los Angeles	California	90048	3/11/16
Katie Drake	Los Angeles	California	90049	3/11/16
Gayle Christopher	Pasadena	California	91105	3/12/16
Patricia Zeider	Pasadena	California	91104	3/14/16
Tracy Fox	Sacramento	California	95816	3/14/16
Abby Meyers	Studio City	California	91604	3/14/16
Patrick Simon	Glendale	California	91205	3/14/16
allison giannini	Los Angeles	California	90067	3/14/16
Andrew Adams	Los Angeles	California	90028	3/15/16
Peter Feldman	Studio City	California	91604	3/15/16
David Pelton	Los Angeles	California	91343	3/15/16
Anna Frazier	Los Angeles	California	91607	3/16/16
alana reed	Valley Glen	California	91401	3/16/16
claire cordingley	Los Angeles	California	90048	3/16/16
Michael Spring	Valley Village	California	91607	3/16/16
Crisann Morgan	Los Angeles	California	91607	3/16/16
Amy Bryman	Los Angeles	California	91401	3/16/16
Meredith Buchanan	Los Angeles	California	90048	3/16/16
Jessica Vandorpe	Halifax		B3K 0E3	3/16/16
rebecca hard	brooklyn	New York	11225	3/16/16
Robin Schwimmer	Los Angeles	California	91607	3/16/16
Paul Rodriguez	Studio City	California	91604	3/16/16
Katherine Feldman	Studio City	California	91604	3/16/16

Susanne Jackson	North Hollywood	California	91606	3/16/16
Marie Rose Babi	Los Angeles	California	91401	3/16/16
Karen Mishkin	Sherman Oaks	California	91423	3/16/16
Joanne Millius	Sun Valley	California	91352	3/16/16
James Ellingson	Los Angeles	California	91607	3/17/16
Jillian Glass	Los Angeles	California	91423	3/17/16
Robyn Jackson	Los Angeles	California	91401	3/17/16
David Schneiderman	Los Angeles	California	91607	3/17/16
Kevin Jackson	North Hollywood	California	91606	3/17/16
Sylver Syti	Los Angeles	California	90004	3/17/16

**LETTER 11R (CONTINUED)**  
**11R-86, 17 PAGES**

Name	City	State	Zip	SignedOn	Comment
Heidi mackay	studio city	CA		5/8/15	Having reviewed the DEIR, this project is atrocious in its scope and audacious in its attempt.
Jeffrey Jacobs	Studio City	CA	91604	5/8/15	No benefit to the neighborhood. Will cause environmental destruction .
Susan Jacobs	Studio City	CA	91604	5/8/15	No benefit to the public.
Deborah Nicholson	silver city	NV	91604	5/8/15	I feel that although the school might be somewhat helped by this (unnecessary) project it would have a considerably negative impact on the environment, neighborhood, etc.
Jennifer Rothman	Los Angeles	CA	89428	5/8/15	I'm signing because this project is bad for Studio City, Los Angeles, and the environment. It would set a terrible precedent for the city and jeopardize one of the few remaining open spaces.
Hali Burton	Van Nuys	CA	90015	5/9/15	Not only will this destroy trees and the environment, but it will add more traffic to this already congested link between the city and the valley. Please do not allow this to happen.
Robert Jacobs	Woodland Hills	CA	91405	5/9/15	Do not want such expansion that would seriously and negatively affect my daily travel on Cold Water Canyon road into the city and Beverly Hills
joyce rosenblum	pacific palisades	CA	91364	5/9/15	I support limiting development to maintain open land.
Harvey Shapiro	Los Angeles	CA	90272	5/9/15	Harvey M Shapiro
donna haas	Sherman oaks	CA	91343	5/9/15	Je signe cette petition parce que ce bonne
Sarah Boyd	Studio City	CA	91423	5/9/15	I'm signing this because, as Joni Mitchell (and the Counting Crows) said, we shouldn't pave paradise for a parking lot. We need our elected leaders to stand up for us and protect LA's open space land.
Ryan Johnson	Los Angeles	CA	91604	5/9/15	I work near Harvard Westlake and the traffic will directly impact my daily life.
arnie sperling	pacific palisades	CA	90039	5/9/15	this city has less & less open space. this has a big effect on our well being.
SUELLEN Wagner	Studio City	CA	90272	5/9/15	Save Coldwater Canyon, open space, and Studio City. Save our neighborhoods. Please sign and speak up.
David Subar	Studio City	CA	91604	5/9/15	The additional traffic will further clog our roads.
shirley engel	Studio City	CA	91604	5/9/15	Lets not destroy our natural habitat for private development. HW's plans do not help our neighborhood but only serve its selfish needs.
Mason Newton	Studio City	CA	91604	5/9/15	This project is too massive for the area with no benefit to the community.
Cathy Engel-Marde	Los Angeles	CA	91604	5/9/15	I am concerned about overdevelopment. Our fragile canyons are already overbuilt. Please do not allow this project to be completed.
Whitney James	Wilsonville	OR	90066	5/10/15	I'm signing because I live here and we have one of the last remaining spots in Los Angeles with wildlife, indigenous trees and plants, and hiking. At a time when all yards are going away (and birds and bees because of it) due to a drought, let's keep the natural environment here. Once it's gone, it will never come back.
Byron Gross	Beverly Hills	CA	97070	5/10/15	I strongly oppose destruction of this open space land for this unnecessary and massive structure. Coldwater Canyon is already far too congested with traffic to endure another two years of disruptive construction, especially to create 750 additional parking spaces that will bring even more cars to the area.
Melinda Browne	Los Angeles	CA	90210	5/10/15	The area is beautiful. Don't muck it up please.
Sally Stevens	Studio City	CA	90042	5/10/15	Coldwater Canyon has suffered enough! Broken water pipes, clogged traffic, neighborhood interruption...please dont' allow this to happen. The school has their own property to mess up - let them build there, not on open land, and NOT this interruptive, horribly huge project that will cause disruption for months/years.
Linda Bergman	Studio City	CA	91604	5/10/15	I feel our neighborhood does not
Carrie L. Mihalkanir	San Diego	CA	91604	5/11/15	I want to see the preservation of this small, unique area. I feel like anyone that wants to take this away is a menace to the society and our culture.
BOB BRYAR	Los Angeles	CA	92117	5/11/15	Keep this precious land designated for conservation!!! THERE IS ALREADY TO MUCH TRAFFIC ON COLDWATER.
Mariella Galarcep	Los Angeles	CA	91401	5/11/15	It's unnecessary! Traffic is already so congested as it is. The commute to the Beverly Hills area is so difficult every day with limited roads crossing to that side of LA including Cold Water Canyon as one of the commonly used roads. This parking lot construction & practice field will only make the commute a lot worse than it already is, it will be a nightmare to go to work every morning and back home!
Philip Baer	North Hollywood	CA	91403	5/11/15	Harvard-Westlake has plenty of property (and athletic facilities) on the east side of the canyon. The west side of the canyon is practically pristine. Also- what about traffic issuing from this parking garage during prime commuting hours?
William Jones	Santa Monica	CA	91606	5/11/15	We've seen what 'big money' has done to our Federal government and country but it usually starts in the smaller arenas. Enough is enough. We don't need nor want this further purchasing of our lands.

Nina Kellogg	Studio City	CA	90403	5/11/15	I am signing this because I so believe in protecting the little open space we have. Also I think that "parking" kids on the opposite of the street from their school asks them to break the rules and to dash over Coldwater Canyon, a street that already carries a huge amount of traffic. Will the first accident rest heavy on your shoulders?
Mike Maiman	Tarzana	CA	91604	5/11/15	We are property owners in Studio City and travel Coldwater Canyon in Studio City every day and the traffic currently is agonizing and difficult without the construction and delays that this would occur if this project went forward not even considering the amount of additional cars and traffic that would result if this project went thru and the disruption to the lives of the residents of the area. We are AGAINST this project.
Daphne Subar	studio city	CA	91356	5/11/15	of the direct impact it will have on my home, home value, community, traffic and environment
Mac Carter	Beverly Hills	CA	91604-223	5/12/15	I don't want to see our beautiful hills paved over and Goldwater Canyon residents have suffered bad traffic for years while the DWP has installed new water mains.
Beth Miller	Encino	CA	90210	5/12/15	Harvard-Westlake has been obtrusive in my neighborhood of Encino Village, not a good neighbor. The proposed area should remain open space I am very against this project due to traffic congestion, noise, lights, home value, etc. It is not fair to move into a neighborhood and then have a school modify existing restrictions so as to fundamentally alter the neighborhood!
Chad Harris	Studio City	CA	91316	5/12/15	Oppose Harvard/west lakes over development
Kathi Holland	Studio City	CA	91604	5/12/15	Please stop this Project.
Nicole Haeusser	Studio city	CA	91604	5/12/15	Protect the beautiful open space and wildlife our community has. We can't stress Coldwater Canyon for additional traffic congestion.
Masami Fukuhara	Studio City	CA	91604	5/12/15	I AM AGAINST THE PROPOSED PROJECT
paul STEINBAUM	Los Angeles	CA	91604-400	5/12/15	I AM AGAINST THE PROPOSED PROJECT
Gwyn Mccoll	Studio City	CA	90067	5/12/15	Surely there is another solution to the parking "problem."
kate carlson	studio city	CA	91605	5/12/15	As a member of the Studio City/Sherman Oaks community who uses Coldwater daily, I strongly oppose this unnecessary parking ramp/football stadium. In a state that is known to be the forefront of "green," there's just no need for this project to be approved. It's all around a bad idea for the environment, for traffic and for the mass of people who use Coldwater but have no affiliation with the Harvard Westlake School.
Stephany Yarbroug	Studio City	CA	91604	5/12/15	The traffic and overall congestion of Coldwater Canyon is bad enough for the community, it does not need to be worse. The overall quality of life (not even to mention the impact it would have on the wildlife) and health of the community is more important than increasing in this manner the profits of Harvard-Westlake School.
Lorna Paisley	Joliet	IL	91604	5/12/15	As a big a mess as this earth is in we need to save every inch of open space as we can.
Carol Felman	Sherman Oaks	CA	60435	5/12/15	I don't want a bridge and parking lot! Leave it the way it is.
arden rynew	studio city	CA	91423	5/12/15	In earthquake country the bridge will be a danger to the people of Angeles. The 87' retaining wall will fail; just like the retaining walls in the Sepulveda pass. 750 cars the garage will add to the traffic stream will be over 2 miles long, and lastly, our fragile environment is in danger. This project will ruin your ability to have a chance at becoming Governor.
Michael Laskin	Studio City	CA	91604	5/12/15	I do not want to see detrimental effects on our current environment and wildlife in Coldwater Canyon. I do not want more traffic created because of this construction. And I do not want the Harvard-Westlake families - the majority of whom do NOT live in our neighborhood - feel they can simply muscle their way in and get what they want despite the wishes of this neighborhood. Councilman Kerkorian will be voted out if he supports this project - guaranteed.
Harold Kassarian	Studio City	CA	91604	5/12/15	Enough is enough.
dee gelb	Los Angeles	CA	91604	5/12/15	This project is huge and out of scale. The neighbors quality of life will be diminished. Open area for animals
Walter Afanasieff	Studio City	CA	91423	5/12/15	Because this school gets away with one violation after another. They care NOTHING about the neighborhood they are in and simply take advantage at every level.
Karen Andrews	Valley Village	CA	91604	5/12/15	I oppose this as I live off Coldwater Canyon and this will affect our lives in a negative way.
Nancy Mehagian	Studio City	CA	91607	5/12/15	This project is so wrong for our neighborhood and for the village of Studio City, on one of the busiest thoroughfares and in the midst of a terrible drought
Klary Pucci	Studio City	CA	91604	5/12/15	This project is so unfair to everyone except the school who knows it, but they think their money will buy them the right to destroy and build.
Joe Laskin	Studio City	CA	91604	5/12/15	THIS CANNOT HAPPEN!!! Save open space at all costs!
Alex Izbicki	Studio City	CA	91604	5/12/15	This proposal is destructive and unnecessary.
Patty Kirby	Studio City	CA	91604	5/12/15	I do not support the urbanization of this open space! Plain and simple!
Robert Shames	Burbank	CA	91607	5/12/15	There is already too much traffic by the school.
Jeff Stuart	Studio City	CA	91506	5/12/15	This project is totally out of proportion and character to the neighborhood, and will cause even more traffic congestion.
Perry Katz	Studio coty	CA	91604	5/12/15	It is irresponsible to the environment and the community!

Janet Albaugh	Los Angeles	CA	91604	5/12/15	The Harvard-Westlake project is the wrong thing for our neighborhood, causing us the loss of quality of living. Our specific area has had to endure years of annoying roadwork and infrastructure failure. Those were temporary though seemingly endless. But the H-W nightmare with traffic, noise, and high-intensity lights, would be permanent. Please don't let this happen.
Donna Distefano	Los Angeles	CA	90064	5/12/15	I do not want this to go through! It will be an eyesore to our green vacant hills.
Fur Dixon	Van Nuys	CA	91604	5/12/15	Coldwater Canyon is jam packed as it is. I do not want more congestion OR natural habitat destroyed. This is NOT okay.
David Richardson	Los Angeles	CA	91405	5/12/15	I'm against parking structure.
Jack Gaines	Los Angeles	CA	91423	5/12/15	i want to keep our natural environment
Alan Levy	Los Angeles	CA	91436	5/12/15	we should not urbanize any further.
WILLIAM DEAN	Studio City	CA	91423	5/13/15	to save coldwater canyon
Bruce Killingsworth	Studio City	CA	91604	5/13/15	It is so important to slow the pace at which we are replacing open natural landscape with profit generating structures. Additionally, our elected officials should take note of the daily traffic on Coldwater Canyon in this area, and the frequency with which the DWP finds it necessary to tear up Coldwater for infrastructure repairs, AND the frequency of mud and rock slides during heavy rains...they are elected to watch and balance these issues for us and make sensible decisions. Where are they?
Laurie Burnam	Los Angeles	CA	91604	5/13/15	We need to preserve the open lands in and around LA.
Mark Chatinsky	Beverly Hills	CA	91423	5/13/15	There is already way too much traffic on Coldwater and if the school needs more space they should move to another location.
Marilyn Lasarow	Studio City	AR	90210	5/13/15	This is an obscene proposal "raping" nature and the sanity of a bedroom community, and even a church! Please vote no to this bad and folly of a plan!
Jon Neustadter	Los Angeles	CA	91604	5/13/15	I support those in the Coldwater Canyon area who oppose this behemoth and unnecessary project.
Ilyanne Morden Kic	Los Angeles	CA	90936	5/13/15	The immediate and long term liability and costs to the city are enormous. This will cause an unnecessary burden to the community .
Mark Ormandy	Studio City	CA	91423	5/13/15	I do not want the school to build a parking lot, as this will ruin the traffic on Coldwater Canyon and ruin the neighborhood.
Melanie Markwell	Studio City	CA	91604	5/13/15	I am signing this petition because a huge parking structure, large bridge over a road and stadium lights for a private high school is absurd.
debra engilman	Studio City	CA	91604	5/13/15	Environmentally bridge and construction will exposed and damage water mains region is under water
Sabrina Parke	North Hollyw	CA	91604	5/13/15	I have lived in the San Fernando Valley all of my life. I vote in every election. I understand the terrible environmental impact that this parking structure would have.
Jim botko	Beverly Hills	CA	91601	5/13/15	I'm signing because Coldwater does not need the development. If H.Westlake needs more parking, they can scale down and add parking lot on their own campus
Alyssa Curran	Los Angeles	CA	90210	5/13/15	I'm signing because I do not want to see 135,000 cubic yards of hillside carved out of over 130 oak and walnut trees down. Terrible!
Wilda Rokos	Los Angeles	CA	90024	5/13/15	I don't want to see Coldwater Cyn. and its wildlife flora/fauna destroyed with even more traffic congestion and construction.
A Sheldon	Beverly Hills	CA	91607	5/13/15	The project makes no sense - build on the grounds of the school not the parkland - crazy
richard gladstein	Los Angeles	CA	90210	5/13/15	we need more open land , not parking lots for Harvard Westlake etc
Michael Switzer	Studio City	CA	90046	5/13/15	Coldwater Canyon Blvd. cannot take another massive construction project, especially one that serves such a narrow purpose.
Mary Ann Jacobson	Los Angeles	CA	91604	5/13/15	H W should build their parking structure on their own property.....the impact on the Canyon would be impossible.
Nora Doyle	N HOLLYWO	CA	91423	5/13/15	The serious overdevelopment in Studio City is robbing us of what little green space we have left. Constructing a bridge would cause an already clogged Coldwater Canyon to be impassable for months on end.
Barbara Dansky	Los Angeles	CA	91604	5/13/15	I drive Coldwater Canyon Mon-Fri and it is a nightmare now. This project will add more congestion because of the school traffic on both sides of the street. It is bad enough one side of the school. Traffic is so bad now.
Laurie Cohn	Studio City	CA	91423	5/13/15	We can't lose more open space. We cannot bear more traffic on Coldwater, nor the stoppage of cross town traffic to build a bridge for 900 students! Please consider the greater need of all of your constituents. Thank you. Laurie Cohn
Megan McCord	Los Angeles	CA	91604	5/13/15	Please save Coldwater Canyon from the destruction and disruption this project would bring. Harvard Westlake does not have the right to unbridled growth and should limit their student admittances to a number they can sustain. The neighborhood should not be so massively altered to satisfy the school's need to proliferate.
Kristin Gayer	Studio City	CA	91604	5/13/15	I live on Coldwater and will be directly affected by the construction of this bridge/parking structure. There is enough parking for the students now & building an unnecessary parking garage will discourage carpooling. Not to mention the environmental impact this project will have to the surrounding area.

Ellen Halpin	Beverly Hills	CA	91604	5/13/15	I strongly oppose this. Adding traffic to an already terribly congested major artery is totally unfair to those of us who have no other choice than to use Coldwater.
					We had years of construction with DWP. Please enough is enough.
Susan Goldberg	Studio City	CA	90210	5/13/15	I think that Harvard-Westlake, its money and political influence, should not be able to destroy the beauty and charm of Coldwater Canyon with a gargantuan and totally unnecessary structure.
michael culhane	studio city,	CA	91604	5/13/15	I'm on Coldwater every week. This is a crazy idea that will ruin the canyon and drive everyone that uses it nuts.
ed kelly	Studio City	CA	91604	5/13/15	It is sad that this insanely overscale proposal requiring massive variances has gotten this far. Krekorian needs to take a stand and face the consequences either way.
John Frawley	Studio City	CA	91604	5/13/15	We need more green space in this urban city...NOT LESS.
Melissa Marshall	Studio City	CA	91604	5/13/15	There are too few places left like this in LA. Please save Coldwater Canyon!
Claudette sutherland	Los Angeles	CA	91604	5/13/15	This is an affront to an already over-crowded and traffic-loaded neighborhood. It serve the specail interests of Harvard-Westlake with little regard for the neighborhood and the open spaces we treasure.
Christopher marsh	Studio City	CA	91423	5/13/15	we have too much traffic on coldwater canyon as it is.
Dana Witt	Studio city	CA	91604	5/13/15	This project will ruin Studio City .!!
Kate Farlow	Studio City	CA	Ca 91604	5/13/15	I have lived here for 49 years and we need our open space not only for us , but also for the animals who need space too.
kay liberman	Los Angeles	CA	91604	5/13/15	I lived off Coldwater Canyon in the 70's and 80's. I loved the few open spaces and wildlife that is now rapidly disappearing. Paving paradise and putting up a parking lot.....Really?
Tiana Haynes	Studio City	CA	90004	5/13/15	Our family lives down the street from the school. We do not need to hear this noise carry into the canyon or should we have to deal with even more traffic on the two way street on coldwater. We strongly oppose
Vince Grant	Studio City	CA	91604	5/13/15	We need all the open space we can get. Density is hitting a breaking point.
Edward Lozzi	Beverly Hills	CA	91602	5/13/15	Our property on Mulholland will decline in value if this 4 year construction project blocking the Canyons with closures and traffic, the dust noise and invasive lighting--as per our Realtor. Just great! What a nightmare. All for a monster parking garage which is a safety hazard and not needed.
Wendy-Sue Rosen	Los Angeles	CA	90212	5/13/15	I am opposed to the City using public air space for a private bridge across a scenic highway to access a 3-story concrete parking structure that will replace protected trees (oak woodland). This is in conflict with sound pubic policy, planning and environmental stewardship. It would also set a terrible precedent in our hillsides.
Jill Thraves	Studio City	CA	90049	5/13/15	I oppose any more destruction of the natural landscape in our canyons and this development would be a terrible eyesore, and a taking away more of our wildlife corridor.
Denise Freeman	sherman Oak	CA	91604	5/13/15	I am signing this petition to protect our open space areas. The loss of our protected trees and space for the wildlife needs to be protected
susan clark	sherman oak	CA	91401	5/13/15	This proposal benefits only Harvard Westlake and harms those who live,work and pray here. No no no!!!
Linda Robinson	Studio City	CA	91423	5/13/15	I oppose the plan and am exceptionally concerned about the impact on the environment as well as the horrific traffic problem that it will create for the community. This will add literally 1 hour to my commute ONE-WAY and that's using streets only....The school should consider underground construction but not the present plan
TD Mitchell	Sherman Oa	CA	91604	5/13/15	No, no, no and no thank you.
Nate Mendel	Studio City	CA	91423	5/13/15	the garage will negatively transform the neighborhood, without any positive effects for the residents. The garage is not needed for the school to thrive, and is an atavistic solution to a modern commuting problem.
Patrick Casey	Studio City	CA	91604	5/13/15	The project is completely out of place with the surrounding areas, would destroy rare open space, significantly and permanently increase traffic on already overcrowded roads, create years of traffic snarls and health hazards from increased airborne particulate matter from the construction process...need I go on?
Jody Church	Studio City	CA	91604	5/13/15	The project is the first step toward the school pressuring the City to augment its existing Master Plan to allow increased enrollment and the further traffic and environmental issues that would be associated with it.
Tom Freeman	Los Angeles	CA	91604	5/13/15	I want to keep open space open- no more development!!!!
Jill Ackles	Los Angeles	CA	90049	5/13/15	The school administration should be ashamed of itself. The school benefits from being situated within a beautiful natural environment, yet wants to destroy an adjacent hillside to put up a parking structure! The proposed bridge spanning the scenic highway is offensive.
					...and they put up a parking lot.

