

3.6 LAND USE

This section addresses the impacts of the Proposed Project on existing and planned land uses in the Project vicinity. The following analysis considers the Project's compatibility with applicable regional and City of Los Angeles plans, policies, and regulations.

EXISTING CONDITIONS

Development Site and Surrounding Land Uses

The Proposed Project Site is located in the southern portion of the San Fernando Valley on the northern edge of the Santa Monica Mountain range that bisects the City of Los Angeles. The Harvard-Westlake Campus is located on land that mostly slopes gently to the east. The Development Site includes an area of flat/gently sloping land and then slopes steeply to the west.

The Harvard-Westlake Campus and Development Site are surrounded by single-family homes and designated open space (Coldwater Canyon Open Space, owned by the Mountains Recreation and Conservation Authority) located on the southwestern border of the Development Site. St. Michael and All Angels Episcopal Church (including Sunnyside Preschool) is located immediately south of the Harvard-Westlake Campus.

Residential uses immediately north of the ~~school~~ Harvard-Westlake Campus are located on relatively flat land, but the homes surrounding the Development Site (north, northwest and south) and the homes to the east of the ~~school~~ Harvard-Westlake Campus and south of the ~~church~~ St. Michael and All Angels Episcopal Church are located on steep hillsides that face the canyon floor (Coldwater Canyon Avenue). Homes to the east of the ~~school~~ Harvard-Westlake Campus (several of them owned by the Harvard-Westlake School) overlook the Harvard-Westlake Campus and Development Site.

The Development Site is immediately west of the Harvard-Westlake Campus across Coldwater Canyon Avenue. The Development Site includes a steeply sloping hillside that slopes away from Coldwater Canyon Avenue. The east-facing slope, a portion of which is within the Development Site, extends up from Coldwater Canyon with up to approximately 300 feet of elevation gain from Coldwater Canyon Avenue to the ridgeline above to the southwest. Approximately 100 vertical feet of elevation gain occurs on the Development Site. The smaller north facing slope, most of it within the Development Site, gains about 100 feet in elevation. These slopes topographically separate the eastern (flatter) area of the site, which comprises over half the Development Site, from adjacent uses (homes to the north, west and south and open space to the west and southwest).

The eastern/central portion of the Development Site adjacent to Coldwater Canyon Avenue was previously occupied by ~~two~~ four single-family homes; two were destroyed after the 1994 Northridge Earthquake and two ~~that~~ were demolished in 2011. One vacant single-family house, owned by Harvard-Westlake School, remains on the southern end of the Development Site, south of the paper street Hacienda Drive, which has access from Potosi Avenue. The relatively flat area where the homes were located as well as other graded areas of the Development Site occupy over half the Development Site. Portions of the graded area are being used for temporary storage of construction equipment and supplies.

REGULATORY FRAMEWORK

SCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and Regional Comprehensive Plan (RCP)

The Southern California Association of Governments (SCAG) is the Federally-designated metropolitan planning organization for six southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality.

Regional Transportation Plan. SCAG's 2012 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), adopted in April 2012, presents a long-term transportation vision through the year 2035 for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2012 RTP/SCS was produced through a balanced approach that considered system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic expansion. The 2012 RTP/SCS presents an investment framework for addressing the region's transportation and related challenges. Specific issues addressed within the 2008 RTP include mobility challenges, air quality challenges, climate change, energy, transportation finance challenges, security and safety, environmental justice and mitigation, revenues and expenditures, transportation conformity, implementation and monitoring, corridor preservation, and future connections and growth. The RTP/SCS provides a basic policy and program framework for long-term investment in the regional transportation system in a coordinated, cooperative and continuous manner. Transportation investments in the SCAG region that receive State or federal transportation funds must be consistent with the RTP/SCS and must be included in the Regional Transportation Improvement Program ("RTIP") when ready for funding.

Regional Comprehensive Plan. SCAG has also prepared the 2008 Regional Comprehensive Plan (RCP) in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.¹ The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. In general the RCP seeks to encourage a compact development pattern to reduce vehicle trips and vehicle trip length.

South Coast Air Quality Management District Air Quality Management Plan

The Project area is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, which includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The Project area is located in the South Coast Air Basin, a subregion of the SCAQMD. The SCAQMD Air Quality Management Plan (AQMP) sets forth an attainment program based on projected population growth and air quality management and control measures. The SCAQMD is responsible for compliance with federal and state Air Quality Plans in the Los Angeles County area. In conjunction with SCAG, the

¹ SCAG, 2008 Regional Comprehensive Plan, http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_ExecSum.pdf, accessed August 15, 2012.