Sarah Lambert	Studio City	CA	90039	5/13/15	We need open space to remain open space. Harvard Westlake should look to their current property to handle their needs. It would be detrimental to the citizens to lose this space as well as the environment. The people of the Valley and commuters will be forced to suffer more traffic delays and frustrations that are already enough!
Barbara Jefferies	Los Angeles	CA	91604	5/13/15	Something in this city needs protection--especially open spaces since our architecture rarely is.
Anna Angeloni	Valley Village	CA	90004	5/13/15	It is just plain wrong. Can't we enjoy some open space for what little life still lives in the area. We already have rush hour traffic cutting through Franklin Park now! just to get home or to work. nuts nuts nuts
dan gold	Los Angeles	CA	91601	5/13/15	I want to save the open space. Let HW build another campus.
Cyndi Newton	Sherman Oaks	CA	90049	5/13/15	Coldwater Canyon should remain a rustic CANYON, not turned into Las Vegas Blvd. with walkover bridges. There are cheaper, less destructive ways (crossing guards, traffic lights, carpool incentives) to accommodate the school. Save our remaining open natural spaces!
Alison Simard	Los Angeles	CA	91423	5/13/15	I'm signing this because it will have a huge adverse biological and visual impact and will be destroying an important wildlife corridor. This will create more density and traffic. In a time when the city is planning for more sustainability and public transportation and bike riding, why would they allow a project that encourage MORE cars and single drivers????!! Show the city you are not hypocrites. Protect our environment!
Georg Egloff	Los Angeles	CA	90046	5/13/15	The open spaces in Los Angeles provide crucial environmental benefits to our city. I've personally witnessed the effects on our local wildlife from housing development in my neighborhood. Our city needs to preserve the our undeveloped areas.
Beata Henrichs	Los Angeles	CA	90046	5/13/15	Because I lived in Laurel Canyon and this is an absurd unnecessary and excessive project.
Elaine Jesmer	Los Angeles	CA	91406	5/13/15	I thought we put this issue to bed long ago. But they just keep on coming, don't they... No, they can't wreck these canyons with their needless, privileged stuff!
Paula Chambers	Studio City	CA	90069	5/13/15	Open space is a precious resource! Harvard Westlake does not NEED these enhancements to be a great school. What benefit to the community will this development bring? Nothing but an eyesore. No thank you.
Andrew Stucker	Los Angeles	CA	91604	5/13/15	It's the right thing to do...
Dana Belcastro	Los Angeles	CA	90046	5/13/15	Canyon Habitats need to be preserved.
scott sapire	Los Angeles	CA	90046	5/13/15	LA has enough concrete. Solution is public transportation - let's work on this instead.
Wendy Riche	Los Angeles	CA	90046	5/13/15	I'm signing this for several reasons. First we MUST PROTECT THE WILDLIFE CORRIDOR. Harvard Westlake needs to buy a piece of property in the SF Valley for expansion and not disturb the natural hillside environment. This is a viable option.
Sylvia Liu	Virginia Beach	VA	90046	5/13/15	I believe in the importance of open space!
Theresa Hoover	Los Angeles	CA	23455	5/13/15	The rapidly deteriorating quality of life in LA and the extreme oversteering of our crumbling infrastructure in favor of benefitting the 1% who buy their perks from city hall is not just wrong; it is evil.
Victor Sabah	Los Angeles	CA	90046	5/13/15	I am the President of the Bel Air Knolls Property Owners Assoc. A community of 64 homes.
JENNY O ULLETT	la	CA	90049	5/13/15	I believe this should not happen. A lot of powerful LA people send their children to Harvard-Westlake and they have clout, but so do we. let's say no!
heather hayes	Los Angeles	CA	90046	5/13/15	Do we have to ruin everything.
joanna di Paolo	Los Angeles	CA	90012	5/13/15	We should not allow the beauty of our community, protected natural treasures and wildlife to be destroyed by a bunch of entitled, elitist jerks who, instead of encouraging carpooling and mass transit to their student community, are inviting more cars, traffic, pollution and noise into the coldwater canyon area. And replacing precious wild hillside w/ a football field is a ludicrous, callous disregard for the community and wildlife around the school. PLEASE JUST SAY NO to this unwelcome development in Coldwater Canyon.
Bitu Paya	LA	CA	90046	5/14/15	I would like to preserve what little wild life and we have left in LA.
Stacia Thompson	Pacific Palisades	CA	90046	5/14/15	I am a Westlake alum, and I am very concerned about our dwindling open space in LA. This massive development would destroy one of the last remaining oak woodlands we have left.
tonui albaro	sorry private		90272	5/14/15	Harvard-Westlake gives absolutely nothing back to our community. It is a private, for-profit business which enjoys tax-free status on their tremendous real estate holdings including the campus and many surrounding R-1 zoned properties. They MUST NOT be granted further "special allowances" to build private-use structures on these off-campus properties. Their steamrolling approach to this project is also a terrible lesson for their students. This is NOT how you work with others and within the rules. Instead the lesson is: with enough money and a strong enough legal team you may write your own rules.
Steven Palma	North Hollywood	CA	sorry private	5/14/15	I want to retain the open natural space for Coldwater Canyon and all us neighbors. Thank you
eleanor zaiden	Tujunga	CA	91602	5/14/15	Too many reasons to list!
Christina Carroll	Los Angeles	CA	91042	5/14/15	Fifty-five years' dwelling in Laurel Canyon is why this open space land must NOT be developed.

Margie Randolph	Tujunga	CA	90046	5/14/15	I feel the only reason Harvard-Westlake has proposed this development is for their own selfish gain. It will hurt everyone else and everything else. If this project gets approved it will be obvious it was because of Harvard-Westlake's deep pockets with no regard for all the homeowners and commuters who will have to deal with all the chaos for years. Also, the beauty of Coldwater Canyon will be gone forever!
Leigh Kelly	Los Angeles	CA	91042	5/14/15	We need trees and space!!
mary sherwood	los angeles	CA	90036	5/14/15	Cutting trees down for parking lots? This expansion proposal from Harvard Westlake is completely contrary to our community's commitment to protect what remains of our wild spaces. It is especially important in the Coldwater wild life corridor. This is a time for our City officials to protect and preserve that which makes our hills special and will truly enrich our community and life in Los Angeles. A private school has other options, but Paradise does not.
Lois Becker	Los Angeles	CA	90046	5/14/15	We need to protect our precious remaining open space in the Santa Monica Mountains.
Sandra Hitt	Los Angeles	CA	90049	5/14/15	I disagree with non-conforming development in the Santa Monica mountains.
Gena Wilder	Studio City	CA	90046	5/14/15	I'm signing because I'm opposed to this project because we don't need a parking garage on Coldwater Canyon. Leave the hillsides alone!
Patricia Frawley	Studio City	CA	91604	5/14/15	Please do not allow the project to go ahead, it will ruin the lovely area.
Warren Tenhouten	Tujunga	CA	91604	5/14/15	This is conservation land that must be honored and preserved as such.
Susan Estin	Studio City	CA	91042	5/14/15	We need our little remaining open space protected.
christian stevens	Los Angeles	CA	91604	5/14/15	Totally opposed
Sermon Lam	Studio City	CA	90046	5/14/15	I'm signing because I want to protect the precious open woodland in this urban area and MY neighborhood.
victoria ordin	santa barbara	CA	91604	5/14/15	Those who understand the ecology and water issues related to this project understand how damaging this would be.
James alario	Los Angeles	CA	93105	5/14/15	does because you can doesn't mean you should. And in this case. Enough. Stop. Leave it alone.
Pam Friedman	Studio City	CA	91601	5/14/15	It's a very bad and unneeded parking lot
angela copeland	los angeles	CA	91604	5/14/15	I want to preserve the little we have left
Sandra Lucchesi	Los Angeles	CA	90049	5/14/15	This will be an eyesore, will devalue the beautiful landscape of the canyon and add to traffic congestion. Please help us stop the construction. No one but Harvard Westlake benefits.
Booh Schut	Studio City	CA	91423	5/14/15	SAVE OUR OPEN LAND
Cathy Wayne	Los Angeles	CA	91604	5/14/15	Too much development has occurred in the Canyon areas. Protected areas and trees are just that...protected for a reason. It doesn't fit within the current zoning, nor does it fit with the community. The local community, the people that live here DO NOT WANT THIS. Please have some respect for what the residents want for THEIR neighborhood. Harvard Westlake can build their parking garage on their own campus. Why are they taking away hillside area for their owns needs.
Linda Keefer	Studio City	CA	90046	5/14/15	Thank you.
Eric Preven	studio city	CA	91604	5/14/15	This is just wrong as so much of the overdevelopment of our neighborhoods are.
Sylvia Calloway	Studio City	CA	91604	5/14/15	This is like putting a freeway through someone's backyard - except it's a freeway reserved for just a few hundred people.
Babbie Green	Sherman Oaks	CA	91604	5/14/15	The density is impossible in studio city. I have been a resident for 28 years and it looks like the plan to squeeze all but the wealthy out of studio city
Simon Runge	Los Angeles	CA	91423	5/14/15	The proposed Harvard/Westlake structures will violate an already fragile environment. The destruction of valuable open space is inexcusable, and for the area itself is a shocking, shameful example of ignorant self-interest and entitlement. Please stop them in their tracks!!!!
Luanne Davis	Studio City	CA	90041	5/14/15	This oasis have given me so much joy and relaxation while jogging and hiking in this area.
david bonicatto	Los Angeles	CA	91604	5/14/15	I'm disgusted by all the construction, tree and chaparral removal and the disappearance of our beautiful hillsides and green spaces. STOP THEM!!!
SUELLEN Wagner	Studio City	CA	90046	5/14/15	STOP THIS!!! please
Frank Hill	North Hollywood	CA	91604	5/14/15	Enough is enough is our canyons!
cindy Granholm	Volcano	HI	91601	5/14/15	This project will create a concrete wasteland, destroying and dividing habitats. It will mean TWO OR THREE YEARS OF MAJOR DISRUPTION OF TRAFFIC IN AND AROUND COLDWATER CYN. and permanent esthetic disfigurement, completely out of character with the surrounding communities. Why should neighborhoods (and wild things) suffer for the sole, private benefit of Harvard-Westlake? There is NO BENEFIT to the community in this proposed, overwhelming structure and private bridge across OUR scenic highway. We will all suffer for the privilege of Harvard-Westlake private parking!
					The true meaning of the word "development" is destruction.
					HW does not need the structure. Good lesson to teach -- destroy land designated for conservation.

Stephanie Nellor	Long Beach	CA	96785	5/14/15	My state of California CANNOT lose any more natural, open land to ridiculous, unnecessary development. Our state has become one big urban sprawl.
Lisa Davidson	Sierra Madre	CA	90803	5/14/15	I went to that school when it was far less EXPANSIVE (and probably expensive, too). It suffers from the idea of unchecked drive to perfection, like The Sharper Image catalog, continually offering the best, and then the following year, the improved best. All we really need is a book and a blackboard, right?
kimberly seidman	Sherman Oaks	CA	91024	5/14/15	getting "over the hill" is already daunting; a 2 year building project will create horrendous traffic problems as will the resulting additional rush hour traffic with another 450 cars heading for the new parking lot when it's completed.
kelly ekizian	studio city	CA	91423	5/14/15	It's way too much. Let's save just a little open space. It's all we have.
Martha Burton	Los Angeles	CA	91604	5/14/15	Destroying nature for a parking lot is not the lesson you want to teach!!
Parker Andrews	Studio City	CA	90049	5/14/15	Stop Harvard-Westlake's relentless expansion. The proposed garage will add to the already outsized noise, light and traffic pollution generated by the school and it is not in any way compatible with current zoning that the rest of the community complies. The proposed garage is for the benefit of a relative few at the expense of many and the majority of "the few" are not even from the local community. Please halt this grossly unreasonable project now.
Melanie Stagnaro	Los Angeles	CA	91604	5/14/15	This project is taking away too much of the little land left undeveloped in the hills!!! NOT ACCEPTABLE!
Sioux Ashe	Los Angeles	CA	90046	5/14/15	Why designate trees "protected" when in fact, apparently they are not.
Cathy Granholm	Princeville	HI	90046	5/15/15	I am a graduate of Westlake. This school is supposed to be setting an example to the community, not defiling it. And since when did sports become so important to this school? There was a time when academics were far more important!
Catherine Finkenst	Los Angeles	CA	96722	5/15/15	We need to protect some of our open spaces here in Los Angeles as well as our wildlife and ecology. Harvard Westlake already have a huge campus and should reconfigure their existing footprint.
Gina Stapley	Mesa	AZ	90046	5/15/15	I don't want the school taking down the trees to put up a parking lot!!
Harold Stulberg	Los Angeles	CA	85206	5/15/15	This school has become a commercial enterprise whose aims do not benefit the neighborhood which would become negatively affected by the disruption of coldwater canyon.
Patrick Milligan	Glendale	CA	91423	5/15/15	I want to protect our wildlife corridor.
molly flanagan	Los Angeles	CA	91208	5/15/15	Our Open Spaces need to be protected. Our beautiful and fragile Oak and Walnut trees. The wildlife that need this open land corridor. The Traffic will be overly congested. Preserve the beauty that is Coldwater Canyon. Respect the Environment.
adam polk	los angeles	CA	90046	5/15/15	Harvard Westlake is big enough!!
steven curtis	los angeles	CA	90064	5/15/15	This out of control "development" must stop. There isn't a week that goes by that a beautiful building or piece of property torn down and replaced by a huge ugly industrial type structure.
Carey Smith	Studio City	CA	90046-150	5/15/15	Let's start a recall for any elected official that attempts to green light any of these abominable structures.
Megan Mills	Chicago	IL	91604	5/15/15	Whitset is getting over crowded and the commuters speed down Whitset south toward laurel canyon. it's really dangerous and we don't need more traffic added to an existing problem.
stephanie drachkov	Los Angeles	CA	60657	5/15/15	I'm from Los Angeles, and know how swiftly natural habitats are declining. The loss of this small but necessary conservation land would be a shame, and, in the long run, contribute to water loss (need open land to refresh aquifers). Don't do it.
Penny Moore	toluca lake	CA	91607	5/15/15	We need to preserve and protect the open space habitat for both the protected trees, as well as the native species.
Marissa Menzer	Los Angeles	CA	91602	5/15/15	Green space is important.... trees are important.... wildlife is important
Kevin Hearst	Valley Cente	CA	90036	5/16/15	Save nature!
R. Lucas Stewart	Los Angeles	CA	92082	5/16/15	Growth in southern California needs to stop. Excessive building with out water and other resources is out of control.
ALEXANDRA ROSE	LOS ANGELE	CA	91601	5/16/15	This project is just wrong and a destruction of a natural environment which we need to maintain. There is no logical reason for this project other than to line someones pockets.
Margo Shapiro	Los Angeles	CA	90069	5/16/15	STOP HARVARD-WESTLAKE! Coldwater Canyon is already too densely trafficked; the wildlife is at risk; I can barely get through the canyon - which previously was a wonderful ride. This project is massively outsized for the region, destroys the integrity of the terrain and natural beauty, AND will ruin the neighborhood for the citizens who have lived there many, many years. H-W does NOT NEED TO BUILD over the Canyon - I've seen the property, and there is plenty of room to fulfill their goals on their existing land. They are just being overly-expansive and greedy. NO, NO, NO to this proposal.
					Coldwater Canyon is adjacent to TreePeople and federal lands, including Franklin Canyon. This is a precious area of nature in our enormous city. It will displace wildlife and plant life. This kind of construction does not belong in a forest area.

Carol Andrews	Studio City	CA	90046	5/17/15	Our natural environments and residential areas should not be marred by a parking structure suitable for LAX. It sets an awful precedent and there certainly are other alternatives.
Janet fattal	Encino	CA	91604	5/17/15	Stop further development in already crowded canyon.
R Switzer	studio city	CA	91316	5/17/15	I think regular people should have a say in the future of their own neighborhoods, not just roll over and turn it all over to those with vested interests and the money and political connections to get their way.
Kristi King	Portland	OR	91604	5/18/15	I believe this is so important.
Tobi Schneider	Sherman Oaks	CA	97209	5/18/15	This is precious land that has been designated for conservation.
Rachel Zugsmith	Studio City	CA	91423	5/18/15	The traffic will be unbearable! It's not fair to do this to our neighborhood when they would never allow it where they live.
Eileen Mumy	Los Angeles	CA	Los Angeles	5/18/15	i'm against this because Harvard Westlake should not have the right to crave up the conservation of the canyon.
Elizabeth Bernhein	LA	CA	90046	5/19/15	Keep the wildlife corridor-wild!
Joel Loquvam	Los Angeles	CA	90046	5/19/15	I think Harvard Westlake should re-think its plans. The hillside abutting the Santa Monica Conservancy land should be preserved.
Harriett Smalley	Studio City	CA	90038	5/20/15	This development is absolutely atrocious....shocking that they are actually trying to do this. The entire neighborhood does not want this. But it seems they are pressing forward anyway. Nice values they are teaching their students...ruin the environment and anger your neighbors for your own gain. Nice....
Andromeda Steven	Los Angeles	CA	91604	5/20/15	Pave paradise to put up a parking lot. Really!????
Stuart Lichtman	Los Angeles	CA	91436	5/20/15	I'm signing this petition because it is obscene to sacrifice our beautiful canyons to the absurdly excessive and hubristic power urges of a small number of over ambitious Harvard Westlake people. It is unnecessary and irreversible. What they seek is simply inappropriate to the area.
Elke Heitmeyer	Sherman Oaks	CA	90046	5/20/15	We need the scenic beauty of nature on Coldwater Canyon.
Margaret Soles	Stevenson R	CA	91423	5/21/15	I oppose this development and it's detrimental impact on the community
Frances Cogswell	Camarillo	CA	91381	5/25/15	It's a beautiful drive cutting over from the Valley into the City and taken as a shortcut. More cars in the area cause more congestion.
Susan Stone	Beverly Hills	CA	93010	5/27/15	Coldwater is already an impossible road to travel on. This construction would bring traffic to a full time standstill. This project will also defile one of our local conservation spaces.
Barbara Davilman	Studio City	CA	90210	5/27/15	Because what HW is proposing is utterly ridiculous. Let them move to Santa Clarita or Agoura or North Hollywood and build to their heart's content. I'm sick of the traffic and the teens that almost kill me when I walk my dog in the morning. Enough!
Tom Holland	Studio City	CA	9604	5/27/15	Harvard-Westlake will turn Coldwater Canyon into an industrial area,
Joshua Holland	Studio City	CA	91604	5/27/15	I don't want this development in my neighborhood.
Patty Kirby	Los Angeles	CA	91604	5/27/15	We need to preserve our open space!
Karen Harlan	Tujunga	CA	91607	5/27/15	I drive through this area everyday and it has been a nightmare between the school and the prior construction!
Benjamin Hyun	STUDIO CITY	CA	91042	5/27/15	we need to preserve what makes LA beautiful - patches of nature throughout our city
Stefani Goldman	Studio City	CA	91604	5/27/15	The impact of the project would affect health and safety to the neighborhood
Mary Mallory	Studio City	CA	910604	5/27/15	they illegally tore down one of the oldest houses in Studio City six months before the project so nothing historic would be located on the property.
Nicole Walker	Los Angeles	CA	91602	5/27/15	I oppose the expansion. I live & work in this neighborhood. I have been a property owner for over 25 years.  This project will have significant impact on our community, quality of life, commute and property values.  Please stop this expansion.
deanna devescovi	Los Angeles	CA	90049	5/27/15	
Randi Lieberman	Sherman Oaks	CA	91604	5/27/15	It would be a crime to destroy the open space, destroying the trees, the hills, the natural habitats of animals. Then there is the traffic, the doubling of poor air quality. The closure of Coldwater Canyon a main artery to the westside for thousands of commuters. The devaluing of property values for the homes nearest the school and the canyon. A horrible idea.
Carol Senor	North Hollywood	CA	91423	5/27/15	Harvard-Westlake has obviously outgrown the land they are on now and should look for a new location not carve out 135,000 cubic yards of hillside and chop down over 130 protected oak and walnut trees, etc.
Leslie Dinstman	SHERMAN OAKS	CA	91602	5/27/15	Unnecessary and too much traffic already

					<p>There are two business complexes near the intersection of Coldwater and Ventura Bl which have underground parking. HW's claim that it would be impossible to build a garage under their current playing field is a LIE.</p> <p>They give nothing to our community, only take from it. A terrible lesson to teach their current students.</p>
Leslie Nitta	Studio City	CA	91423-463	5/27/15	Please STOP this absurd project from moving forward.
Katarzyna A Smiech	Studio city	CA	91604	5/27/15	<p>I'm against the new Harvard Westlake parking structure.</p> <p>Please be FAIR TO ALL OF US, who live in this Community!</p> <p>THIS IS A RESIDENTIAL NEIGHBOURHOOD!!!!</p> <p>PLEASE save the beautiful NATURE OF THIS REGION and don't destroy something, that is Not REPAIRABLE in the future.</p> <p>The whole word is becoming GREEN!!!!!!!!!!!!</p> <p>What about you?</p>
					<p>Harvard-Westlake is steamrolling this project ahead with no consideration for the community.</p> <p>They are a for-profit, private enterprise which should never have been given ANY special considerations or building code allowances. They don't even pay property tax on the several-million dollars worth of R-1 land they currently own.</p>
Jim Johnson	Studio City	CA	91604	5/27/15	In the past when asking City Council for special permissions they promised they would not be expanding their enrollment, but that was a lie. Now
GAIL GREEN	Studio City	CA	91604	5/27/15	Negative impact on my church community next door during construction--noise, dirt, traffic. Lasting impact on traffic on a busy canyon road.
Skye Griffin	Los Angeles	CA	91604	5/27/15	Im signing because I think the idea of building a parking structure in this location is a disaster. It will interrupt the normal neighborhood activity and traffic for a countless amount of people who drive this route daily.
Jon Gordon	Studio City	CA	91601	5/27/15	Please prevent the noise, light, wildlife destruction, or at least mitigate this. I am opposed!
sharon solloway	Los Angeles	CA	91604	5/27/15	Land development is destroying our city and environment. We are one of the poorest planned cities in the US with the worst traffic. Shame in you
Carl Kleinman	Studio City	CA	91423	5/27/15	<p>I've lived near Harvard-Westlake for nearly 30 years, and over the years, have found them to be less of a good neighbor and much more intrusive on the quality of life that we otherwise enjoy in our neighborhood. The proposed parking structure is completely unacceptable and will have detrimental effects on the surrounding neighborhood. The vast majority of the families of students at the school don't even live in our neighborhood will not be impacted by this unsightly development, so of course, why wouldn't they be in favor of it? But virtually every neighbor in the area that I speak with is adamantly against it, so please do not allow it to proceed!</p>
Andrew Ferrell	North Hollywood	CA	91604	5/27/15	I often have to take Coldwater as part of my commute and cannot deal with additional construction traffic. Also this is one of the last relatively "safe", natural areas free from overdevelopment in Los Angeles and we need to keep it that way.
Diane Ward	Pasadena	CA	91602	5/27/15	Keep Coldwater Canyon as is
alan fiske	Studio City	CA	91104	5/27/15	i live right above prodject. its in my back yard. don t approve this one EVERYONE IS WATCHING ! CLOSLEY
Robert Kimball	Los Angeles	CA	91604	5/27/15	i traverse Coldwater Canyon everyday and support the objections to this development by the residents of West Coldwater Canyon.
Richard Adkins	W. Toluca La	CA	90034	5/27/15	Open, undeveloped space is both rare and desirable in the San Fernando Valley. That anyone would suggest destroying protecting trees is acceptable indicates a disregard for existing protections and the public in general. To lose public assets to benefit a private institution furthers that disregard.
Alison McGarry	Studio City	CA	91602	5/27/15	I am VERY strongly AGAINST any building development that has been proposed. Our precious valley (I've lived her since 1968) is being ruined by such projects. Leave our open spaces alone!! AND stop adding to already congested traffic!!
					I find Harvard Westlake's willingness and determination to destroy the environment in Coldwater Canyon, in order to offer their students a slightly more convenient place to park their cars, to be very unethical.
Alex Trugman	Studio City	CA	91604	5/27/15	The public is clearly against the project, and the school is refusing to listen to the local community, and behaving with an arrogance that we cannot allow.
Steven B. Dunn	Beverly Hills	CA	91604	5/27/15	I have lived on Coldwater Canyon for over 20 years and commute past the site to work. We have had terrible delays due to roadwork for the last 5 years. The hillside and trees in the canyon should not be destroyed.
JASON VEGA	BELL	CA	90210	5/27/15	We need to stand up and protect our natural resources!

Carolyn Chriss	Arcadia	CA	90201	5/27/15	This is a really, really bad idea.
Chrystelle Cohen	Los Angeles	CA	91006	5/27/15	I am signing because we need to preserve nature and also try to regulate traffic on Coldwater Canyon
Erica Forster	Van Nuys	CA	90210	5/27/15	There is already a lack of open space in the valley and far to much traffic. This project is not about the greater good it is about money. The valley residents deserve better and this destruction of the open space and disruption to the area is unacceptable.
carolin elmquist	Los Angeles	CA	91405	5/28/15	Open space....no new development.
Wagner Wagner	Los Angeles	CA	91423	5/28/15	Removing this amount of hillside could severely impact the integrity of the hill causing landslides.
Eileen Barnett	Los Angeles	CA	90077	5/28/15	We must save what little pristine land there is!
Brooks Taylor	Los Angeles	CA	91401	5/28/15	There is no way to complete this project without stopping the flow of traffic through Coldwater Cyn. There will have to be a light or stop sign fog north bound traffic in order to make a left hand turn. This is just one of many problems.
Lilly Fong	Beverly Hills	CA	90005	5/28/15	A total of a minimum of 37,000 cars speed past my house every day without speed controls from the City - no police, no traffic officers, and rude drivers blocking my driveway access. In addition, I have been robbed several times because I am on Coldwater. Additional traffic is NOT needed.
Gregory Gast	valley village	CA	90210	5/28/15	It's the right thing to do. (stop the expansion)
Mike Bloch	Woodland H	CA	91607	5/28/15	We need to protect more of the remaining open space in the valley
Jeremy Schwieger	Los Angeles	CA	91367	5/28/15	Maintaining open spaces is vital to ensuring a decent quality of life for local citizens, as well as needed corridors for the survival of what remains of our wildlife. Harvard Westlake can build more efficiently on existing built-on land and use their current parking lot space to build down and up. It's insane that the city would even consider this proposal. Forgetting the obvious environmental and scenic impacts, if you just consider traffic, it will make an already bad situation nightmarish. I had to take Coldwater Canyon the other morning into the city and just the short drive from Moorpark St. to Ventura Blvd. crawled at a snail's pace. I can't imagine what would happen if this development is green-lighted.
					The development would have a huge effect on drivers all over the Valley who take any of the canyon arteries into the city. The traffic on Coldwater will be so distasteful, leaving people with the options of Laurel Canyon or Beverly Glen, thereby clogging those roads even more.
					It's unbelievable to me that Councilman Krekorian has not taken a definitive stand against the development. But then again, per usual, money talks, and Harvard-Westlake has plenty. It doesn't help that Mayor Garcetti is an alumnus. This development battle is truly a David v. Goliath fight, and I hope that it will be one of the rare battles in which justice is actually served and the little guy comes out the victor.
Samantha Elin	Studio City	CA	91403	5/28/15	
Marisa Ratinoff	Los Angeles	CA	91604	5/28/15	Want to preserve open land in LA and the animals that live there
jana levin	Los Angeles	CA	91316	5/28/15	This will cause havoc to the neighborhood
Keith Steinbaum	Los Angeles	CA	91423	5/28/15	I view this as questionable moneyed interests versus environmental protection in an area, and city, that has lost much of that during my lifetime.
Michael ryan	Los Angeles	CA	91356	5/28/15	no more development
Neil Stubenhaus	Studio City	CA	91607	5/28/15	This is a d disgusting trend driven by money. What does this teach the children at this school about priorities?
Jessica Gottlieb	Woodland H	CA	91604	5/28/15	The precedent this sends in the destruction of the Santa Monica mountains has the potential to ruin Los Angeles.
Jennifer Kaufman	Woodland H	CA	91367	5/29/15	I am rarely anti growth. This project however is absurd. 130 protected trees are to be razed to build a parking garage? The school already has a large parking lot next to the pool. Build a 3 story lot there. You know it's bad when the super tolerant Catholic church next door to the school has anti parking lot signs up!
Candace Royden	Valley Village	CA	91367	5/29/15	We don't have enough open space, as it is. What we do have is priceless. We need to preserve what we have rather than making open space even scarcer than it already is.
Donna Letz	Beaverton	OR	91607-19	5/29/15	My grandson lives in this area and it should be preserved.
Donna Schwartz M	Granada Hill	CA	97007	5/29/15	This development is a bad idea!
E Gray	Lake Balboa	CA	91344	5/29/15	Rich people do not have the right to destroy trees and wildlife. This proposal is hideous.
JAMES SVOBODA	Los Angeles	CA	91406	5/29/15	There is no need to keep takin land away ..... leave it be leave it for the animals ..... we need to stop this devastation to the land and wild life .....
Lucy Griffin	SHERMAN O	CA	91352	5/29/15	Harvard west lake has enough money enough land and has wasted enough of our time with this. Protect our land!
Virginia Arnold	North Hollyw	CA	91423-28	5/29/15	If these developments continue, we won't have any open saves to enjoy. Pleas wgn
Doreen Wockensky	Woodland H	CA	81601	5/29/15	DoreenAWockensky
Chris Alexander	Sherman Oa	CA	91364	5/29/15	Harvard Westlake is out of control. You can't just do what you want because you are rich. Great example for the kids!
susan Akeo	Waimea	HI	91403	5/29/15	Environmental and transportation issues.
Aaron Epstein	N. Hollywood	CA	96743	5/29/15	Our beautiful environment must be preserved. Not yet Manhattan.
Lenore Kasdorf	Los Angeles	CA	91607	5/29/15	It would mar a pristine hillside, disrupt wildlife on a supposedly protected piece of land, and essentially be a huge eyesore. No, no, no!

Janae Burris	Denver	CO	91601	5/30/15	There is hardly green space left in our city. I wonder why they aren't trying instead to purchase the neighboring businesses for their parking lot. "You don't know what you've got til it's gone".
Sky Valencia	Los Angeles	CA	80218	5/30/15	This is so wrong, leave the little nature we have ALONE!!
Hugh Lipton	North Hollyw	CA	91324	5/31/15	I'm a concerned homeowner near the planned development and it may affect the value of my property. we need all the open land that we can reserve for our precious wildlife. What we don't need is more development which just brings traffic,
Noel Manchan	Long Beach	CA	91601	6/1/15	pollution and congestion to such a beautiful space.
Hugh Kelley	Duncannon	PA	90814	6/1/15	Stop destroying natural habitats , greedy , selfish , irresponsible humans !?!
Laura Dunn	Beverly Hills	CA	17020	6/2/15	We have had Coldwater shut down for 3 years.... ENOUGH IS ENOUGH! Please stop this madness!!
Fran Reichenbach	Los Angeles	CA	90210	6/2/15	There are too few open space parcels left for our wildlife to enjoy. Preservation of these resources should be encouraged!
Jennifer Martinez	Granada Hill	CA	90068	6/2/15	PLEASE DONT DO IT, TRAFFIC HERE IS ALREADY A NIGHTMARE. PLEASE DONT MAKE IT WORSE!
Amanda Gordon	Los Angeles	CA	91344	6/2/15	Would like to eliminate any more congestion in this area as I have many friends who travel this route.
Vazquez Juana	Palmdale	CA	90025	6/2/15	I'm hoping to prevent additional congestion in the area as I have family or friends who travel this route often and are affected.
Gabriela Bottger	Los Angeles	CA	93552	6/2/15	My fiancé drives Coldwater on a daily basis and I have family who live up in the Hollywood hills. We live 5 miles away from each other but with the daily traffic it can take upwards of 30 minutes to get there. I also have plenty of friends who drive this route regularly. But most importantly... It is RIDICULOUS for them to want to build on land that has been designated for conservation! Where is the benefit in destroying homes for our already dwindling wildlife!
Mark Tebbe	Ventura	CA	91423	6/2/15	I have friends that live in this area and it majorly affects them.
Marion Kammer	Los Angeles	CA	93003	6/3/15	I go to church at St Michaels and i love the wildlife around the church. I dont want to see that ruined
Jeanine Uribe	El Segundo	CA	91605	6/3/15	i support
Meredith Reese	Los Angeles	CA	90245	6/3/15	I'm signing as a conservationist and concerned member of St. Michael's & All Angels church.
Jlbraita Merrill	Valley Village	CA	90039	6/3/15	The notion of giant parking structure blighting the landscape of the canyon is horrible. St. Michael's Church was designed by a famous architect, to build a 3 story parking garage near the church would obstruct the view of the beautiful wooden church! I've lived in Studio City since 1988.
Wayne Christian Lo	Studio City	CA	91607	6/3/15	Destroying open space for such a massive project is unacceptable.
Anne Kelly	Sherman Oal	CA	91602	6/3/15	I am opposed to developing Cold water Canyon Blvd by building a large parking garage for Harvard Westlake next door to my church.
Elizabeth Mullen	Studio City	CA	91403	6/3/15	I am a Studio City resident and there is little open natural land. It needs protecting. We are counting on you.
monica hidrovo	Santa Monic	CA	91604	6/3/15	Protect our green spaces! And the animals that dwell in these habitats.
Nancy Woods	Studio City	CA	90403	6/3/15	traffic impact, ruin nature and impact animals. HW needs extra parking but should look for options that would have minimal impact on the environment.
Val Farrelly	Falls Church	VA	91604	6/3/15	I'm signing as a lover of nature, open spaces and a parishioner of St. Michael & All Angels.
deborah fallender	santa monic	CA	22044	6/3/15	Because I don't want to see Coldwater Canyon blighted by this edifice.
Maria Fischer	Sherman Oal	CA	90405	6/4/15	This is a travesty and would bring great harm to the quality of life in the vicinity of the proposed development and shows zero consideration for the wildlife living in these hillsides that will be displaced.
kathryn donohe	Studio City	CA	91423	6/4/15	I oppose the damage that will be done to our hillside. This is a massive mistake that will be detrimental to our whole neighborhood as well as the traffic problems it will cause. this is only for the benefit of the private school and not for the community that will have to deal with the extra unbearable congestion for years.
Theodore Eckberg,	Sherman Oal	CA	91604	6/5/15	Coldwater is one to only abut 4 small pathways form the valley into Los Angeles. It is dangerous now with massive traffic usage. This proposal would only increase traffic and also create an ecological disaster.
Alexander Giglio	Studio City	CA	91423	6/7/15	I'm a resident of the SF Valley. Harvard-Westlake neither needs, nor deserves, to expand.
Leonor Diaz	North Hollyw	CA	91604	6/10/15	I do not support the urbanization of this space.
Debra Schafer	Los Angeles	CA	91602	6/16/15	I believe in preserving natural habitat
Shantelle Bisson	Calabasas	CA	91403	6/16/15	Because we need to stop sprawl whether comes in the form of housing or education. Protect the wildlife and the trees, honour our planet.
Amy Walsh	Sherman Oal	CA	91302	6/16/15	The proposed parking lot defaces the landscape, is offensive to neighbors, and could be built on land now occupied by a parking lot and small gym owned by Harvard with less destruction of natural habitats. The parking lot would also be disastrous for commuters, both during the construction as well as afterward, funneling more traffic into the canyon and adjacent neighborhoods. When Harvard went coed and from grades 7-12 to 9-12, they increased the volume of drivers. Enough!
HARRIET WASSERM	Los Angeles	CA	91423	6/16/15	This is a bad thing for the community, there is noting about it that helps the community. Stop the construction.
Michelle Warren	Swansboro	NC	91356	6/16/15	It's the right thing to do.

Lori Israel	La Mirada	CA	28584	6/17/15	To protect this area from further development
cheryl Angressani	Los Angeles	CA	90638	6/17/15	The proposal is horrible. Destroying this land would be a catastrophic and environmental mistake
Sharyl Smith	Los Angeles	CA	90027	6/18/15	lived in SC 38 years and want to keep it lovely with out any more crowding!
Holly McMillan	Norco	CA	91316	6/19/15	Once destroyed it's for ever lost
Jeanette Dvorak	Los Angeles	CA	92860	6/22/15	I have driven over Coldwater for at least 20 years, please preserve this unique slice of LA. So many of the canyons have been diminished already! Also the increased traffic to the school in the morning will be the straw that breaks this already nightmare commute from Ventura up Coldwater, mind boggling traffic there m-f!
Alicia Loizaa	Guadalajara	JAL	90068	6/29/15	Preserve nature and wild lige
Todd Bentley	Brooklyn	WI	58000	7/28/15	Save the land!!! Too much concrete already
Shelly Magier	Pasadena	CA	52521	7/28/15	I am a Harvard-Westlake alum and I am not in support of this project. Please protect, what has become over time, quality habitat in this area.
Neil Clark	Long Beach	CA	91107	7/28/15	I'm signing because Los Angeles needs all the "green space" that it's humam- and wild life-forms can get.
Ronald Dunlap	San Diego	CA	90805	7/28/15	If this can happen in LA it could happen here in San Diego, and the last thing we need here is more of the land destroyed!
Felicia Oglesby	Rancho Sant	CA	92105	7/28/15	Open space in our part of the world is so rare and precious. We need to preserve whatever green space we can.
Inês Medeiros			92688	7/28/15	Nature!
Keith Kenney	Jacksonville	FL	9500-185	7/28/15	I support the environment let them build somewhere else. Stop knocking trees down.
Dawn Yardeni	Chandler	AZ	32277	7/28/15	I may not live there anymore, but it is my home.
Ester Guedes	Rio De Janeiro		85226	7/28/15	I'm signing cause My diva said, also cause I love trees
Michael Hofer	Ossining	NY		7/28/15	It's only reasonable
Jordan Parsons	New York	NY	10562	7/28/15	People already have plenty of space to park. People cannot destroy a beautiful place like this. Especially in this drought. Nature is beautiful thing and it is getting destoryed everyday. One by one we can lessen the amount of mothernature we are destroying. It is keeping us alive. Making a "private" parking structure is even more dumb than making a regular parking were anybody could park in. If they want a place to park make a hole in your back yard or make flying cars already.
Ana Bueno	Foz Do Iguaçu	U	10021	7/28/15	Precisa explicar?
Maria Novak	West Hollyw	CA		7/28/15	Save the trees we don't need more developments we need oxygen
keena tomko	Cuyahoga Fa	OH	90046	7/28/15	There is plenty of developed land -- find some that is idle and repurpose it.
rachel sheen	Lakewood	WA	44223	7/28/15	Because our planet is our ecosystem and we are only a part of it.
susana uribe	Santa Monic	CA	98498	7/28/15	I love nature and we need to protect it.
Kristen Cascio	Studio City	CA	90404	7/28/15	I do not support developing land that has been designated for conservation. The trees and animals can't defend themselves, so it's up to us to do so.
Jesse Harris			91604	7/29/15	I support this cause
kari salas	Camarillo	CA	4350	7/29/15	We are so limited to nature here in southern california....we are moving creatures that belong in the hills to our cities, searching for food...we need to preserve what we have and protect the animals....don't destroy
Cori Lovings	Richmond	KY	93010	7/29/15	These open areas need to be protected and saved from "advancement" we have enough roads as it is!
Lori Sloan	Beaumont	TX	40475	7/29/15	I love trees.
Julie Kler	Charter Tow	MI	77706	7/29/15	To help save trees and the environment!
Shari Robbins	Chandler	AZ	48038	7/29/15	This is disgusting. Please don't destroy one of the few beautiful nature spots left in The Valley. Our ecosystem needs the trees and animals that would be killed as well.
Grant Peterson	Greenacres	WA	85224	7/29/15	These area causes as homes for many wild life organisms that provide oxygen and other essentials for life and the food chain.
chyanne Jackson	Edgefield	SC	99016	7/29/15	Try
ALPHONSO DUNBA	CHEVERLY	MD	29824	7/29/15	STOP SELLING OUR PUBLICLY CONSERVED SPACES FOR PRIVATE USE AND PROFIT!
Dennis Sullivan	glen mills	PA	20784	7/29/15	I regularly visit Los Angeles and the canyon is one of my favorite places. I feel the proposeddevelopment would detract from the scenic beauty and would cost Los Angeles and the state of California millions of dollars in tourist revenue.
Linda Keefer	Studio City	CA	19342	7/29/15	Enough, already!
Susan Hecht	Valley Glen	CA	91604	7/29/15	I'm signing because no more land need be developed in this area. Live and let live. The animals were here before us.
Cory Cutler	Manistique	MI	91401	7/29/15	I lived near there for awhile and recall how lovely that small open area was. Please do not replace it with more man-made structures.

					They have more than rough space already?!! They do not even belong where they are.. If they do NOT tone down their greed !! There will be no phases to go or left anymore ? What are you guys thinking? You have a ton of money ! Spend this \$ in children who are less fortunate?!! No WAY!!! I have zero respect for this board ?!! What's in it for you?
Quin Hendrix	Los Angeles	CA	49854	7/30/15	Go away !!! No MORE Construction!!
John Malick	Placerville	CA	91436	7/31/15	John Malick
sheryl appleton	Burbank	CA	95667	7/31/15	No more overbuilding
Carlos Chavez	Los Angeles	CA	91505	7/31/15	Carlos Chavez
Spencer Neapolitan	Sherman Oaks	CA	91601	7/31/15	Please protect the wildlife and keep the undeveloped land.
george figueroa	west covina	CA	91423	8/3/15	Negative environmental impact this will have.
seraphine segal	studio city	CA	91792	8/4/15	EVERYONE CAN GET WHAT THEY WANT. We've taken enough land from mother earth. We don't need another parking lot. Dig up the current football field, go underground and put the football field back (on top)! EVERYONE GET WHAT THEY WANT.
Diana O'Shaughnes	Rocklin	CA	91604	8/9/15	I'm signing because I grew up in the area & we need to preserve wildlife habitats.
Jennifer Williams	Santa Clarita	CA	95677	8/27/15	Open space is needed there. No more building.
Tylie Jones Savage	Los Angeles	CA	91351	8/29/15	This is the wrong development in absolutely the wrong place. Making parking easier for Harvard Westlake's faculty and students cannot take precedent over the wildlife, the needs of the community and the historic canyon roads of Los Angeles. The traffic congestion alone shouts "Don't build it!"
diane hart	LV	NV	91423	8/30/15	to the detriment of all to the benefit of 1. not fair, not just and not practical.
Valerie Kuhns	Studio City	CA	89129	9/1/15	I use Coldwater daily. The impact to the area, both traffic- and environment-wise would be too great.
Steve Stoliar	Studio City	CA	91604	9/19/15	We need to keep open land safe from being developed.
Brent Engilman	Studio City	CA	91604	9/19/15	I am opposed this is environmental unstable for the area
Tyra Harris	Studio City	CA	91604	9/20/15	I am a neighborhood resident who will be negatively impacted by this construction (eg depressed housing prices, increased traffic congestion and noise pollution and destruction of natural landscape and wildlife)
Elaine Cotler	Los Angeles	CA	91604	9/20/15	I am opposed to the construction of a huge parking structure on Coldwater Cyn . inappropriate for area and busy street. Would create traffic nightmare to benefit few people who don't even live in neighborhood. School needs to find alternate parking in area away from heavy traffic street. Of... concern for the destruction to natural habitats of plants and animals, the increase of already awful traffic and the unnecessary expansion (for I believe, the sake of city-wide private school competition) which will change the character of this residential community and bring massive construction and inconvenience to the neighborhood.
Eileen Mack	Los Angeles	CA	91423	9/22/15	
Serilla Ben-Aziz	Studio City	CA	91401	9/22/15	We don't need more buildings or traffic on Goldwater Canyon!
Angela Bruzzese	Los Angeles	CA	91604	9/23/15	I just moved out of West Hollywood because the over-development and traffic made life miserable. I would hate to see the same thing happen to this wonderful new neighborhood I have recently discovered.
Marlene Kamin	Los Angeles	CA	91423	9/23/15	Dangerous construction Traffic Destroy neighborhood
Janet Hirshenson	Studio City	CA	91405	9/23/15	this is stupid
Nancy Morales	Studio City	CA	91604	9/23/15	cutting down more trees and impeding on our wildlife areas is only going to create longer lasting issues than a quick fix for parking! This land has been designated for conservation. So they want to "Pave Paradise and Put In A Parking Lot."
Felice Miller	Los Angeles	CA	91604	9/23/15	Sad, Very Sad ! ! ! !
Roy Schmidt	Los Angeles	CA	91423	9/23/15	The structure would be grotesque and totally out of character with the surroundings.
Jim McCullough	Los Angeles	CA	91423	9/23/15	I do not want HW to desecrate the local environment,
Luanne Davis	Encino	CA	91423	9/23/15	The "raping of the land" and our canyons specifically, taking down trees, creating noise and pollution, undue traffic messes, etc. it horrifying and there's TOO MUCH of it occurring.
timothy krayner	Eagle	CO	91604	9/24/15	It is stupid to destroy what little natural land is left in greater L.A.
Janice Cohen	burbank	CA	81631	9/25/15	The inconvenience
Louise de Teliga	Studio City	CA	91502	9/25/15	I live in the area and the traffic and pollution will be too much.

gabe doppelt	Studio City	CA	91604	9/26/15	I live in Studio City, had to suffer through years of disruption when they replaced the water pipes. Now this? Mostly because this is a natural environment, one where animals and trees co exist with us, please do not destroy it. Life is difficult enough for them and for us, you will just make it worse to benefit yourselves, with little regard for anyone else.
Glenn Robins	Los Angeles	CA	91604	10/3/15	I am signing because traffic on Coldwater is untenable right now. Adding more structures and cars will make the drive between the valley and the westside unacceptably slow.
John Hillman	Hollywood	CA	91423	10/4/15	I am strongly against this proposed project. We are losing far too much open spaces!
Victoria Mudd	Sherman Oaks	CA	90093	10/6/15	I am strongly opposed to this proposal. The desires of the privileged few must not be allowed to supercede the needs of the thousands of valley residents who depend on Coldwater Canyon for access to the city.
Andrea Heller	Los Angeles	CA	91423	10/7/15	Nature is a precious commodity these days. To destroy a natural and beautiful environment is just unfathomable. Not to mention the creation of additional carbon print and displacement of the wild creatures that the bridge facility would cause. What about the total disregard for the conservation of this designated and protected land? Does nothing matter anymore!!! Wake up and stop this mistake before it happens, .
Patricia Baker	Los Angeles	CA	90064	10/7/15	Harvard-Westlake's plans are selfish & obscene.
Imogene Willman	Rock Spring	GA	91325	10/7/15	I moved to CA 1-1/2 years ago and preserving open land is important to me and it also should be for all Californians.
Tony Tucci	Beverly Hills	CA	30739	10/10/15	Habitat fragmentation is serious with serious consequences to biodiversity. I don't see any reasonable mitigations to the losses created by this expansion. Maintaining open space is a serious priority within your community plan -- adhere to your priority.
cathie Forstmann	Beverly Hills	CA	90209	10/14/15	The traffic on Coldwater Canyon is already horrendous. Let Harvard kids continue to bus in from points outside the campus
Nina Hickox	West Hollywood	CA	90210	10/20/15	Wildlife live here!
victoria plavjian	north hollywood	CA	90069	10/20/15	i use coldwater canyon to go to work and don't want any more traffic than there already is.
David Flores	Downey	CA	91606	10/21/15	Building a project of this magnitude in Coldwater canyon would cause irreparable harm to the eco system and wildlife. It would also create a traffic disaster for those who live, commute and use the canyon for months on end. The project violates numerous environmental laws and county and city statutes. It is illegal. We call upon the mayor and city council and other governing authorities to uphold the law and not give special privileges to this project to the detriment of tens of thousands of LA residents and protected wildlife and habitat.
Alan Kliff	Los Angeles	CA	90242	10/24/15	Coldwater Canyon's traffic is a disaster as it is; Adding this will make it one less artery to cross from the valley to the Westside. Enough!
J Phil	Los Angeles	CA	91316	10/25/15	There's way too much traffic (read: RIDICULOUSLY too much traffic) on Coldwater Canyon and the general public can't afford to let the rich kids and families make it worse and override the democratic needs of the many. Also, we like our beautiful mountain scenery and there's too much development already in the Valley.
Mike Jones	Los Angeles	CA	91607	10/25/15	Save our beloved Coldwater Canyon! The school has no right to destroy this beautiful habitat for the benefit of the few. This is our city, not Harvard Westlake's city.
scott escarze	Los Angeles	CA	91403	10/27/15	why ruin the canyon more that it already is
Periel Stanfield	North Hollywood	CA	91423	10/27/15	This is an awful idea!
Jacopo Giacomuzzi	Los Angeles	CA	91601	11/5/15	COLDWATER Canyon has to stay the way it is. We know the consequences if we ruin that environment.
Jeff Hughes	Los Angeles	CA	90010	11/7/15	There are reasonable alternatives available.
Nicole Roberts	Van Nuys	CA	91403	11/9/15	We all benefit from this green space!
Diana Rozendaal	Mae Sot		91405	11/9/15	We need green space in LA. The city is already overdeveloped.
David Allgood	Los Angeles	CA	63110	11/9/15	We have too little open space left.
Lauren Steiner	Beverly Hills	CA	90019	11/9/15	I am tired of the 1% thinking that public space is there for their private good.
Rochelle Eastman	Savage	MN	90210	11/10/15	I visit North Hollywood a lot and love this area as it is.
Alex Velazquez	Los Angeles	CA	55378	11/16/15	I'm signing this position because I enjoy hiking with my little sisters every weekend in Coldwater canyon park. It wouldnot be honorable for the city to destroy such beautiful land in tuses that the entire globe is in need for more trees. Please don't allow the school to do this disaster.
Toni Reita	Goldendale	WA	91607	11/17/15	Patti Sugarman, Sherman Oaks, CA 91403
Fadi Shabshab	Studio City	CA	9862-	11/18/15	This project will ruin the natural beauty of the canyon, and will add a structure that has no place among the residences in the area.. Harvard Westlake can put a parking structure below grade under the football field.. It will be less offensive esthetics you, less disruptive to traffic, and cost them less in the long run.

Leonardo Momplet	North Hollyw	CA	91604	11/19/15	I find the idea of building a parking garage on some of the last remaining pristine land in Los Angeles absolutely reprehensible, and I am shocked that the City would even entertain the idea. If the land was needed for low income/homeless housing it would be one thing, but for parking garage, why is this even a conversation. Not only would this project destroy protected trees, but it would displace wildlife and take a terrible toll on the community that relies heavily on Coldwater Canyon for transit.
Seth Cutler	Los Angeles	CA	91606	11/19/15	Lets keep some land in Los Angeles
Dennis Hunter	Los Angeles	CA	90042	11/19/15	I'm sick of the blind insensitivity of the Mayor and the City Council when it comes to decision making in this city.
Michael Holbeck	Los Angeles	CA	90014	11/20/15	Traffic on Coldwater is already a nightmare!
Nico Hurtado	Los Angeles	CA	90004	11/20/15	Cold water canyon is beautiful. It's amazing that you can still see beautiful nature like that in Los Angeles. Most cities are striving to be only urban. There's hardly any grass in New York. At least in LA you can escape the city rush with the little bit of nature that we still have.
Julia Hodges	North Hollyw	CA	91601	11/21/15	I live in this area and travel up and down Coldwater, right past Harvard-Westlake, several times a day and do not want a commercial eyesore erected in our residential neighborhood.
Emily ALEXIADIS	Valencia	CA	91602	11/24/15	There's already so much traffic on this road, it will be terrible seeing more on that road!
Jasmine Black	Los Angeles	CA	91354	11/24/15	I'm signing because more than 130 trees will be cut down which in turn will destroy hundreds of wildlife homes and that is unacceptable!
Darianna Cardilli	Los Angeles	CA	91605	11/24/15	I believe the project is wrong for Studio City - I am against the disruption caused by the construction, the increased traffic noise, and the building on protected lands
Eileen Mumy	Los Angeles	CA	91607	11/24/15	I will write a letter and everyone else should too. I mean if it was a facility that would be available to the public at large it would not be right. But for a private school to carve up the canyon is crazy. This cannot be allowed. I've been to that school and they have plenty of space already! One thing they also have is plenty of money and that is my fear that their money will get them what they want which is wrong for the community at large. Archer School has parking problems and they just have rules that the students have to take a bus to school. The school should be resourcefull and insist their community car pool and use less cars. Might be the right idea to teach instead of expanding into the beautiful canyon for parking and another more space for a school that already has plenty.
John Sposato	Plainview	NY	90046	11/30/15	This land - and landscape - needs to be protected. The development is not needed and is counterproductive to the preservation of the area.
Diane Cubit	Troy	NY	11803	11/30/15	I do not support the urbanization of this open space land - land which has been designated for conservation.
Robert Vanderbrug	Lake in the HIL		12180	11/30/15	I am opposed to the destruction of open space land in favor of parking space.
Ilene Graff	Studio City	CA	60156	11/30/15	This proposed development has no place on Coldwater Canyon. It must not happen.
HAROLDGEORGE ib	Watertown	CT	91604	11/30/15	IAM AGAINST THIS BAD IDEA FOR IT IS A CRIME TO DEVELOP THIS SPACE = PLEASE STOP AND LISTEN TO REASON
Ian Gonzalez	Los Angeles	CA	6795	11/30/15	I lived there and I know how importnat this land is to the community and the ecosystem. The flow of traffic around this area will suffer and everything about changing this land is a bad idea.
Jason Koziol			90064	11/30/15	why destroy nature
ian Hennwinkle	Willenhall	ENG	5109	11/30/15	Save our planet!
Diane Litchfield	Sonoma	CA	wv12 5et	11/30/15	I'm signing because of what this would do to the Coldwater scenic highway, which can no longer be called that after the proposed project. It effects all of us, no matter where we reside.
Carolyn Hennesy	Burbank	CA	95476	11/30/15	Stop the urbanization of what little beauty remains in L.A....to say nothing of the wildlife this project will destroy. Harvard-Westlake has done just fine all these many years as is. If they want to expand...let them dig underneath their existing facilities.
RICKY DuPree	Hawthorne	NV	91507	11/30/15	I LOVE THINGS OF NATURE
Robin Brown	San Francisco	CA	89415	11/30/15	I can!
stefanie owens	Los Angeles	CA	94109	12/1/15	I do not like over development. Lets keep the natural beauty and save places for the wildlife!
Carolyn Mignini	New York	NY	91423	12/2/15	I spend part of the year in LA and Goldwater Canyon is vital to me.
Lauren Black	Los Angeles	CA	10024	12/3/15	I believe in saving the natural habitat. This structure only benefits the school and ignores all of the other important factors in the area- animals, tree, nature. the school should encourage more busses for mass transportation and carpooling aids.
Kathleen Millmore	North Hollyw	CA	91607	12/5/15	I'm signing because we need to save Coldwater Canyon! We need open space, not more parking garages!!!
Bruce Rasmussen	Valley village	CA	91602	12/5/15	I'm tired of special interests running our politicians.
Walker van Zandt	Studio City	Ca		12/5/15	i live on that hill and traffics already been absurd
Jonathan Alder	Encino	CA	91604	12/5/15	This land needs to be preserved
Korby Siamis	PACIFIC PALI	CA	91436	12/6/15	What an outrage - that a private school could urbanize this beautiful open space.

Ali Royale	Whitter	CA	90272	12/9/15	Wildlife and the land need to be protected. We need to help preserve this beautiful ecosystem that is home not only to us humans. Once it is gone and covered with cement it will be hard to to ever restore it. Help keep this precious and non renewable resource alive.
Casey Maddren	Los Angeles	CA	90601	12/15/15	I am disgusted by the way the Mayor and the City Council have allowed unchecked development to carve up our hillsides. Harvard-Westlake's expansion must be stopped.
Ed Yerke-Robins	Los Angeles	CA	90068	12/17/15	I commute from Sunland to Century City every day via Coldwater Canyon / Beverly Drive. The intersection of Coldwater & Ventura gets bottlenecked enough already, and of course that's just the beginning of the bumper to bumper. Between this & the forthcoming Sportsmen's Landing, commuters will be forced to spend even more time in the car, without any lovely landscape to look at.
Grace Hochheim	Los Angeles,	CA	91040	12/28/15	Please protect our natural hillside.
Mark Grossan	Los Angeles	CA	90077	1/5/16	Harvard-Westlake does not need this much parking. This is based on having every single student drive their own car and no traffic plan by the school for car pooling, biking , or buses.
Rafael Quintas	North Hollyw	CA	90046	1/11/16	Harvard Westlake has no right over the open land! Protect the canyon protect nature!!!
Jeremy Murphy	North Hollyw	CA	91602	1/11/16	We don't need to destroy anymore nature!!! We live in LA... come now
Michael Melice	Altoona	PA	91602	1/21/16	Such a Shame! Nobody wants to leave Grass and trees and the countryside anywhere anymore! These Corporations want to make our Planet one big Concrete Jungle instead!
Chelsa Sylvis	Riverside	CA	16601	1/25/16	It already takes me an hour to get to work. This parking structure is going to make life more miserable for the commuters who rely on this canyon to make a living.
Riley Tacchino	Los Angeles	CA	92507	2/6/16	Need natural Air production and filtration in this crowded smog covered city. We need as many trees and plants to help sustain air quality and overpopulation in the area
Maria Gonzalez	Studio City	CA	91423	2/6/16	Why would anyone allow the building of a large parking garage with an athletic field on top to bring unnecessary loud noise and bright lights filling up our beautiful RESIDENTIAL canyon? Not to mention destroying wildlife, in the process.
Randi Lieberman	Sherman Oa	CA	91604	2/6/16	Taking the open space, removing the protected oak trees, displacing animals, not to mention the nightmare traffic getting worse, compromising the hill, the neighborhood, for parking? Move to a larger space, don't land grab. The homes directly affected by this proposed building are going to drop in value. Who does this benefit?
Lynn Williamson	Los Angeles	CA	91423	2/6/16	Coldwater is an important route to get to the city for me....but traffic is already awful, and this would be just make it impossible. More congestion, more pollution
Yoav Getzler	Valley Village	CA	91607	2/21/16	This is too much in the wrong place.
Tabatha Sheltra	Los Angeles	CA	91607	2/28/16	Because I live here. It's my back yard filled with wild life. I love my animal friends and their sanctuary The only thing they have left in Los Angeles. If Harvard does this they are building ONE BIG HUGE TOMB STONE. RETITLE THEIR PROJECT: PROJECT GRAVE SITE
Helen Giroux	Studio City	CA	91604	3/5/16	This city has suffered enough from over development and destruction of the environment. All those smart people should be able to figure out another way to park more cars.
Andrea Bernstein	Los Angeles	CA	91604	3/6/16	I'm horrified at the thought of the destruction of open space and the further development (and desecration) of Coldwater Canyon
Adilene Lozano	Los Angeles	CA	90046	3/9/16	I'm signing because I drive threw coldwater everyday during the week! It's so beautiful my favorite drive
Selen Demirel	North Hollyw	CA	91406	3/10/16	I drive down Colwatercanyon at least 5 times a week if not all week. I do not wish for the natural conserved land to be developed on. They already have what they need within the school. No more is needed. This is a selfish and extra desire not justified enough to destroy the land surrounding south of Ventura west on Coldwater Canyon.
Gulin Karagoz	Los Angeles	CA	91606	3/10/16	I respect the life of the trees
Hayley Christopher	Los Angeles	CA	90035	3/10/16	I am a firm believer in the preservation of the canyon and my church, St Michaels.
Casey Felton	Los Angeles	CA	91401	3/10/16	I care
Judith Benezra	Los Angeles	CA	90004	3/10/16	I care about the wildlife that would be killed and homeless. That beautiful canyon should be preserved and not destroyed for a parking structure. ENOUGH!
Newton Campbell	Newport Bea	CA	90048	3/11/16	We want the land to remain as it is - free of bridges, construction, etc. Just let the nature be!
Lisa Ireland	Studio City	CA	92660	3/11/16	bein hear for 15 years and we need to protect what little is left of the cannyon
Anne Manning	Los Angeles	CA	91604	3/11/16	The green space in question is irreplaceable. Please preserve our environment!
Abby Meyers	Studio City	CA	91401	3/14/16	Hayley needs her church and Harvard westlake is doing just fine the way they are.
Andrew Adams	North Hollyw	CA	91604	3/15/16	With more construction to happen. the soil wont be able to hold. The wildlife help support the ground when we have heavy rains.
Peter Feldman	Studio City	CA	91601	3/15/16	Open space must be preserved!

Maria Fischer	Sherman Oaks	CA	91604	3/15/16	This is an unnecessary project benefitting a relatively small group of people when compared with the masses whose daily lives will be negatively impacted by this project, not to mention the hillside that will be destroyed along with the innocent wildlife that inhabits the land.
Michael Spring	Valley Village	CA	91423	3/16/16	It's the right thing to do. We have our own problems further up on Coldwater, and lots of people have helped us in our fight.
Crisann Morgan	Valley Village	CA	91607	3/16/16	I don't want the land squandered for pavement. There are other ways to expand the school that don't require destruction of protected trees. We need the trees more than a parking lot.
Amy Bryman	Van Nuys	CA	91607	3/16/16	to protect our environment! we need those trees not more buildings and cars!
Meredith Buchanan	Los Angeles	CA	91401	3/16/16	Los Angeles is urban enough. A choice needs to be made in favor of wildlife, as opposed to profits, for once. For once.
Paul Rodriguez	Studio City	CA	90048	3/16/16	I don't want the new development and extra traffic in my neighborhood. Investment should be in public transportation options, not more parking. That street is bad enough as it is without adding more construction and cars to it.
Joanne Millius	Sun Valley	CA	91604	3/17/16	I want more land preserved in Los Angeles
Robyn Jackson	Valley Glen	CA	91352	3/17/16	There is already too much traffic in that area and too much development. Period. In addition to that, wildlife will be displaced or destroyed. We can't afford to lose any more of the beauty and grace left in LA.
Kevin Jackson	North Hollywood	CA	91401	3/17/16	Save the environment
Sylver Syti	Los Angeles	CA	91606	3/17/16	Dislike!
			90004		

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Beth Jones

ADDRESS 11755 El Cerro Ln Studio City, CA 91604

PHONE 818-506-3609

EMAIL labway@aol.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



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I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

*I am in favor of the Harvard - West lake project.*

NAME David Beasing

ADDRESS 3607 Laurel Cyn Blvd

PHONE 818-508-4760

EMAIL DBeasing@aol.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#          *NA*

Client Address         

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DATE: 3/8/16

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           I wish to speak on Agenda Item #           

- ( ) I wish to speak FOR / AGAINST this agenda item.  
( ) I wish to provide GENERAL COMMENTS on this item.  
() I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME STEVEN SPENCER

ADDRESS 3823 CODY ROAD SHERMAN OAKS

PHONE 805 452 3536

EMAIL STEVEN.SPENCER98@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name           

Client Tel#           

Client Address           

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 2/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Nary Yakhi

ADDRESS 4007 Witzel Dr. S.O. 91423

PHONE 818-521-2282

EMAIL nyakhi@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

2016  
DATE: MARCH 8

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction

I wish to speak on Agenda Item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME SARI RYNEW

ADDRESS 13027 GALEWOOD

PHONE 818 378 4833

EMAIL rynew@roadrunner.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: <sup>2016</sup> MARCH 8

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_ 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME ARDEN RYNEW

ADDRESS 13027 GALEWOOD

PHONE 818 501 7906

EMAIL rynew@a.roadrunner.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 8 May 1988

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

XS I wish to speak on Agenda Item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Richard C Adams

ADDRESS 13022 Ventura

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)







# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-2-06

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

  ✓   I wish to speak on Agenda Item #         

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Deborah Ameln

ADDRESS 3648 Goodland Dr.

PHONE 818-606-6065

EMAIL         

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#         

Client Address         

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/05

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on agenda item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME JEFF JACOBS

ADDRESS 3950 Van Nostrand Ave

PHONE 818-995-3388

EMAIL Jjacobs9@qol.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: March 11, 2014

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Tom Holland

ADDRESS 12952 Blairwood Dr

PHONE 310-771-6524

EMAIL TomHolland480@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-10

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Dana Kathryn With

ADDRESS 3463 Potomac

PHONE 818 405-7699

EMAIL danakathryn22@yahoo.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item #         

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Jon Boorstin

ADDRESS 4007 Avenida del Sol

PHONE         

EMAIL Jon.boorstin@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#         

Client Address         

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 2/8/11

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME TIM JOHNSON

ADDRESS VAN NOORD AVE

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 7/10

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

- I wish to speak on agenda item # \_\_\_\_\_
- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Thomas Schwartz

ADDRESS 3614 Potosi

PHONE 818 509 9785

EMAIL \_\_\_\_\_

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Denise Schwartz

ADDRESS 11822 Sunshine Terrace, Studio City CA 91604

PHONE 818-766-6008

EMAIL d Denise Baird Schwartz@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

\_\_\_\_\_ I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Ronald Schwartz

ADDRESS 11822 Sunshine Terrace, Studio City, CA 91604

PHONE 818-419-5016

EMAIL RonaldMSchwartz@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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300 members support school

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-2010

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME The Rev. Dan Justin

ADDRESS 3646 Coldwater Canyon Ave Studio City

PHONE 847 922 - 4100

EMAIL rector@studiocity.org

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 5/21/07

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on agenda item # AMANDA WESTVICK

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME STEVEN WRIGHT

ADDRESS 6655 GLOMA AVE 91404

PHONE 818-317-6900

EMAIL coww@comcast.net@hotmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 03-08-10

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME PARKER ANDREWS

ADDRESS 17971 GALEWOOD ST STUDIO CITY, 91604

PHONE           

EMAIL myfa@hotmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Connie Elliot

ADDRESS 4061 Cartwright Av 91604

PHONE 818-760-0926

EMAIL biffconnie@Earthlink.net

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: March

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME NANCY MEHAGIAN

ADDRESS 12838 HALKORR ST, SC 91604

PHONE 818 508-6873

EMAIL nmcocina@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

\_\_\_\_\_ I wish to speak on Agenda Item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME THOMAS PERRY

ADDRESS 3730 Mound View Ave, Studio City

PHONE 818 509-7845

EMAIL PERRYCONTACT@AOL.COM

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/2/18

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on Agenda Item #         

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Michael Switzer

ADDRESS 4001 Avenida del Sol

PHONE 818 766-5144

EMAIL Switzer@Switzer.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#         

Client Address         

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/9

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME MARIA MCQUHAE

ADDRESS 390 FAIRWAY AVE

PHONE           

EMAIL enslala@hotmail.com

### IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name           

Client Tel#           

Client Address           

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KATARZYNA A. SMIECHOWICZ

Opposed to the HW Project

310-594-4727

3901 VAN NOORD AVE

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

NO I wish to speak on Agenda item # \_\_\_\_\_

- ( ) I wish to speak FOR / AGAINST this agenda item.
- ( ) I wish to provide GENERAL COMMENTS on this item.
- ( ) I do not wish to speak but wish my opinion to be recorded into the Minutes in

FAVOR / OPPOSITION to this item. FOR SAVE COLD WATER CANYON

NAME ANDREA SHER

ADDRESS 4019 GOODLAND AVE, STUDIO CITY CA 91604

PHONE 818 763-3434

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

NO I wish to speak on Agenda Item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME M. SHIER

ADDRESS 4019 GOODLAND AVE.

PHONE 818 763 3434

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3A

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

         I wish to speak on Agenda Item #         

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME GERMAN LECERRETTA

ADDRESS 3928 FAIRWAY AVE

PHONE         

EMAIL         

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#         

Client Address         

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/15

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on agenda item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Katli Holland

ADDRESS ~~10557~~ 12952 BLANCK RD. DP. 91604

PHONE 818 / 385 / 0597

EMAIL KMB HOLLAND @ HOTMAIL .COM

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-2016

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Emily + Michael Laskin

ADDRESS 13014 Woodbridge St.

PHONE 818-905-1951

EMAIL emily.laskin@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: March 20, 2014

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on agenda item #           

- ( ) I wish to speak FOR / AGAINST this agenda item.
- ( ) I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Vedra Mehagian

ADDRESS 12838 Hal Kirk St, Studio City 91604

PHONE ~~818-508-6833~~ 213-448-8195

EMAIL mmacina@ca.vedra4@yahoo.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-16

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda item # 8 HW

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Janine Milne

ADDRESS 4304 Goodland Ave

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/14

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on agenda item #           

- ( ) I wish to speak FOR / AGAINST this agenda item.
- ( ) I wish to provide GENERAL COMMENTS on this item.
- () I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME PETER COLE

ADDRESS 4206 ALCOVE

PHONE 8185064809

EMAIL pirate\_post@mac.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Michael Mann

ADDRESS 12321 Riverside Dr #4

PHONE 878-246-9170

EMAIL M.Mann00@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-16

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME SOOZIE KAZICK

ADDRESS 3686 VENTURA CYN AVE

PHONE 818 986-2232

EMAIL ashleyandfarley@yahoo.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name           

Client Tel#           

Client Address           

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*\* PLEASE DO NOT ALLOW H/W TO DESTROY THE NEIGHBORHOOD*

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

\_\_\_\_\_ I wish to speak on Agenda Item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME MIKE SHULEM

ADDRESS 4316 Goodland AVE

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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March 8, 2016

Studio City Neighborhood Council

Harvard Westlake Parking, Safety, and Athletic Improvement Project

I'm Marshall Long and I have lived in Sherman Oaks for almost 40 years. I know the Harvard Westlake community well, having had three boys go to school there. In proposing this project the school is asking for what the City Council has already built for itself, a detached parking structure on a lot across the street from its City Hall facilities, connected by an elevated bridge, to protect its staff and visitors from traffic hazards. The main difference is that Harvard Westlake is paying for it by itself, while the City used public funds.

The Parking, Safety, and Athletic Improvement Project will be similar to the City Hall project. It will be something that the community can be proud of and it will protect its students and staff and reduce the traffic impacts on Coldwater. I urge you to support the PSA Improvement Project.

Thank you

Marshall Long, PhD, PE, FASA

[mlacoustics.com](http://mlacoustics.com)

**ALAN F. HORN**

*Sent via electronic mail & U.S. Mail*  
[councilmember.krekorian@lacity.org](mailto:councilmember.krekorian@lacity.org)

February 23, 2016

Hon. Paul Krekorian  
Councilmember, District #2  
Los Angeles City Council  
200 North Spring Street, Room 435  
Los Angeles, California 90012

**Re: Support of Harvard-Westlake School's Parking, Safety and Athletic Improvement Project**

Dear Councilman Krekorian:

I write to offer my support for Harvard-Westlake School's recently re-introduced Parking, Safety and Athletic (PSA) Improvement Project. On a professional and personal level, this project makes sense not only for Harvard-Westlake but also for Studio City and the surrounding communities. I hope that you will support this much-needed project.

As you may know, I am chairman of The Walt Disney Studios. A number of our employees have children who attend Harvard-Westlake and an even greater number commute from other locations to our studio and others (e.g. Warner Brothers) in Burbank using Coldwater Canyon.

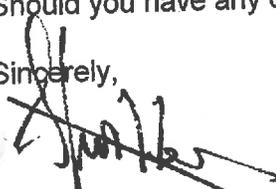
As a former trustee who has had two daughters graduate from Harvard-Westlake, the PSA Improvement Project will provide increased safety for students, parents, faculty and visitors. At present, because of parking shortages, students park in the neighborhood and walk up and down Coldwater Canyon, which has no sidewalks, during morning and evening commute times. The PSA Improvement Project will alleviate this concern and allow daily traffic to park in the three-story parking structure.

Finally, Harvard-Westlake is a true community resource. From the students who volunteer in the community to hosting events like the Special Olympics, from the significant financial aid provided to students in need to the school's commitment to providing a diverse and inclusive educational environment, Harvard-Westlake takes a tremendous amount of pride fulfilling its mission.

I understand that in early March, the Studio City Neighborhood Council will hold a public meeting on Harvard-Westlake's PSA Improvement Project. I sincerely hope that you or someone from your office will communicate your support of this project.

Should you have any questions or need additional information, please let me know.

Sincerely,

  
Alan Horn

cc: Lisa Sarkin, President, Studio City Neighborhood Council ([lsarkin@studiocitync.org](mailto:lsarkin@studiocitync.org))

# EXHIBIT II



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/11

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME James Rokos

ADDRESS 4905 Gentry Ave Valley Village

PHONE \_\_\_\_\_

EMAIL tomwil@earthlink.net

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

NOTE  
X

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

\_\_\_\_\_ I wish to speak on Agenda Item # \_\_\_\_\_

- ( ) I wish to speak FOR / AGAINST this agenda item.
- ( ) I wish to provide GENERAL COMMENTS on this item.
- ( ) I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Jacked Hunsicker

ADDRESS 3251 Coldwater

PHONE \_\_\_\_\_

EMAIL thejax@mac.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-16

           I wish to speak during Public Comment about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on agenda item           

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME CHRIS BROWNE

ADDRESS 14000 Addison St. Sherman Oaks 91423

PHONE 310 428 2208

EMAIL CB810@yahoo.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

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I wish to speak on agenda item \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME PREMAL DESAI

ADDRESS 3186 DONA MARTA DR. STUDIO CITY, CA 91604

PHONE 310-990-9180

EMAIL Desaipremal@hotmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-9-16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # HW #8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Lori Belateche

ADDRESS 12078 Mound View Pl., Studio City

PHONE 818-766-0182

EMAIL LD Bela @ qd.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction

I wish to speak on Agenda Item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Inga Mendelsohn

ADDRESS 3985 Sunswapt Dr Studio City

PHONE 818 753-5740

EMAIL Ingaofstudiocity@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

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DATE: 3-8-16

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I wish to speak on Agenda item #         

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME BRIAN S. MARSHALL

ADDRESS 5107 COLDWATER CYN AVE. SHERMAN OAKS, CA

PHONE (310) 308-9638 91423

EMAIL brianmarsh77@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

~~Client Name \_\_\_\_\_~~

~~Client Tel# \_\_\_\_\_~~

~~Client Address \_\_\_\_\_~~

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

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✓         I wish to speak on Agenda Item #         

✓         I wish to speak FOR / AGAINST this agenda item.

( )         I wish to provide GENERAL COMMENTS on this item.

( )         I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Sheryl Schott MD

ADDRESS 11321 Moorpark St, #301, Studio City

PHONE 818 429 4186

EMAIL SSchottMD@shglobal.net

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Client Name         

Client Tel#         

Client Address         

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item #         

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME DARRIN KENNEDY

ADDRESS 4056 Stansbury Ave.

PHONE 213-804-0237

EMAIL dkennedy@gmail.com

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Client Name         

Client Tel#         

Client Address         

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time limit will be set by the Leader of the Meeting

DATE: 3/8

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME CHRIS BROWNE

ADDRESS 14000 ADDISON ST.

PHONE 310-428-2208

EMAIL CB810C@YAHOO.COM

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-7-14

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME PAUL LEWIS

ADDRESS 13351-D RIVERSIDE DR #445 SO 91423

PHONE 818-780-9382

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/2016

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Bruce Smiley

ADDRESS 1888 Century Park East #1900

PHONE 310-255-6718

EMAIL bms@f+s/law.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/2011

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I wish to speak on Agenda Item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Dartene Bible

ADDRESS 8718 Wiley Post Ave

PHONE 310-871-7936

EMAIL dbible@hw.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)









# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on Agenda item #         

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Esther Walker

ADDRESS 4024 Radford Ave. Studio City, CA 91604

PHONE 818 769 3213

EMAIL         

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#         

Client Address         

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: Mar 7 2016

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Shannon Acedo

ADDRESS 3700 Colwater Canyon

PHONE 6210 319 0617

EMAIL sacedo@hw.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 8 March 2011

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item #         

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Jeff Kalban

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

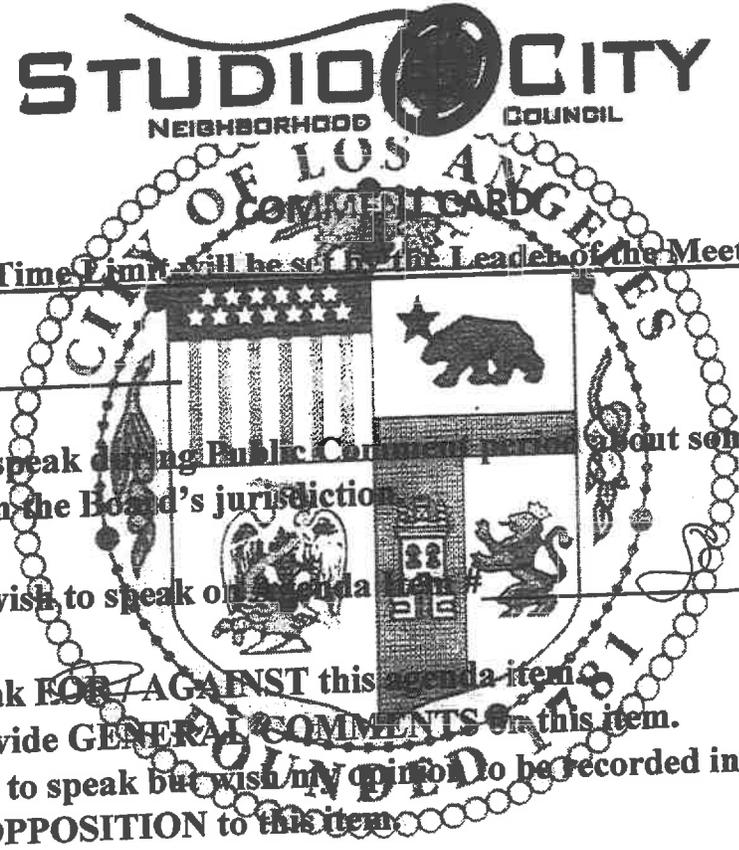
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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting



DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment about something NOT on the Agenda but within the Board's jurisdiction.

\_\_\_\_\_ I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME James Chapman

ADDRESS 11925 Punwood PL BH 90260

PHONE \_\_\_\_\_

EMAIL jdchapman@earthlink.net

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)





# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time limit will be set by the Leader of the Meeting

DATE: 3/8

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Bill Calvert

ADDRESS 3848 Ethel Ave Studio City

PHONE 818-207-4404

EMAIL wcalvert1@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/11

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Allan Weaver

ADDRESS 4315 Greenbush Ave. Starnon Bldgs CA

PHONE 818-599-0190

EMAIL allanweaver@earthlink.net

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME William B. Colitre

ADDRESS 3123 Schweitzer Dr. Topanga, CA 90290

PHONE (310) 739-7453

EMAIL bcolitre@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)





# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on Agenda Item # \_\_\_\_\_ HW Plan

X I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME PAUL NADER

ADDRESS 318 24TH ST SM

PHONE 310 995-1121

EMAIL paul.nader@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 03/08/11

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction

I wish to speak on agenda item #         

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME SUSHIL MADHOGARHIA / (SUSHIL)

ADDRESS 4943 Denmore Ave, CA 91436

PHONE 8189703100

EMAIL         

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#         

Client Address         

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/4/00

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Ann-Marie Whitman

ADDRESS 4098 Elmer Ave., Studio City

PHONE 818-766-6618

EMAIL a.whitman@hw.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

Yes I wish to speak on Agenda Item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME DOMINIK J. LECONTE

ADDRESS 3901 VAN NOORD

PHONE 310-493-7020

EMAIL \_\_\_\_\_

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/14

I wish to speak during Public Comments period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME PENNIE DOBKIN

ADDRESS 3527 STONEHILL PLACE 50.91423

PHONE 818 788 4696

EMAIL dave0986@aol.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # 8

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Melissa Marukin

ADDRESS 3764 Stone Canyon Ave Sherman Oaks, Ca 91403

PHONE 818-261-2411

EMAIL melissamarukin@yahoo.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: March 2011

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Roxanne Diaz

ADDRESS 3759 Longview Valley Road, Sherman Oaks, CA

PHONE 818 371 6332

EMAIL rdiaz@rwglaw.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/11

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Bill Fleischman

ADDRESS 1900 Ave Stars 440, CA

PHONE 310 553 7126

EMAIL wf@fishman.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

I wish to speak during Public Comment about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME GEORGE M. GOLD

ADDRESS 236 Glenroy Place, LA CA 90049

PHONE 310-476-2172

EMAIL gold.geoff@gmail.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: Feb. 08, 2016

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Yi Jiang

ADDRESS 15651 Dickens Se, Apt 204, Encino, 91436

PHONE 310-622-2853

EMAIL yjiang@hw.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Francis Bunzel

ADDRESS 4925 Mammoth Ave

PHONE 818 465 3340

EMAIL Francis.Bunzel@att.net

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/06

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction

X I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Kevin Vanderschuer

ADDRESS 3928 Mary Ellen Ave

PHONE Studio City

EMAIL tzvema@cloc

### IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME LISA ELSON

ADDRESS 655 N. Bonhill Rd.

PHONE 704-562-1122

EMAIL lelson@me.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name           

Client Tel#           

Client Address           

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- ( ) I wish to speak <sup>FOR</sup> FOR / AGAINST this agenda item.
- ( ) I wish to provide GENERAL COMMENTS on this item.
- (X) I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item. "FOR"

NAME Joshua Breau x

ADDRESS 4215 Comellia Ave.

PHONE 818-415-1837

EMAIL JBREAUx@Pacbell.net

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction

X I wish to speak on agenda

I wish to speak FOR / AGAINST this agenda item

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item

NAME Harris Cohen

ADDRESS 4528 Van Noord Avenue, Studio City 91604

PHONE 310-595-0686

EMAIL Harriscohen1@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-16

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on Agenda Item #           

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Bruce Poman

ADDRESS 12959 Galewood St

PHONE 818 501-4970

EMAIL bpoman@yahoo.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name           

Client Tel#           

Client Address           

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-8-10

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME GEORGE R PHILLIPS, JR

ADDRESS 401 S. ROSSMORE AVE.

PHONE 213-680-9212 x209

EMAIL George.phillips@dslxtreme.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: \_\_\_\_\_

\_\_\_\_\_ I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on agenda item # \_\_\_\_\_ HW

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Laura Cabo

ADDRESS 3688 Buena Pl Dr S.C

PHONE 617 817 3268

EMAIL Laura.S.Cabo@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Natalie BREAUX

ADDRESS 4216 Camellia Ave.

PHONE 310-721-8995

EMAIL NBREAUX@PACBEU.NET

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/8/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in **FAVOR / OPPOSITION** to this item.

NAME Charles JONES

ADDRESS 11755 EL Cerro Lane Studio City

PHONE (310) 351-8112

EMAIL NTREPID@AOL.COM

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)

# EXHIBIT III

LETTER 11R (CONTINUED)  
11R-91, 33 PAGES

# Studio City Neighborhood Council

March 8, 2016



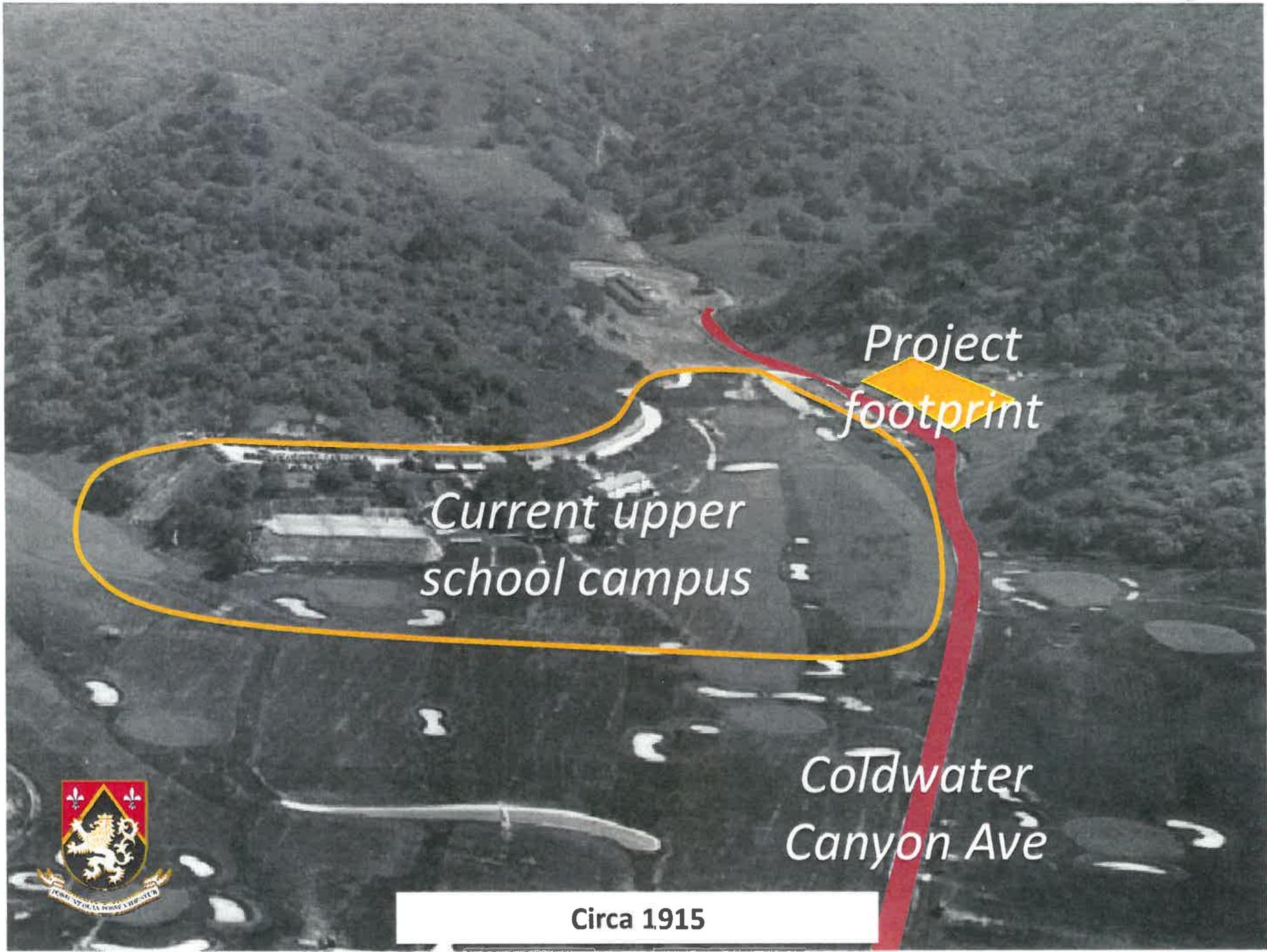
# Our Mission

Harvard-Westlake strives to be a diverse and inclusive **community** united by the joyful pursuit of educational **excellence**, living and learning with **integrity**, and **purpose** beyond ourselves.





Circa 1915



*Project  
footprint*

*Current upper  
school campus*

*Coldwater  
Canyon Ave*



**Circa 1915**



August 3, 2015

# HW Volunteer Activities

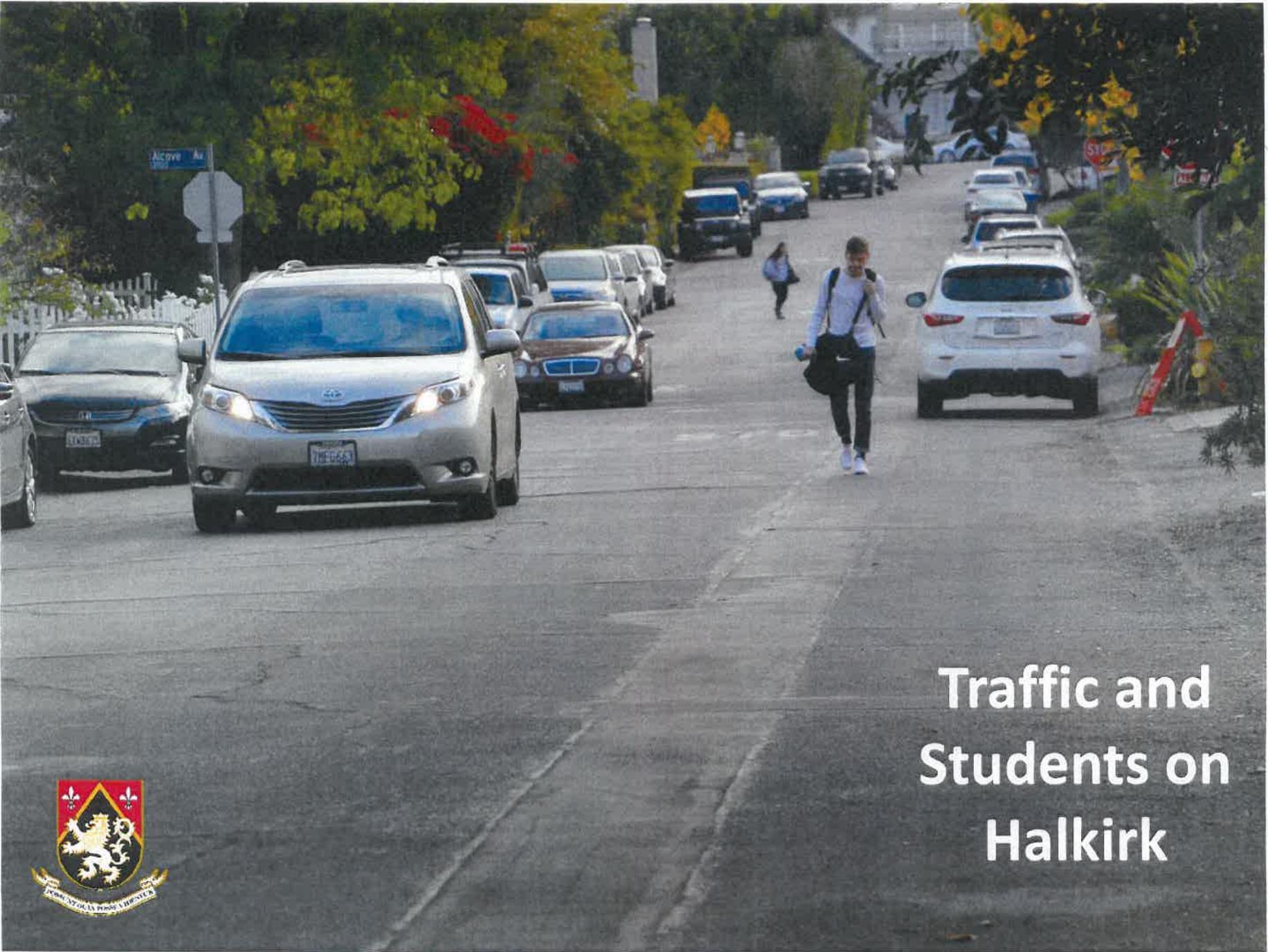




# HW Middle School Campus



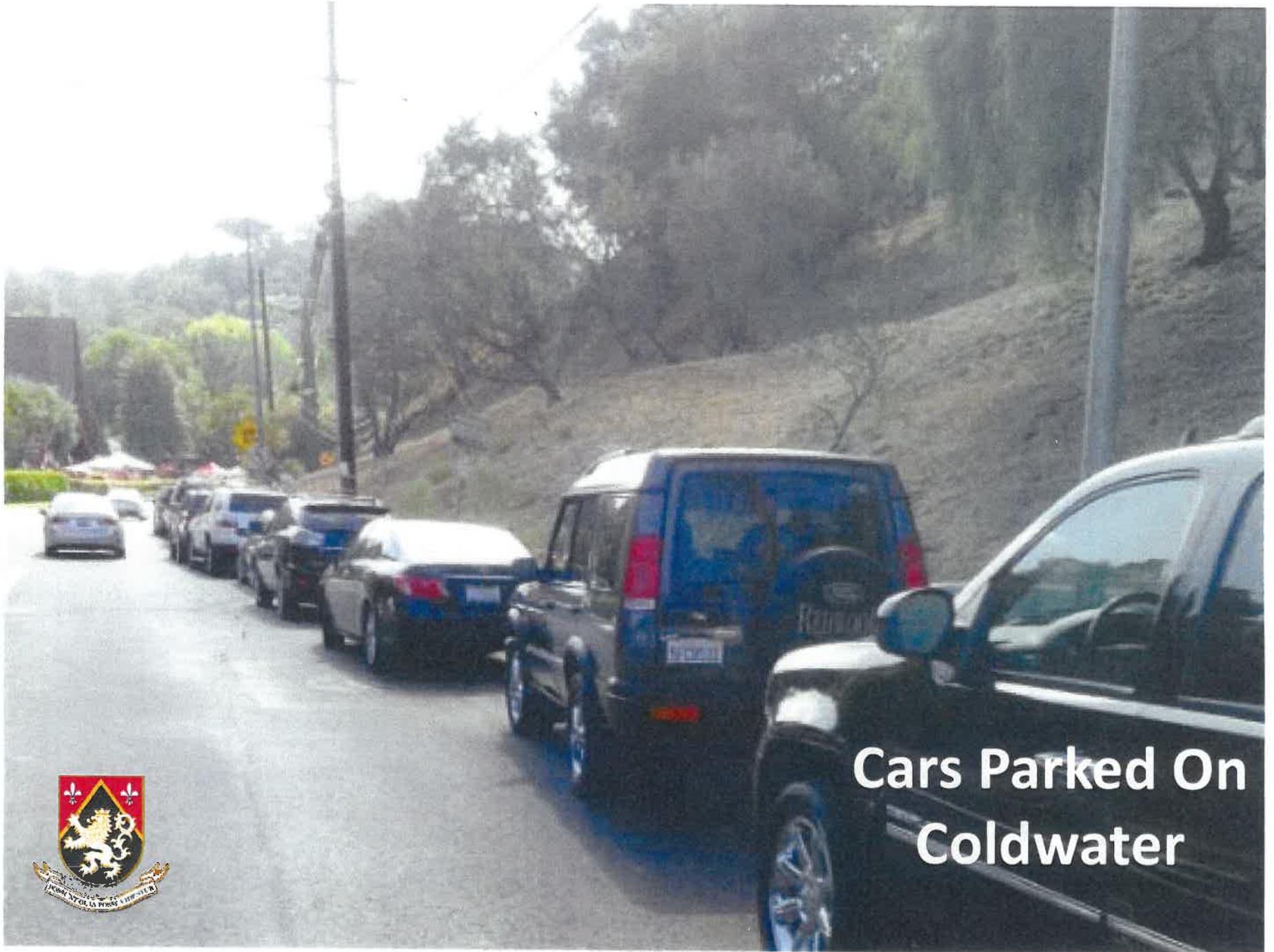




# Traffic and Students on Halkirk







Cars Parked On  
Coldwater



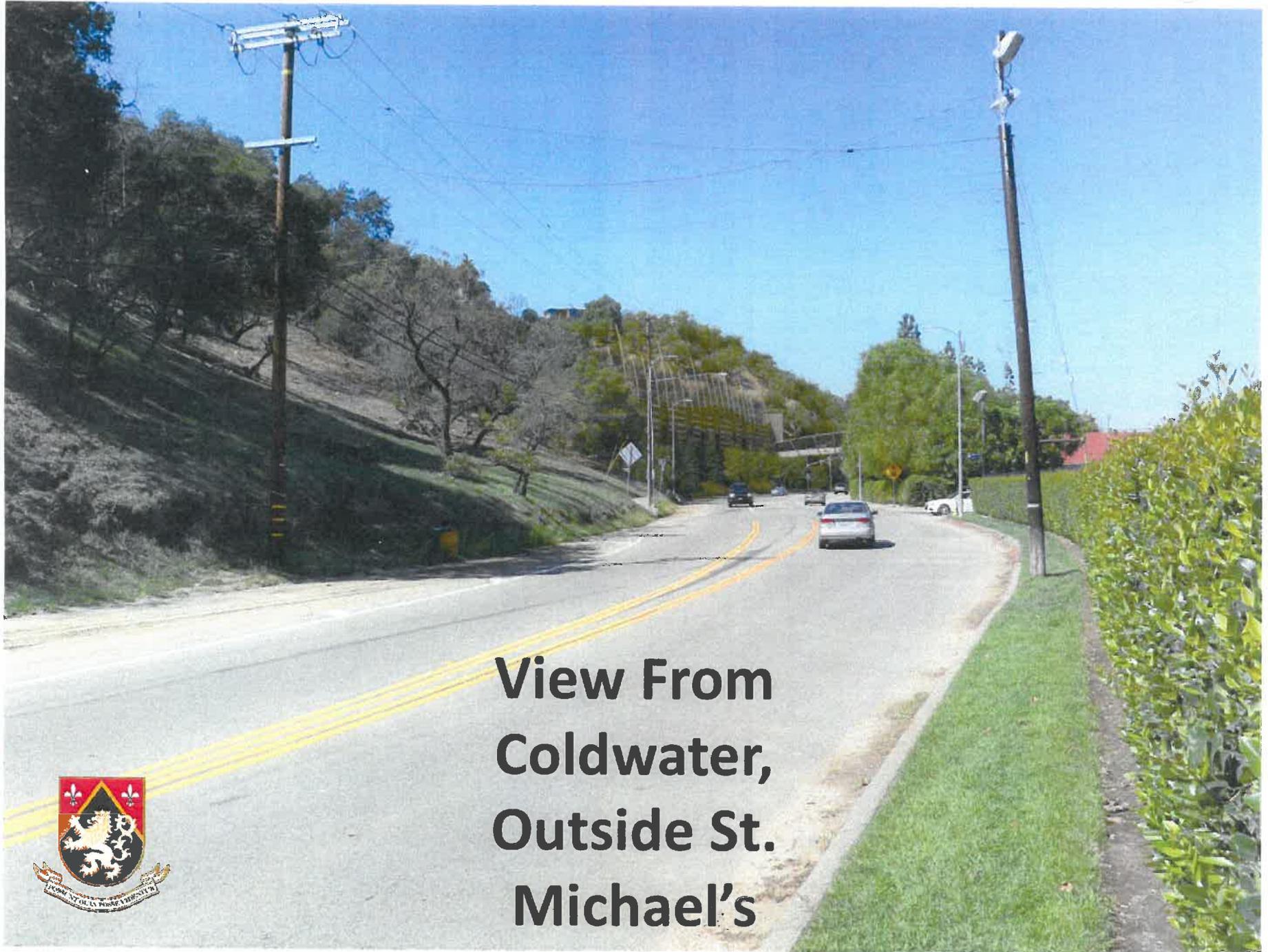
NOT A PRISTINE HILLSIDE



August 3, 2015

**Southwest  
Aerial View**





**View From  
Coldwater,  
Outside St.  
Michael's**





September 22, 2014

Michael LoGrande  
Director, Los Angeles Department of City Planning  
200 N. Spring Street, 5<sup>th</sup> Floor  
Los Angeles, CA 90012

RE: Harvard-Westlake School Parking Project Case Number 2013-149-CU:AA

Dear Mr. LoGrande,

As you know, Harvard-Westlake School has proposed building a parking structure and athletic practice field near their campus on Coldwater Canyon Avenue. The project is in the response to comment stage of the Draft Environmental Impact Report (DEIR) and many community meetings are left before the project's outcome is determined. Of course all aspects of this project and its impacts are of great significance and it is imperative to ensure that the analysis of all impacts are accurate in the Environmental Impact Report. Without in any way minimizing the importance of other issues, I do initially want to express my strong concerns about the Geotechnical and Soils Report and the Traffic Impact Study.

The protection and safety of the community and the school's students are of paramount importance to me. The Geotechnical Impact Report prepared by Wilson Geosciences, Inc. raised questions about potential flaws and inadequacies in the Geotechnical and Soils Report in the DEIR. The conflicting information in the reports raises great concerns, and consequently I request that Harvard-Westlake submit a new Geotechnical and Soils Report, including conducting new geologic cross sections and borings. Due to the conflicting information in the existing studies, I request that this new study be conducted by a firm other than the firm that did the initial report. I also request that Harvard-Westlake have this new soils report peer reviewed by a third party geologist prior to submittal of this new report to the City.

In addition Brohard & Associates, in its review of the DEIR's traffic study, identified potential flaws in the process and methodology of the traffic study. Understanding the importance of Coldwater Canyon Avenue in the regional traffic flow, I request that Harvard-Westlake provide a peer review of the traffic study and its process and methodology.

Many community members question the need for this project and are concerned that it is a prelude to the school's potential future expansion. Harvard-Westlake has stated that the development of the proposed project will not increase enrollment. In any event, and without regard to other concerns, the City must insist upon a strict and enforceable enrollment cap as a condition of approval for this project.

I look forward to working with you and all relevant City departments to identify all potential impacts to our communities and potential mitigations, and I expect that the applicant and all City departments will give due respect and consideration to the concerns of community members. Although there will be many months of outreach and consideration of many issues, the matters mentioned above are of such significance that they should be addressed immediately.

For questions regarding this request, please contact Karo Tooussian on my cell at 310-433-7002.



Paul N. Kraskovian

**“I request that Harvard-Westlake submit a new Geotechnical and Soils Report...peer reviewed by a third party geologist...”**

**“...I request that Harvard-Westlake provide a peer review of the traffic study and its process and methodology.”**

**“...the City must insist upon a strict and enforceable enrollment cap as a condition of approval...”**

# Updated EIR Analyses

- Traffic  
(& peer review)
- Geology  
(& peer review)
- Air quality
- Biological Resources
- Structural
- Low-Impact Development
- Hydrology
- Trees
- Noise
- Lighting



# Project Changes Since 2013

Debris  
Basin

Deflection  
Walls

South Wall  
Moved 15'

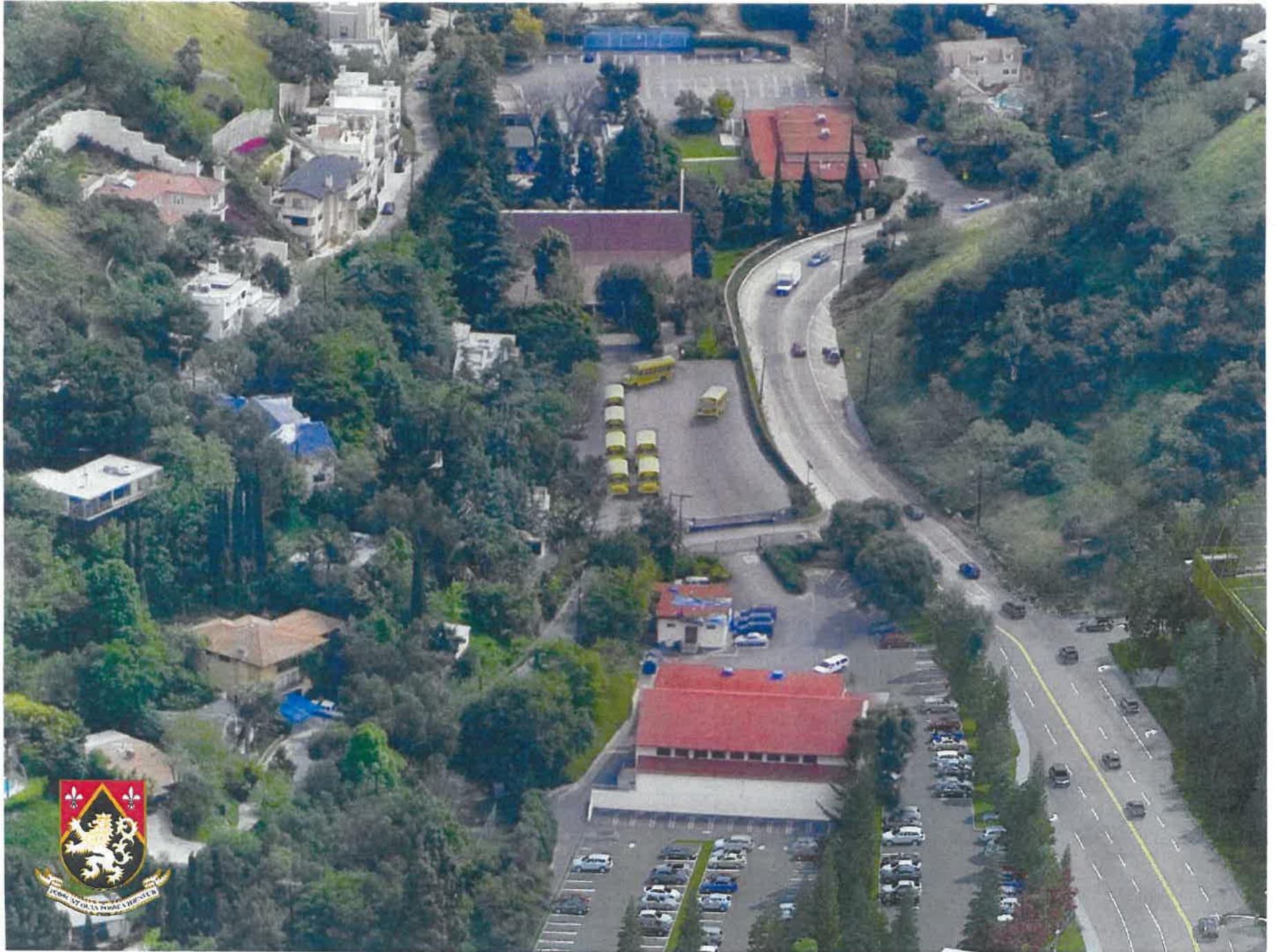


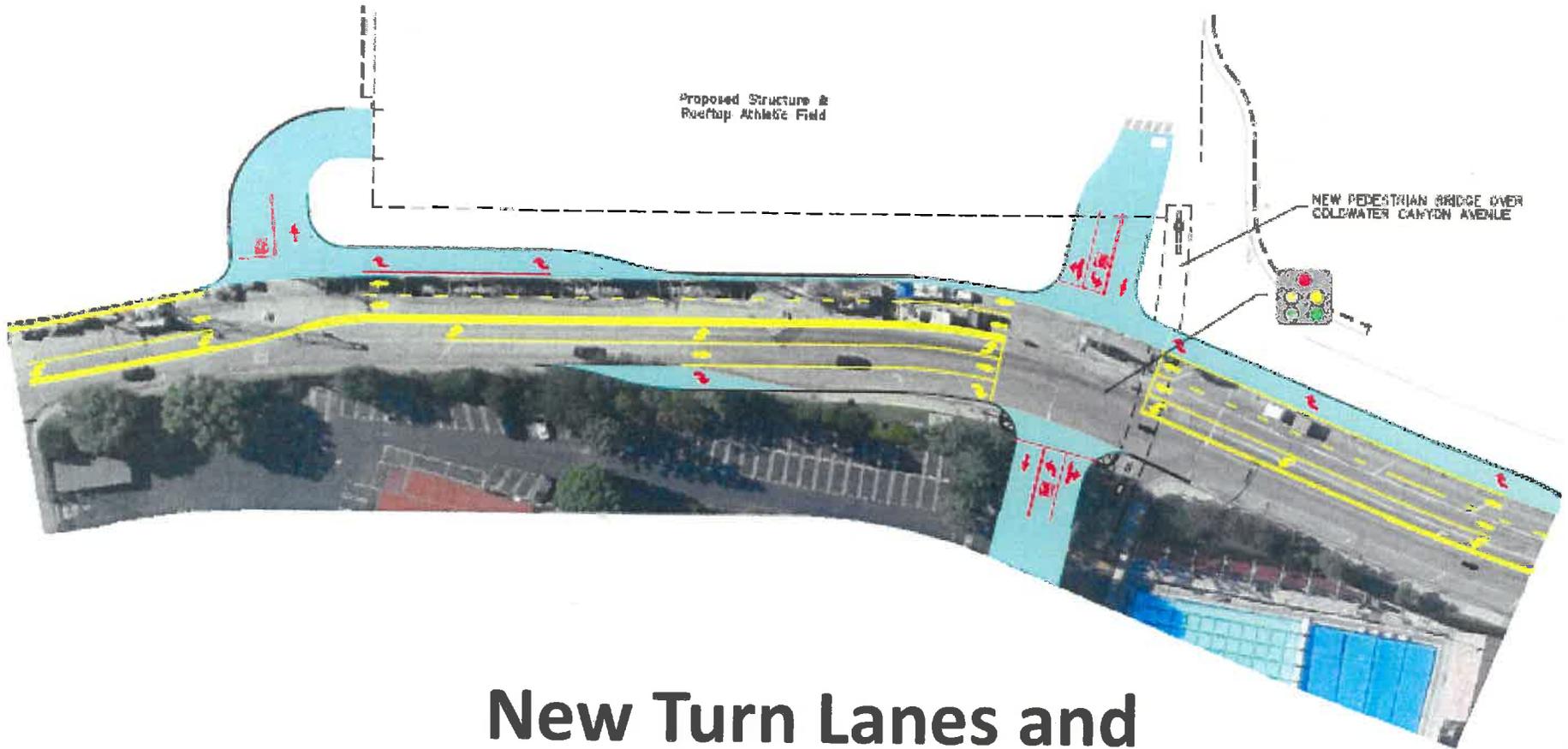
**Existing  
Parking Spaces  
To Be Removed  
From Campus**



Bus Staging  
Moved from  
Coldwater to  
South Lot







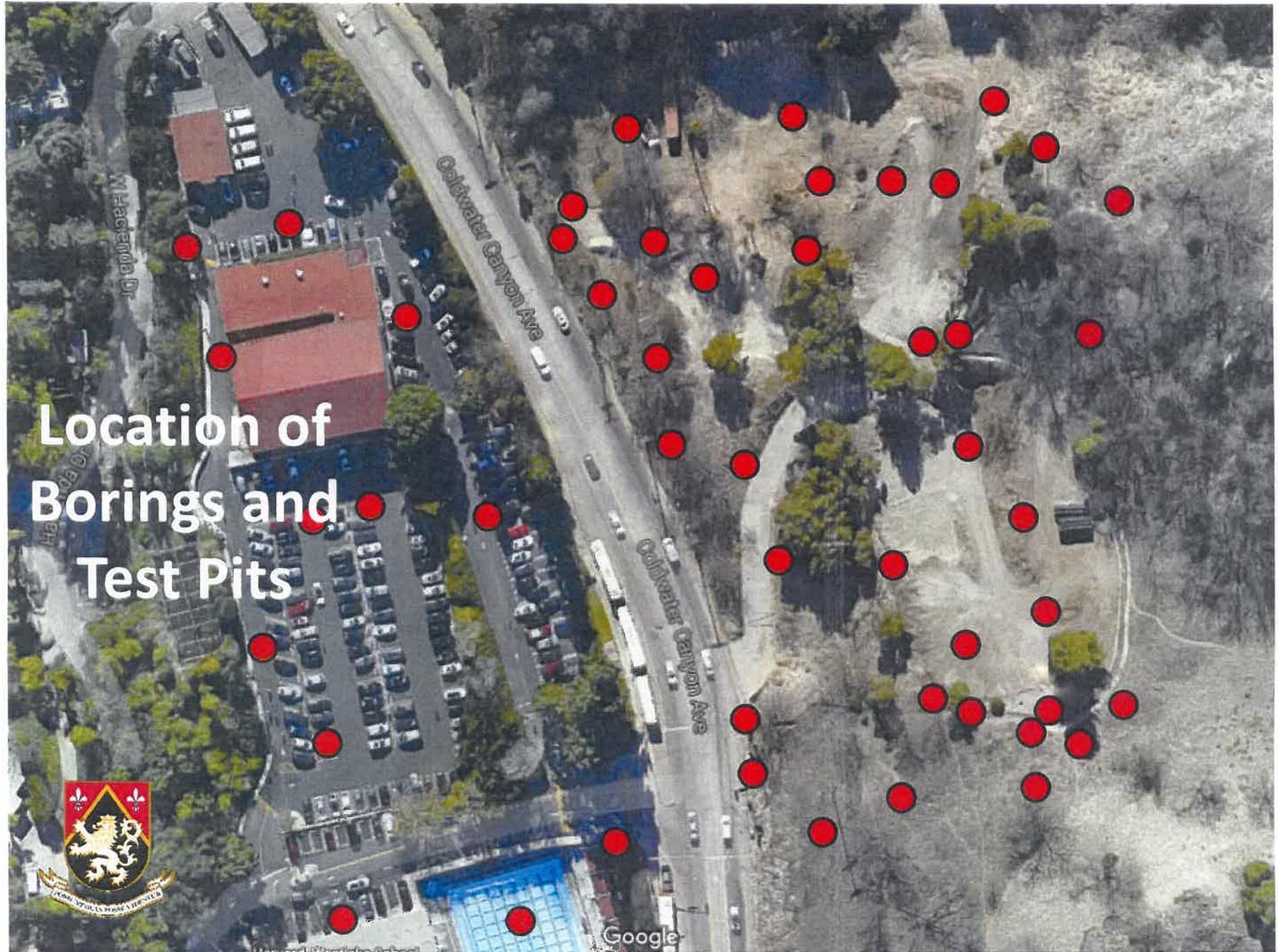
# New Turn Lanes and Southbound Thru Lane



# Truck Limitations

- 8:00 am - 9:00 am Deliveries only
- 9:00 am - 10:00 am 6 trucks
- 10:00 am - 2:00 pm 14 trucks per hour
- 2:00 pm - 3:00 pm 12 trucks
- 3:00 pm - 4:00 pm 6 trucks

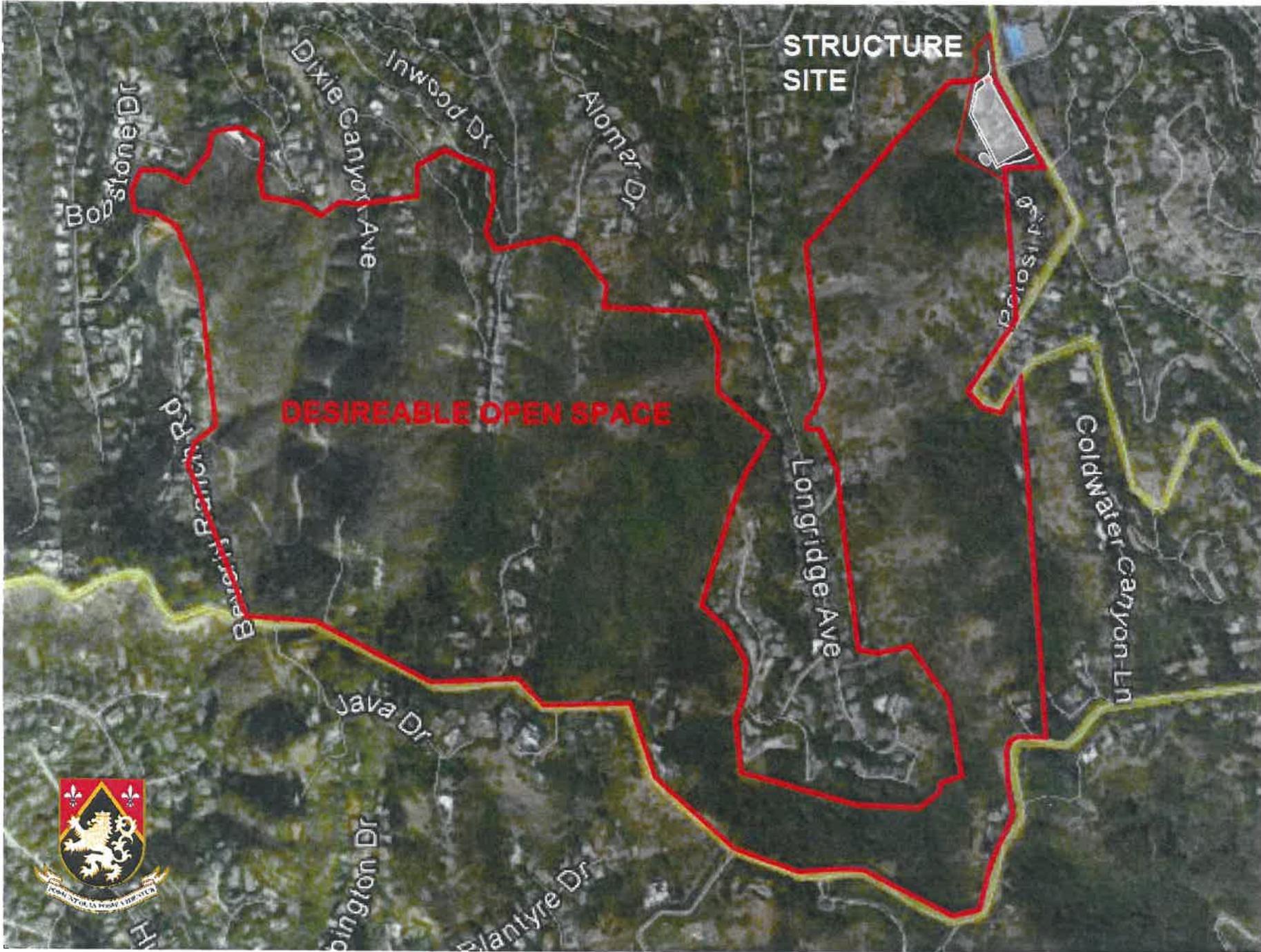




# Location of Borings and Test Pits







STRUCTURE SITE

DESIREABLE OPEN SPACE

Boston Dr

Dixie Canyon Ave

Inwood Dr

Alomer Dr

Longridge Ave

Coldwater Canyon Ln

Java Dr

Plantyre Dr

Binghamton Dr





# Thousand Cankers Disease





State of California – Natural Resources Agency  
 DEPARTMENT OF FISH AND WILDLIFE  
 South Coast Region  
 3883 Ruffin Road  
 San Diego, CA 92123  
 (858) 467-4204  
 www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor  
 CHARLTON H. BONHAM, Director



December 10, 2014

Ms. Diana Kitson  
 City of Los Angeles  
 200 North Spring Street  
 Los Angeles, CA 90012  
 Email: Diana.Kitson@lacity.org

Subject: DEIR  
 Project

Dear Ms. Kitson:

The Department of Fish and Wildlife (DFW) is reviewing the Draft Environmental Impact Report (DEIR) for the Harvard-Westlake School (HWS) athletic field and recreation center (project) located at approximately 1000 Harvard-Westlake Avenue, Los Angeles, California. The project site is approximately 5.5-acre and is currently under development for a new 5.5-acre athletic field and recreation center adjacent to the 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.

**“[Tree disposal] includes burning or burying branches and small diameter wood as soon as possible. Tools and equipment coming into contact with infected trees should be sanitized.”**

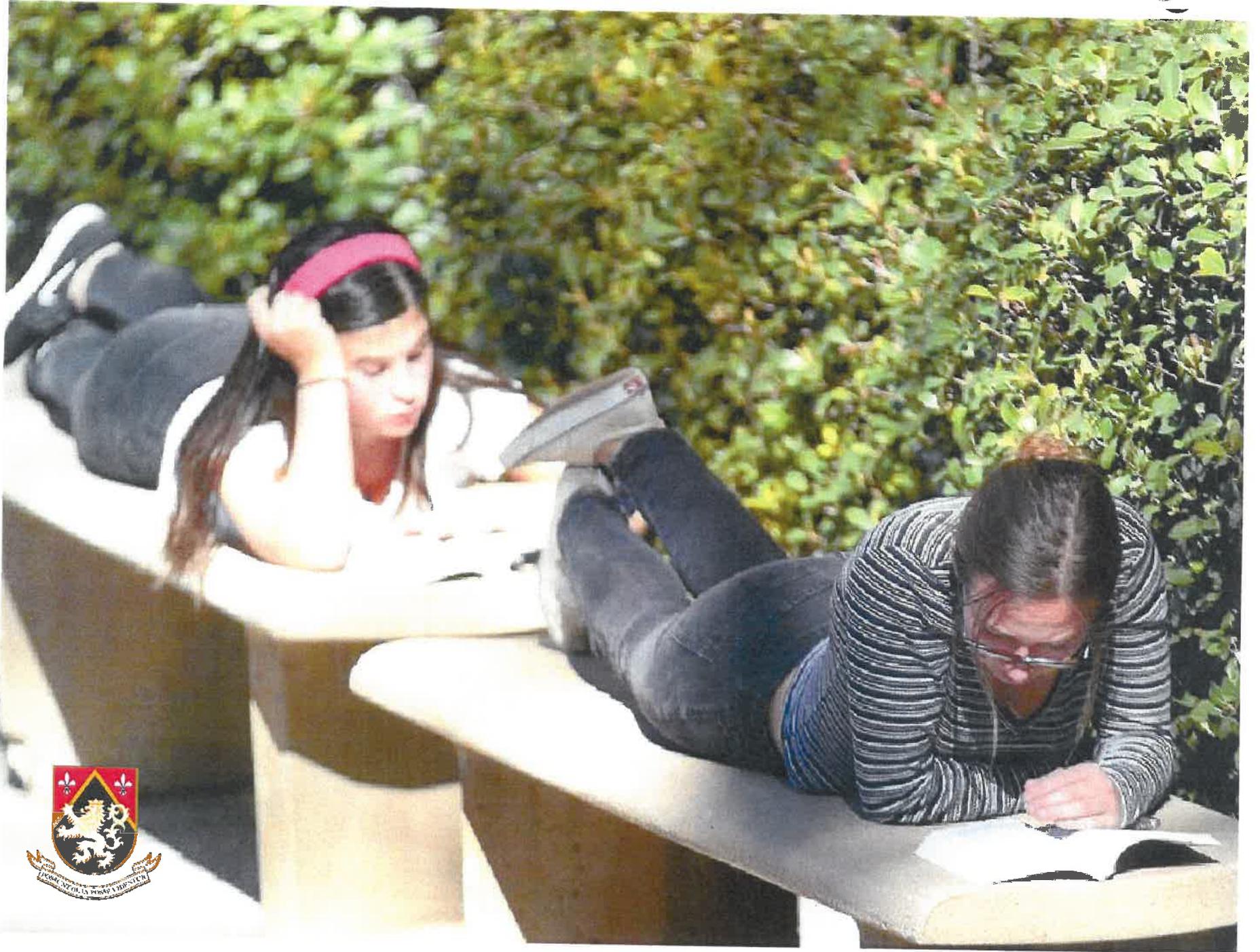
- California Department of Fish and Wildlife  
 Environmental Program Manager  
 South Coast Region

Improvement

Environmental Impact  
 a rooftop  
 improvements

is of the  
 ly 5.5-  
 acre



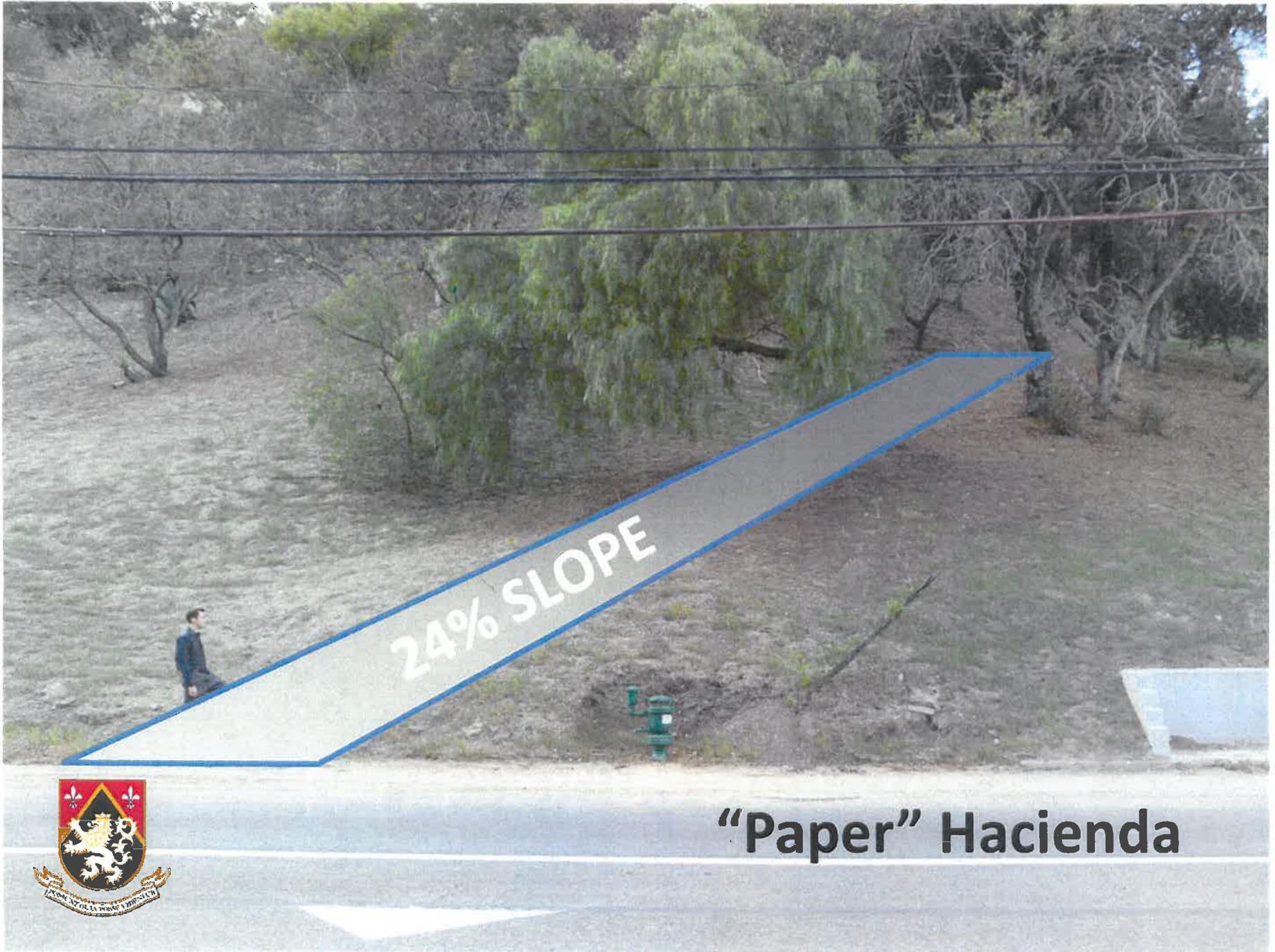


# LED Lighting Spillover

Coldwater Canyon Avenue	0.4 fcs
Hacienda Drive (paper street)	0.2 fcs
Adjacent open space	0.0 fcs
Adjacent residences	0.0 fcs

(two footcandles (fcs) is the City's threshold for significance)





**"Paper" Hacienda**

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

May 28, 2015

TO:

FROM:

SUBJECT:

**“The Fire Department has no objection to this Street Vacation.”**  
*- City of Los Angeles, Fire Chief*

15

RECOMMENDATIONS:

The Fire Department has no objection to this Street Vacation.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. 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 delay. For more information, please call (213) 482-6502. You should advise any consultant representing you of this requirement as well.



# Technical Experts

<u>Area</u>	<u>Project Lead</u>	<u>Yrs. Exp.</u>
Design	Steve Kuhn	34
Geology	John Byer	50
<i>(peer review)</i>	Bob Hollingsworth	35
Traffic	David Shender	30
<i>(peer review)</i>	George Rhyner	30
Bio	Ty Garrison	34
Soil Nails	Dave Salter	32
Civil	Rick Davis	30

THANK YOU FOR YOUR CONSIDERATION  
[www.hw.com/psaproject](http://www.hw.com/psaproject)





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**Re: ENV-2013-0150-EIR**

1 message

---

**Arden and Sari Rynew** <rynew@roadrunner.com>  
To: Lisa Sarkin <lsarkin@studiocitync.org>

Sat, Mar 19, 2016 at 1:52 PM

I think the first two times I sent it, the CalTech Map didn't send. The people at Caltech have been very helpful and with the history of activity in the area, the scientists at Caltech wonders "why a school would want to build this structure in this place." The inclusion of the Caltech seismic map is important; as I've recently learned, the "Harvard Westlake Fault" has a history. During an earthquake, the weight of the 90' retaining wall could prove to be a disaster. The debris would wipe out the proposed bridge and be fatal to anyone in the garage. Let me repeat my point of view. I like Harvard Westlake; I like all schools, but this project just doesn't make sense from many points of view. It's bad for traffic flow, for the environment, and dangerous to the community and students. With 24 additional acres available to them, they can come up with a better idea. When the city of Los Angeles gave this land in 1937 to the same Military Boys School, the city did this with the thought of improving all of our lives. I don't think the original founders of this school would be very happy with what's going on.

arden

Sari & Arden Rynew  
13027 Galewood Street  
Studio City, Ca. 91604-4048

818 501-7906  
rynew@roadrunner.com

On Mar 19, 2016, at 12:33 PM, Lisa Sarkin wrote:

Arden - I received the same letter three times. All three appear to be the same, correct?

On Fri, Mar 18, 2016 at 10:03 PM, Arden and Sari Rynew <rynew@roadrunner.com> wrote:

March 18, 2016

Re: ENV-2013-0150-EIR



---

**ENV-2013-0150-EIR with Caltech jpeg photo**

1 message

---

**Arden and Sari Rynew** <rynew@roadrunner.com>  
To: Lisa Sarkin <lsarkin@studiocitync.org>

Sat, Mar 19, 2016 at 8:09 AM

March 19, 2016

Re: ENV-2013-0150-EIR

*Lisa Sarkin, President –**Studio City Neighborhood Council**lsarkin@studiocitync.org*

I oppose Harvard Westlake's parking expansion plan.

There are few ways to get from the valley to the city. Coldwater Canyon is one of them. Coldwater is already a traffic disaster and Harvard Westlake is proposing a parking garage that will add 750 cars which represents a line 2 ½ miles long during the most critical times of the day. In fact, the city has already assigned not one but two traffic officers at Ventura and Coldwater during the morning rush hours. These officers are not assigned to reduce traffic, just to manage it. Will the city have to add two more officers, one on each corner, to address the added congestion? Surely Harvard Westlake can come up with a better plan, a plan that will not impact thousands of drivers on a daily basis.

My wife and I set up a camera from 7:45 to 8:15 on Tuesday, March 15<sup>th</sup>. We counted 758 cars passing this point during that time. The traffic was orderly, but slow. Harvard-Westlake is proposing adding an additional 750 cars during this critical time period. The proposal includes widening the east side of Coldwater to the North

of the garage, but Coldwater is already widened as far as it can be from Ventura Blvd. to Dickens. The widening of the street as planned will do little to improve the congestion. The Coldwater Intersection is already gridlocked in the morning.

Harvard-Westlake's Plan should be to reduce traffic on Coldwater, not increase it.

We will supply video footage upon request.

And what about the retaining wall? We live in earthquake country and only a few miles away in the Sepulveda pass, retaining walls as high as 84 feet were built; they are already failing. Construction of an even higher wall of 90 feet on Coldwater Canyon should make the community take pause. This retaining wall will pose a real danger to many people, including students. And when this wall does collapse, as it surely will, the debris will take out the private bridge that they are proposing. This is a very bad idea for everyone concerned. In the event that this project becomes a reality, the community will demand the names of every city official who approved and supervised this project, so that they can be held legally liable.

And, Is anyone concerned about exposing both students and homeowners to dust and dirt for at least three years? Is anyone concerned that the enclosed canyon walls on both sides of the school will intensify the increased level of noise and air pollution? In fact, how can any present and future Harvard Westlake parent allow their own child to be exposed to these potentially dangerous conditions especially considering the school's emphasis on outdoor sports? Perhaps, having the pedigree of a Harvard Westlake education is more important to them than the health and well being of their children.

This has disaster written all over it. Let's ask the city to take back the 24 acres they gave to Harvard Westlake because they have not been good custodians of the land or our health.

If Mayor Garcetti doesn't step in and stop this project to protect all of us, I predict his political career will be ended.

This garage is a dangerous project the public will not forget. While the powers that be may have deep pockets, they each only have one vote in an election. Mr. Krekorian and Mr. Garcetti should not forget that.

On March 10<sup>th</sup>, 2016 an Earthquake occurred on the Harvard–Westlake Fault line. Caltech identified the epicenter of this event and it is 923 feet from the base of the 90 foot retaining wall. This retaining wall will be the tallest retaining wall in all of Los Angeles.

Below is a map generated by Caltech. Caltech released this map on March 12, 2017.

It is also viewable online at:

<http://service.scedc.caltech.edu/recent/req2/index.html>

Additional soil studies should be started as soon as possible to head off this very dangerous project.

Description: Macintosh HD:Users:ardenrynew:Desktop:Caltech  
2016-03-12 at 7.38.16 PMs.pdf

Since the last DEIR, the Project has gotten bigger, taller, longer and more destructive. The RDEIR acknowledges the “significant negative impact” to the oak and walnut woodland and the threat that the Project poses to numerous sensitive species that have been found on site.

This Project is still asking for an astounding number of entitlements and exceptions to the municipal code and in particular the Baseline Hillside Ordinance.

I have the following concerns:

AIR QUALITY impacts during excavation and construction (now estimated at 30 months), NOISE pollution impacts,

AESTHETIC impacts to the scenic canyon and its natural views,

BIOLOGICAL RESOURCES impacts to protected trees and sensitive species,

LIGHT impacts with a lighted field, lighted bridge, and lighted garage where there is

now only trees and hillside, and

TRAFFIC impacts, for example, given the huge number of truck trips necessary to remove 137,000 cubic yards of soil.

This is exactly the type of out-of-scale development that the City should be trying to stop.

A private bridge does not belong over our public roadway, especially in the foothills of a scenic canyon. This Project is wrong for Studio City and sets a dangerous precedent for the rest of L.A.

Please protect this rare oak and walnut habitat and stand with the Santa Monica Mountains Conservancy, the Sierra Club, the Hillside Federation, the Studio City Residents Association, Sherman Oaks Homeowners Association, and Save Coldwater Canyon in OPPOSING this massive development!

Respectfully,

Arden Rynew

Arden and Sari Rynew

13027 Galewood St.

Studio City, CA 91604-4048

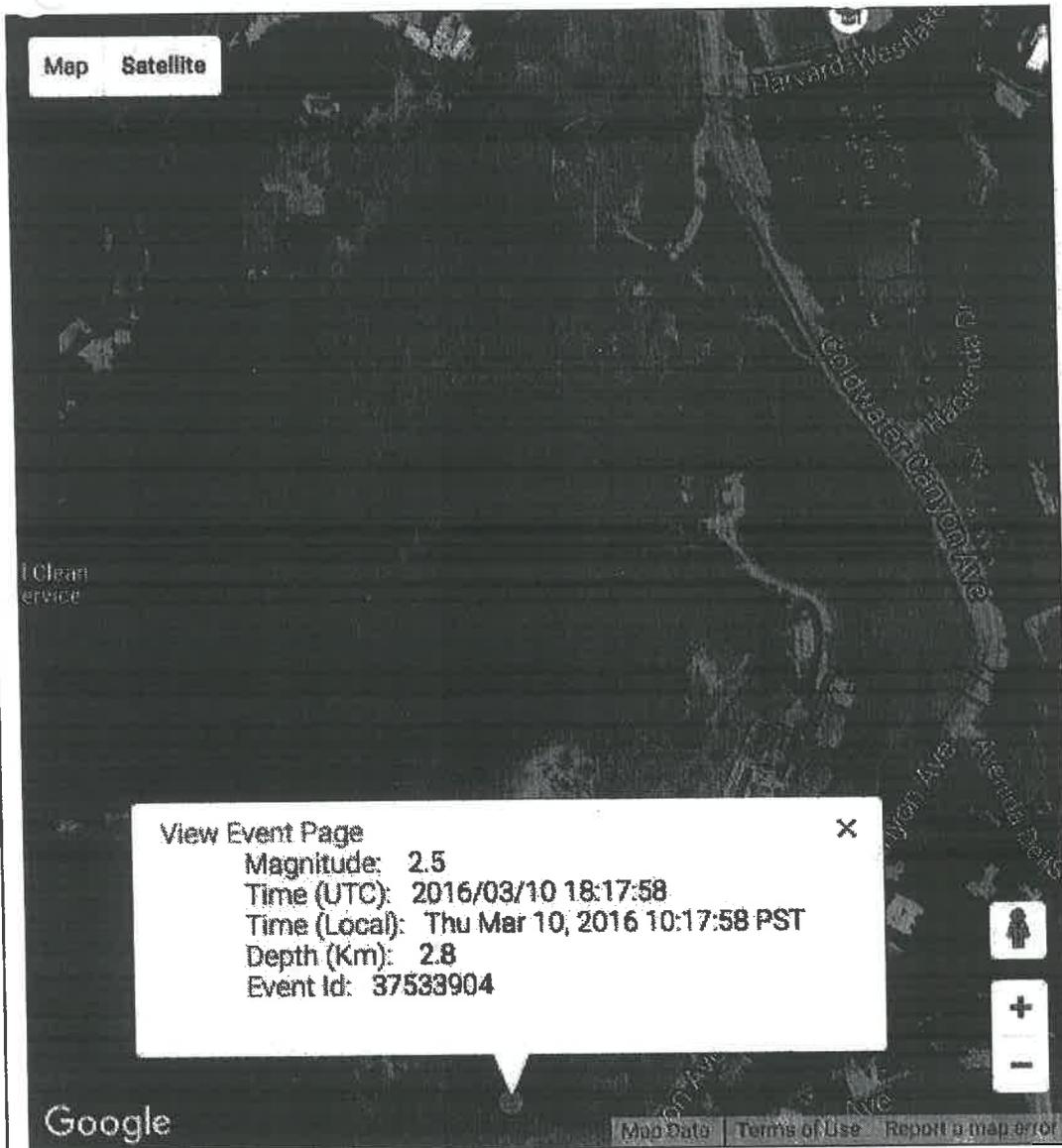
[rynew@roadrunner.com](mailto:rynew@roadrunner.com)

A CD with a library of additional information to be delivered.

ENV-2013-0150-EIR

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 Caltech 2016-03-12 at 7.38.16 PMs.pdf  
140K



**Control Panel**

**Magnitudes:**  
 All EQ's  
 > 4.0  
 3.0 - 3.9  
 2.0 - 2.9  
 1.0 - 1.9  
 < 1.0

**Stations:**  
 SCSN stations

**Plot EQ's by:**  
 Time  
 Depth

[Reset Map](#)

**List of 981 EQ(s) on Map**

Mag	Date	Time(UTC)	Depth
2.7	2016/03/10	10:52:01	01 Km
0.9	2016/03/10	10:27:19	03 Km
0.8	2016/03/10	10:26:54	02 Km
0.5	2016/03/10	10:13:02	06 Km
1.0	2016/03/10	10:11:03	05 Km
1.1	2016/03/10	09:59:29	01 Km
0.9	2016/03/10	09:56:22	11 Km
2.1	2016/03/10	09:28:50	06 Km
1.1	2016/03/10	09:27:23	05 Km
0.3	2016/03/10	09:25:32	07 Km
0.1	2016/03/10	09:22:35	03 Km
1.3	2016/03/10	09:17:56	06 Km
1.0	2016/03/10	09:12:18	10 Km
1.2	2016/03/10	09:07:10	01 Km
0.6	2016/03/10	09:01:20	03 Km
2.4	2016/03/10	08:57:01	03 Km
1.4	2016/03/10	08:39:11	05 Km
0.2	2016/03/10	08:15:56	06 Km

**Legend**

**Magnitude**  
 1 2 3 4 5 6 7

**Time**  
 Last hour  
 Last day  
 Last week

Not in SCSN network  
 Station



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## The Harvard Westlake Project

2 messages

---

**Kathleen Nielsen** <caitnielsen10@gmail.com>  
To: board@studiocitync.org

Wed, Mar 16, 2016 at 6:01 PM

I am unable to attend the meeting tonight. I live downhill from the project proposed by HV. I have lived in my home for approximately 40 years. I am totally opposed to this project for a myriad of reasons: the noise emanating from the activities planned on the hill, the congestion on Coldwater during the construction and after the project is completed, the destruction of the natural beauty and habitat of wild animals.

Parenthetically, I was astounded that parents of students attending this school were showing their children how to commit crimes and get away with it.

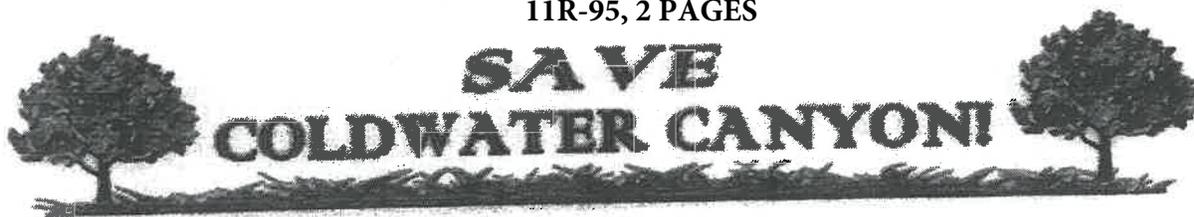
kathleen nielsen

---

**Rita Villa** <ritav@earthlink.net>  
Reply-To: ritav@earthlink.net  
To: Lisa Sarkin <lsarkin@studiocitync.org>

Thu, Mar 17, 2016 at 9:40 AM

Please print for stakeholder comments  
[Quoted text hidden]



March 16, 2016

Studio City Neighborhood Council  
Board Members:

Re: Harvard-Westlake's Appendix C to RDEIR

*In an effort to diligently submit to the City an independent air quality report that can either verify or rebut the City's report within the RDEIR, Save Coldwater Canyon (SCC) has been trying to help Greg Gilbert, an Air Quality expert get information from the Lead Agency. However, requests made to Diana Kitching from Greg Gilbert, on March 10, 2016 requesting detailed emission-related information on the RDEIR's air quality model have not been fulfilled.*

*The request for information contains information that should have been provided by Harvard-Westlake (HW) to the city that should have been submitted with their Appendix C and should be readily available.*

*I am attaching three emails that indicate Save Coldwater Canyon's attempt to gather this information.*

- 1. Email from 3/10/16 Greg Gilbert detailing information requested from Diana Kitching and a statement regarding Greg Gilbert conversation with Diana Kitching discussing the lack of detail regarding CalEEMod emission modeling inputs for Harvard-Westlake's Appendix C*
- 2. Email 3/15/16 from Save Coldwater Canyon to Karo Torossian and Courtney Hamilton of Councilperson Paul Krekorian's office*
- 3. Email 3/15/16 from Save Coldwater Canyon to Diana Kitching requesting a prompt response to Greg Gilbert's request.*



# SAVE COLDWATER CANYON!

Although these emails represent a period of 7 days, public comments are due March 21, 2016, and time is of the essence.

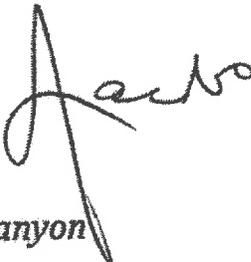
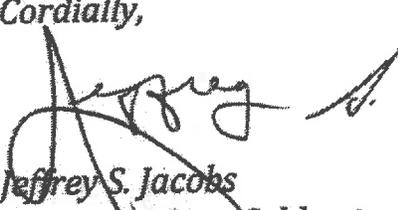
**SCC hopes that SCNC will comment on HW air quality issues during the March 16, 2016 SCNC meeting and request that Harvard-Westlake submit all reference material that substantiates their Appendix C to both SCNC and to Greg Gilbert, Air Quality expert. SCC will share this report once the expert receives the necessary underlying information.**

Your prompt attention to this issue will be greatly appreciated.

SCC may request additional time to respond beyond the March 21, 2016 deadline because of this delay.

Please put this comment into SCNC records.

Cordially,



Jeffrey S. Jacobs  
Treasurer Save Coldwater Canyon  
Attorney at Law  
Tel/Fax 818-995-3399  
Email: [jjacobs9@aol.com](mailto:jjacobs9@aol.com)

**Copy:** Karo Torossian [karo.torossian@lacity.org](mailto:karo.torossian@lacity.org), Courtney Hamilton  
[courtney.hamilton@lacity.org](mailto:courtney.hamilton@lacity.org)

**(Save Coldwater Canyon Inc. is a California nonprofit public benefit corporation and are tax exempt under IRC code section 501 (c) (3). Donations are deductible under IRC sec. 170.)**

12400 Ventura Blvd. #775, Studio City, CA 91604

3  
Subject: FW: Request for Information: Harvard Westlake RDEIR Air Quality Information

Start: [redacted] the email [redacted] information on  
the RDEIR's air [redacted]

Re: [redacted]

From: [redacted]

To: [redacted]

cc: [redacted]

---

From: Greg Gilbert [mailto:ggilbert@oakwind.us]  
Date: Thursday, March 10, 2016 8:02 PM  
To: diana.kitching@lacity.org <diana.kitching@lacity.org>  
Cc: cleanairbydesign@gmail.com <cleanairbydesign@gmail.com>  
Subject: Request for Information: Harvard Westlake RDEIR Air Quality Information

Hi Diana,

Thank you for the time spent on the phone yesterday regarding my concern for the lack of detail regarding CalEEMod emission modeling inputs used to estimate air emissions quantities and concentrations for the Harvard Westlake RDEIR, and particularly within Appendix C. CalEEMod output sheets are found in Appendix C but contain unreferenced, unexplained, and unspecified construction-related equipment and vehicles that should have been identified and named, item by item, vehicle by vehicle, in a master equipment table or list. The modeling could not have been performed without such a table or list, and I am requesting that it be provided to me so that I can then correlate the unidentified, unreferenced listings used for modeling inputs and found within Appendix C's modeling outputs to components with estimated emissions and across various model runs, and then replicate the modeling runs to check for overall accuracy of estimates found in the RDEIR's Air Quality element. The master list or table of "constructor specified" equipment, with each piece of equipment listed by name/type/model, weight, horsepower used for the RDEIR, is critical to understanding how total emissions were calculated and how mitigation-based reductions were calculated; we have no interest in knowing the constructor's identity or in related confidential information, and therefore assume you will

**Comments on the Final Report for the Howard Westside School District**

Under the RDEIR's... the model to confirm... specific details and information... type and model, horsepower... schedules by construction... emissions were calculated... to verify the accuracy of emission values found in... and the RDEIR's... Equipment... parameters... as... example among... at pg. 27 of... are 3... /Loaders/Bal... listed with various... at 25 horsepower. Not only are we unable to... which type and model of equipment was used in... Mod as... referred to... in... but we are also unable to associate work by its... is... unable to... critical selection choices... the Lead Agency... modeling... and underpinning the project's... without... we are able to... of equipment's horsepower used by the model or their... of... .

At least... "131... and Comments and Non-Default Data" on... 21 of... "OS... detail is provi... equipment... that in... Mod output s... equipment... with a reference table... Comments and Non... considered...

However, as... "131... and Comments and Non-Default Data" on... 21 of... OS... detail is provi... equipment... that in... Mod output s... equipment... with a reference table... Comments and Non... considered...

At the... of... 45... The... Description... C.

At Appendix C... "Construction... Equipment... table contains... Column 3 and... Column 4... round in... a... the RDEIR... Appendix... models... type/model... of... or...

Page 34 shows... Column 4 shows 34... we therefore request not only the... CA 113... will... of the State of Arizona... yours

Finally, a number of the... (see for first example of pg. 21 of 533) in... at least two... one probably... the other to... is unreadable... have been... marks in ad... complete version of appendix C.

Thank you for your... with this request, and I look forward to hearing back from you... requested in... to make... on the... ahead of your approach... have any questions or require... please...

Sincerely,

Greg O'Brien

914.233.1572

[gregobrien@savecoldwatercanon.com](mailto:gregobrien@savecoldwatercanon.com)

SAVE COLDWATER CANYON! Inc. is a neighborhood group fighting to preserve and protect the scenic beauty, natural environment, health, safety and well-being of Coldwater Canyon and its neighboring communities.

Find out more at [www.savecoldwatercanon.com](http://www.savecoldwatercanon.com)

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Find out more at [www.savecoldwatercanon.com](http://www.savecoldwatercanon.com)  
Follow us on Twitter: @SaveColdwater

LETTER 11R (CONTINUED)

11R-97, 2 PAGES

Forwarded message

From: ~~\_\_\_\_\_~~  
Date: Tue, Jan 14, 2003 at 4:28 PM  
Subject: Pub: Request for Information; Harvard-WashU RDEIR AIR QUALITY  
To: Kare Torossian <karo.torossian@lacity.org>, Courtney Hamilton  
<courtney.hamilton@lacity.org>  
Cc: ~~\_\_\_\_\_~~

Kare and Courtney,

As you know time is of the essence as the community prepares public comment to the HW Parking expansion project, due Monday, MARCH 21. A key area of concern for our community is the Air Quality impacts – the new (RDEIR) model of which drastically reduced projected emissions without any ~~\_\_\_\_\_~~ change in diesel trucks or excavation equipment. In order to verify these projections, an Air Quality expert must have the underlying assumptions, such as horsepower, and a master list of equipment. None of this information is within the underlying RDEIR report.

1

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City Planning has not responded to Mr. Gilbert in many days, and we are in need of your help to facilitate getting us this information as soon as possible. Please see below.

Thanks very much,  
Sarah

---

~~Forwarded message~~

From: Save Coldwater Canyon! <savecoldwatercanyon@gmail.com>

Date: Tue, Mar 15, 2016 at 4:47 PM

Subject: Request for information: Harvard-Westlake RDEIR AIR QUALITY

To: [Jhana.Kitching@lacity.org](mailto:Jhana.Kitching@lacity.org)

**Ms. Kitching,**

We have been made aware that the independent expert, Greg Gilbert, who is trying to verify Air Quality modeling done by the Harvard-Westlake school's experts, has asked you for the Master List of equipment that was used to make the extrapolation about air quality.

As you can imagine, it is of great concern to the community to verify the recent RDEIR Air Quality report, since it drastically reduced the projected emissions without any listed change in diesel trucks or excavation equipment. If we cannot verify the information from the unclear and incomplete underlying report(s), it is my understanding that the Lead Agency must make it available.

Time is of the essence, as public comments are due Monday, March 21st.

We hope you will respond as soon as possible.

Sincerely,

**Samh Boyd, President**



---

**Statement--I can't be there tonight Thank you, Lisa.**

1 message

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Jo Perry <joaperry@gmail.com>  
To: Lisa Sarkin <lsarkin@studiocitync.org>

Wed, Mar 16, 2016 at 6:23 PM

Re Agenda Item 8. Presentation, discussion and motion with respect to the Harvard-Westlake Parking Improvement Plan Recirculated Draft Environmental Impact Report.

**Motion: The Board of the Studio City Neighborhood Council supports the written conclusions to the Harvard-Westlake Parking Improvement Plan Recirculated Draft Environmental Impact Report from the Ad-Hoc Committee, appointed by the President, as the official position of the SCNC.**

If the board approves the parking project below are my comments:

Here is my statement OPPOSED to HW mega parking garage/field/bridge project.

To borrow a phrase from Joni Mitchell, Harvard Westlake wants to "pave paradise" and put up a parking STRUCTURE.

Would you like to live next door to a four story parking structure with a blazingly illuminated football field on top? Would you like the glare polluting the night sky above your home 4 evenings or more a week? Large and commercial scale light pollution, traffic and noise belong near an airport, not on a rustic, residential canyon.

Why should inhabitants of a rustic area be forced to tolerate a wildlife-disrupting, green-space destroying, traffic-worsening and safety threatening project that brings no benefit at all to them or our community?

The SCRA, canyon and other groups, St. Michaels Church, and the Santa Monica Mountains Conservancy OPPOSE this project and believe it would harm Studio City. I agree. This project grossly insensitive—to the character of the area, its already gridlocked traffic, and to HW's neighbors. The grandiosity of the project, and its failure to even attempt reduce cars and vehicle trips through the canyon is a demonstration of real chutzpah.

There is also a sense of entitlement that informs this proposal: In response to concerns about the project, HW has increased the SCALE and footprint of the structures.

Other private schools in residential neighborhoods (Marlborough, Archer, Oakwood) have found more environmentally and resident-friendly solutions to their transit challenges. Why can't HW?

At the recent hearing it was interesting to observe that HW's basic argument was one of privilege rather than practicality. HW provided a slide show of their crest, their programs, etc. but NEVER ever explained why a parking structure couldn't be built on their expansive existing property or why the number of car trips made by their students, visitors to our area, couldn't be reduced.

The "safety" issue they advanced --pushing pedestrian traffic across a busy highway does not make sense.

HW students and alums voiced support for this parking edifice, but could not once explain why their massive development is good for our community in any way. Or why a bridge that will be visual blight to the canyon is the only answer to their unexpressed but obvious plans to expand. Students come and go. This is our home. The SCNC Board must fight to protect the irreplaceable character of our community and its opens space before HW destroys them forever.

Jo Perry

3730 Mound View Ave.

Studio City, CA 91604

joaperry@gmail.com

818 509-7845

*Jeffrey Steven Jacobs*  
*Attorney at Law*  
*3950 Van Noord Avenue*  
*Studio City, California*  
*Tel/Fax: 818-995-3388*  
*Email: jjacobs9@aol.com*

March 8, 2016

Studio City Neighborhood Council:

You know what magicians do? They baffle their audience with smoke and mirrors.

That is what Harvard-Westlake is trying to do to Studio City with their statements that they need more parking.

11R-99a

The original DEIR claimed Harvard-Westlake needed more parking. However, this claim was rebutted by opposition experts.

Now, Harvard Westlake is trying again in its current Recirculated Draft EIR to again restate their need for parking. This time Harvard Westlake says they have 578 parking spots. Approximately 400 students (doesn't say whether or not they are carpooling), 185 faculty and staff and 50 vendors and 30 coaches drive to school on a typical school day. That's approximately 665 parking spaces only about 87 more spaces than they have now and that assumes no car pooing. Harvard Westlake is also stating they need more parking for football games, graduation ceremonies and school related functions. Harvard-Westlake has not indicated how many days of extra parking they need. Surely Harvard-Westlake can accommodate their current parking needs without the need for 750 more spaces with this project.

11R-99b

Harvard-Westlake is continuing to state that Harvard-Westlake vehicles are parking in neighborhoods, even though they cannot come up with a total for the number of vehicles parking on Coldwater Canyon or in the neighborhoods. They have actually guessed 28 vehicles in their traffic report. This claim was also rebutted by opposition experts.

11R-99c

Does Harvard-Westlake really need this "project"? It is a "project" even though Harvard-Westlake is now calling it "the Harvard-Westlake Parking Improvement Plan in the City of Los Angeles"?

11R-99d

The answer is no.

Does Studio City need this project? The answer again is no. There is no benefit for the neighborhoods.

11R-99e

Don't let Harvard-Westlake's smoke and mirrors baffle us in Studio City.

**Please oppose this "Project".**

*Jeffrey Steven Jacobs*  
*Attorney at Law*

*Jeffrey Steven Jacobs  
Attorney at Law  
3950 Van Noord Avenue  
Studio City, California  
Tel/Fax: 818-995-3388  
Email: jjacobs9@aol.com*

March 8, 2016

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The answer is no.

Does Studio City need this project? The answer again is no. There is no benefit for the neighborhoods.

Don't let Harvard-Westlake's smoke and mirrors baffle us in Studio City.

**Please oppose this "Project".**

*Jeffrey Steven Jacobs  
Attorney at Law*

LETTER 11R (CONTINUED)  
11R-100, 2 PAGES

March 14, 2016

VIA FAX: Fax (818) 655-8240

TO: Studio City Neighborhood Association c/o Lisa Sarkin, President

FR: Leni Boorstin, 4007 Avenida del Sol, Studio City, CA 91604

Re: Harvard Westlake proposal

ENV-2013-0150-EIR SCH No. 2013041033  
DEIR Harvard-Westlake Parking Improvement Plan

Last Wednesday night's meeting was helpful in gaining a perspective on the Harvard Westlake proposal. I understand why, from their perspective, they would like to build this project. ('Want to; not need to', as Save Coldwater Canyon correctly states.)

While Harvard Westlake earned my trust, love and respect when my children were students there, I cannot say quite the same as a neighbor because of how this project was introduced: there was obfuscation, hubris, and seeming deliberate misdirection with skewed images of the project. I appreciate all of the presentations and speakers last week. I like President Commons, and the community relations director, Stacy Marble. I learned that different points of view lead to different opinions related to the project.

I agree that Coldwater Canyon should not only be saved, but, be improved. I agree that change happens in communities and that development happens, and that Harvard Westlake has the right to develop property it owns, and for the good of its students.

I do not agree that the hillside west of the campus, admittedly 'not pristine', leads to the solution to build a parking lot of a scope worthy of an airport, and an overpass worthy of a freeway. The pillars alone for the bridge over Coldwater, with their necessary elevators, make my heart sink.

The RDEIR plan diminishes my aesthetic concerns and makes my heart sink further.

That the hillside in question was left in such junky state for so long leads to my mistrust of Harvard Westlake. If they cared about the neighborhood and community, they would have made property improvements long ago.

Had Harvard Westlake embraced safety for its students, it could have developed a side walk on the east side of Coldwater long ago. Buses drop off and pick up safely on Coldwater in its long and safe curb lane daily.

The safety concern is caused by proposing a building of a parking lot incompatible with the neighborhood on the wrong side of the street!

Page two: Harvard Westlake proposal, to SCNC, March 14, 2016

It appears to me that neighbors who have student cars parked on their streets, in the main, would far prefer those cars, than the construction of a three story plus practice field 750 car garage on Coldwater. Trust has not been built with neighbors when current field lights go into peoples' homes.

Trust has not been built by having Harvard Westlake solve its not-quite-enough-parking spaces, when it never put in place a real enforced plan to diminish car travel in the first place (car pooling and bus service). Or, a shuttle system with off-site parking.

Harvard Westlake's plan seems backward looking, rather than forward. LA passed its new Mobility Plan January 20, 2016. We are all thinking about walking, cycling, shared and public transportation. Nothing modern about Harvard Westlake's plan. It is about private benefits; not public, and in no way feels like an innovative approach to what it wants to solve for.

Although at first it sounds great that their plan calls for two southbound lanes created for a slightly longer portion of Coldwater, unfortunately it goes to one lane right away, just around the corner!

In the end: who is this for, and why? It is not worth the disruption for close to three years to result in something that has so little community benefit. Please demand that Harvard Westlake come back with a plan that doesn't reveal itself as being so inappropriate to the environment, as to need complicated and extraordinary waivers and variances, and air space and vacationing (love that word) of paper streets. Common sense is called for.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Greg Bowen". The signature is fluid and cursive, with a long horizontal stroke at the end.

cc: The Honorable Paul Krekorian; Karo Torossian, Land Use Director, Councilman Krekorian; Michael J. Logrande, Director, Los Angeles Department of City Planning



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**Correction ADDITIONAL COMMENTS R-DEIR**

2 messages

**'Suellen Wagner' via SCNC Board** <board@studlocitync.org>

Sun, Mar 13, 2016 at 4:32 PM

Reply-To: Suellen Wagner &lt;swag1274@aol.com&gt;

To: board@studlocitync.org, john@johnwalker.com

Please download or print this attachment instead of the one sent previously. I corrected a typo on page 2 (Van North to Van Noord)

Thank you.

Suellen

---

 **NOTES TO BOARD.docx**  
525K**John Walker** <john@johnwalker.com>

Sun, Mar 13, 2016 at 5:25 PM

To: Rita Villa &lt;rvilla@studlocitync.org&gt;

Cc: Lisa Sarkin &lt;lsarkin@studlocitync.org&gt;

Hello Ladies:

Story poles are what I suggested before - - I hope you will consider this as part of the response. It makes perfectly good sense to be able to SEE what could be built.

Regards,

John

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 **NOTES TO BOARD.docx**  
525K



# STUDIO CITY

NEIGHBORHOOD COUNCIL

#8

Time Limit will be set by the Leader of the Meeting

DATE: 2/16/18

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Tim JOHNSON

ADDRESS 14400 ADDRO AVE STUDIO CITY

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

#8

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Alex Izbic

ADDRESS 12927 Clewood St

PHONE (818) 613-0177

EMAIL velone@adl.com

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL



Time Limit will be set by the Leader of the Meeting

DATE: 3-16/06

YES I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

YES I wish to speak on Agenda Item # 8

- I wish to speak FOR / **(AGAINST)** this agenda item *against the garage*
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item *I am against the garage*

NAME ANDREA SHER

ADDRESS 4019 GOODLAND AVE S.C. 91604

PHONE 818 763-3434

EMAIL ma.sher27@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

#8

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Sarah Boyd

ADDRESS 3958 Van Noord

PHONE 818 687 6286

EMAIL stboyd69@yahoo.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

#8

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # Harvard Westlake Parking

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Jonathan Green

ADDRESS 4041 Alta Mesa Dr, Studio City, CA 91604

PHONE (818) 427-9067

EMAIL j.g.green@roadrunner.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)



# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/16

         I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

         I wish to speak on agenda item #         

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME JANINE MILNE

ADDRESS 4304 GOODLAND AVE S.C. 91604

PHONE S.C. 91604 818 769-5664

EMAIL         

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name         

Client Tel#         

Client Address         

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

8

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Michael Switzer

ADDRESS 4001 Avenida del Sol Studio City 91604

PHONE 818 766-5144 / 818 970-5144 (mobile)

EMAIL switzer@switzer.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

18

Time Limit will be set by the Leader of the Meeting

DATE: MARCH 16, 2016

I wish to speak during Public Comment about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # 8

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

GENERAL NAME ARDEN RYNEW

ADDRESS 13027 GALEWOOD

PHONE STUDIO CITY, CA

EMAIL rynew@roadrunner.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

#2

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

*I strongly oppose Harvard-Westlake's expansion project.*

NAME Don DeRose

*As we saw with Sarah's outline report from 3/8/16, the negative impacts still*

ADDRESS 4109 Shadyglade Avenue, Studio City CA 91604

*far outweigh the benefits for one private school.*

PHONE 818-763-1619

*Why should Studio City, and really all of Los Angeles, have to suffer for it?*

EMAIL \_\_\_\_\_

### IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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STUDIO CITY  
NEIGHBORHOOD COUNCIL

#8

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/16

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I wish to speak on Agenda Item # \_\_\_\_\_

( ) I wish to speak FOR / AGAINST this agenda item.

( ) I wish to provide GENERAL COMMENTS on this item.

(X) I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR OPPOSITION to this item.

vehemently oppose!!  
this project!!!

NAME Helen Giroux

ADDRESS 4331 Babcock Ave SC

PHONE 818 906 4608

EMAIL hrgmrc@hotmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name There is NO GOOD reason for

Client Tel# this project to proceed. It is

Client Address destructive to the environment

NOTICE OF LOBBYING REGISTRATION: If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: www.lacity.org

and the community.

# STUDIO CITY

NEIGHBORHOOD COUNCIL

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DATE: 3/16/18

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda Item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Donna Mann

ADDRESS 3970 Van Noard Ave

PHONE 818 414 1569

EMAIL \_\_\_\_\_

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

**NOTICE OF LOBBYING REGISTRATION:** If you receive compensation to make this appearance, the City's municipal lobbying ordinance . (L.A.M.C. Section 48.01 as amended may require you to register and report your lobbying activity) For more information about the City's lobbying law, contact the City Ethics Commission at (213)978-1988 or go to the internet: [www.lacity.org](http://www.lacity.org)





# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3/16/86

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on agenda item # 14

I wish to speak FOR / AGAINST this agenda item.

I wish to provide GENERAL COMMENTS on this item.

I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Rick Garbodorath

ADDRESS SCBC Volunteer

PHONE \_\_\_\_\_

EMAIL RickGarb@gmail.com

IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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**STUDIO CITY**  
NEIGHBORHOOD COUNCIL

VARIOUS

Time Limit will be set by the Leader of the Meeting

DATE: 3-16-16

I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

I wish to speak on Agenda item # \_\_\_\_\_

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME \_\_\_\_\_

Eric Preven

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

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Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

#1111

Time Limit will be set by the Leader of the Meeting

DATE: 3-16-2018

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

           I wish to speak on agenda item # 11 Motion B

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME JJ Hoffman

ADDRESS 450 N. Van Ness Ave # 103

PHONE 323-839-6414

EMAIL JJ@finishtheride.org

**IF YOU ARE A PAID SPEAKER, PROVIDE CLIENT INFORMATION BELOW:**

Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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# STUDIO CITY

NEIGHBORHOOD COUNCIL

Time Limit will be set by the Leader of the Meeting

DATE: 3-16-16

*Special*

           I wish to speak during Public Comment period about something NOT on the Agenda but within the Board's jurisdiction.

X I wish to speak on Agenda Item #           

*2 Motion*

- I wish to speak FOR / AGAINST this agenda item.
- I wish to provide GENERAL COMMENTS on this item.
- I do not wish to speak but wish my opinion to be recorded into the Minutes in FAVOR / OPPOSITION to this item.

NAME Eric Drevin

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

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Client Name \_\_\_\_\_

Client Tel# \_\_\_\_\_

Client Address \_\_\_\_\_

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PO Box 1374 • Studio City, CA 91614 • Ph (818)509-0230 Fax (818)509-0260 • www.studiocityresidents.org

**March 17 2016**

Emily Dwyer  
Los Angeles Planning Dept.  
200 N. Spring Street, Room 75  
Los Angeles 90012  
By e mail [Emily.Dwyer@LACity.org](mailto:Emily.Dwyer@LACity.org)

**And first class mail**  
**RE: VAC-E 14012373**  
**RE: ENV 2013-0150-EIR**

***Harvard-Westlake Parking Improvement Plan***  
***Case Number: ENV 2013-0150-EIR; State Clearinghouse No. 2013041033***

Studio City Residents Association (SCRA) submits the following comments to the Recirculated Draft Environmental Impact Report.

The Recirculated Draft Environmental Impact Report (RDEIR) fails to respond to a request made during the public comment to the Draft Environmental Impact Report.

Pursuant to a public hearing held before the Studio City Neighborhood Council (SCNC) a request was made by the board that Harvard Westlake provide its ten year plan for the school. The request was not complied with but subsequently the Recirculated Draft Environmental Report (RDEIR) was issued however no mention was made of any future enrollment plan. Instead the following comment was made at Page 3.8-26 of the RDEIR: (The Harvard-Westlake Parking Improvement Plan is referred herein as *Plan*)

12R-1

“...no increase in student enrollment is proposed as part of the Proposed Project... Current student enrollment is approximately 900 students with approximately 300 in each grade (10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> grades)...”

The present parking provisions are adequate for the existing use of the school and a rationale for building this parking structure is not justified. See traffic report by Tom Brohard and Associates, Harvard Westlake Traffic Improvement Plan. Feb 29<sup>th</sup> 2016.

12R-2

The statement in the RDEIR avoids responding to the request: it is silent about any intent for the future usage of the parking structure. An inference can be drawn that the purpose for the parking structure is having the ability to comply with additional parking requirements for any increase in future enrollments.

12R-3

As stated in the Brohard report “Current limitations without disclosing those intentions at this time when excess parking is being proposed amount to segmentation, a serious violation of the California Environmental Quality Act. (CEQA).”

The SCRA joins in this comment even more so as a request has been made for the future plans of the school and the response is less than forthcoming.

12R-3  
cont'd

THE RDEIR FAILS TO RESPOND TO THE OBJECTION THAT VACATION OF CITY INTERESTS IS PRIMARILY FOR THE BENEFIT OF HARVARD WESTLAKE.

A vacation application could have been made prior to designing the Plan. Harvard Westlake, however, chose to link the two therefore Planning Department is the de facto place to process all issues notwithstanding the vacation application is handled by separate city agencies.

12R-4

The RDEIR fails to show that a primary public benefit arises from the vacations and that Harvard Westlake is not the major beneficiary of these vacations.

Any environmental review based on the outcome of future vacations that may not occur is deficient on its face. Alternates 1, 2, 3 and 4 do not rely on such vacations. Vacations by the city are of no consequence: only Alternates 1, 2, 3 and 4 should be considered. The Plan and Alternate 5 should not be considered.

12R-5

The RDEIR confirms that the prime beneficiary of the parking structure and pedestrian bridge is Harvard Westlake. It is the primary beneficiary of the vacations by the city.

**THE PROPOSED VACATIONS ARE SOLELY FOR THE BENEFIT OF HARVARD WESTLAKE.**

The intent for the pedestrian bridge is quite clear: it is for access from the parking structure directly to the Harvard Westlake Campus.

12R-6

The vacation of Hacienda Drive was not addressed in the RDEIR but it is known from the Plan and Alternant 5 that the Hacienda Drive vacation makes possible construction of a load bearing wall so the parking structure can be built: therefore again the intent is clear that the principal beneficiary is Harvard Westlake: it is not for the convenience of the general public. A private benefit cannot be the decisive factor in granting a vacation of public land. A private benefit may be incidental to a vacation but not one that principally is to benefit a private interest. Similarly, vacating the airspace over Coldwater Canyon goes to the benefit of Harvard Westlake.

Any vacation must also consider the impacts of such vacations e.g. adjacent property devaluations, noise and light intrusions, visual impacts. Etc. The principal source document is the RDEIR (ENV2013-0150-EIR) that should be reviewed by Bureau of Engineering.

12R-7

12R-8

If an incidental benefit occurs to a private party due to vacation, vacation would still be permissible. Here the major benefit is to a private party and, perhaps, a possible incidental benefit to the public: SCRA maintains there are no principal benefits to the public by these two vacations.

12R-9

It is readily apparent that the primary beneficiary is Harvard Westlake with no principal benefit to the public: rather, significant present and future losses to the general public

**HACIANDA DRIVE HAS PRESENT, FUTURE, BENEFICIAL AND SAFETY USES FOR THE PUBLIC.**

Hacienda Drive vacation for Harvard Westlake's benefit would not result in any public use or benefit: Given that the closure is part and parcel of the proposed project then the following loss of public benefits should be addressed. E.g. future trail head access to Santa Monica mountain Conservancy lands for environmental studies, research, and access for trails to SMMC lands plus an additional fire exit route for residents on Potosi. The bridge would detract from the public enjoyment of a canyon experience, the views overlooking the Valley floor upon exiting the canyon, and would negatively impacting the experience of residing and belonging to a family neighborhood, reduction of property values.

12R-9  
cont'd

12R-10

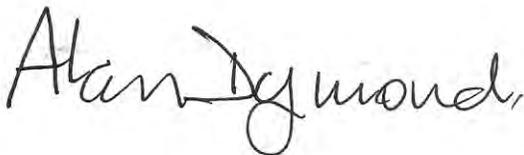
**REQUEST FOR FUTURE NOTICES AND HEARINGS**

Studio City Residents Association in behalf of its members pursuant to Los Angeles Municipal Code and California Public Resources Code, Section 21092.2 request SCRA is added to any notices of future hearings in the above matter. SCRA members reside in the subject area or travel through the subject area therefore they are affected parties to the above referenced matter

12R-11

Finally: SCRA joins and support the comments, observations and objections by SCNC, Save Coldwater Canyon, the Hillside Federation, Santa Monica Recreation Authority, and other nonprofits and individuals.

Respectfully Submitted



Alan Dymond. President, Studio City Residents Association

[phillip.Martinez@LACity.org](mailto:phillip.Martinez@LACity.org)

[Dale.Williams @LACity.org](mailto:Dale.Williams@LACity.org)

[Emily.Dwyer@LACity.org](mailto:Emily.Dwyer@LACity.org)

[Councilmember Paul Krekorian](#)

[Mayor Eric Garcetti](#)