SCAQMD is responsible for establishing a comprehensive program to achieve federal and state air quality standards. The AQMP is incorporated into the State Implementation Program (SIP), which constitutes all AQMPs prepared by all air quality management districts in the state. The SIP is the State's plan for compliance with state and federal air quality standards. See Section 3.2 Air Quality for a more discussion of the AQMP.

Metro Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. The 2010 CMP (adopted in October 2010), includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. CMP guidelines specify that those designated roadway intersections, to which a project could add 50 or more trips during either A.M. or P.M. peak hour, be evaluated. The guidelines also require evaluation of freeway segments to which a project could add 150 or more trips in each direction during peak hours. See Section 3.7 Transportation, Circulation and Parking for a discussion of how the Project addresses the 2010 CMP.

City of Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework (Framework) (adopted in December 11, 1996; re-adopted August 8, 2001) is a special purpose element of the General Plan that establishes the vision for the future of the City by establishing development policy at a citywide level and within a citywide context. The Framework provides a generalized representation of the City's long-range land use, defines citywide policies related to growth and sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services. The Framework determines the most effective distribution of growth in relation to environmental and economic goals and serves as the subregional input to SCAG documents. The Framework provides a context for cooperative planning between the City of Los Angeles, adjacent cities and the County of Los Angeles and, along with the Air Quality and Transportation Elements, ensures conformity between the City's General Plan, SCAG documents and the Air Quality Management Plan (AQMP).

Mobility Plan 2035

The City Council approved the MP 2035 on August 11, 2015. MP 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. As an update to the City's General Plan Transportation Element (last adopted in 1999), MP 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets. It addresses the Complete Street Act (AB 1358, amending Sections 65040.2 and 65302 of the Government Code) requirements to provide a balanced multi-modal network.

Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The City of Los Angeles General Plan includes 35 community plans in place of a Land Use Element. The community plans are oriented toward specific geographic areas of the City and define locally the General Plan's citywide policies and programs. The Project area is located within the boundaries of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. Project consistency with goals and objectives of the community plan is addressed in the impact analysis.

The Project Site is located within three separate General Plan Land Use Designations (see **Figure 3.6-1**):

- The northern ~~4/3~~ $\frac{1}{4}$ of the Project Development Site is designated Very Low Residential
- The southern/central ~~2/3~~ $\frac{1}{2}$ ~~portion~~ of the Project Development Site is designated Minimum Residential
- The southern $\frac{1}{4}$ of the Development Site is designated Low Residential.

The Very Low Residential designation of the northern ~~4/3~~ $\frac{1}{4}$ portion of the Project Site corresponds to the RE20, RA, RE15, and RE11 Zones, according to the Land Use Map. The RE40 Zoning of the upper ~~4/3~~ 75 percent portion of the Project Development Site (see ~~discussion below~~) is not listed as a corresponding zone with the Very Low Residential land use category; however, the RE40 Zone is more restrictive than the RE20 and RE15 Zones, and therefore the RE40 Zone would be permitted in this land use category.

The southern/central ~~1/2~~ $\frac{2}{3}$ ~~portion~~ of the Project Development Site, is designated for Minimum Residential land uses by the Land Use Map, with OS, A1, A2, R1-1 and RE40 as the corresponding zones. The Low Residential designation of the southern $\frac{1}{4}$ of the Development Site corresponds to the R1-1 zoning. ~~While there is consistency between the portions of the Project Site zoned RE40 and designated for Minimum Residential land use, the RE15 Zone (as it applies to a portion of Lot 1111) is not listed as a Zone that corresponds to the Minimum Residential land use category. The Minimum Residential designation is the most restrictive residential land use category that would not permit a less restrictive zone (such as RE15.) However, this inconsistency does not affect the Project since, regardless, The Project requires a Conditional Use Permit to allow school uses in the RE Zone.~~

The ~~Development~~ Project Site is located in the Studio City sub-area of the planning area, which is generally characterized with a collection of production and post-production businesses and, is generally bounded by Lankershim on the east and Fulton on the west. CBS Studio Center is a major employer in the area, and is the tenant of the largest industrial site. Properties located along Ventura Boulevard are developed with a mix of pedestrian oriented storefronts and office structures. Laurel Canyon Boulevard serves as the focal point of Studio City with its intense commercial development at the respective four corners. Uses in the vicinity of the Harvard-Westlake Campus and Development Site are mostly single-family residential, with a church located immediately south of the Harvard-Westlake Campus.

Desirable Open Space Special Boundary

No footnotes are imposed on the Project Site under the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan and the corresponding General Plan Land Use Map (updated March 4, 2008.) However, the southern ~~2/3~~ 75 percent of the Development Site, which is designated for Minimum and Low Residential land use, is also located within the Desirable Open Space Special Boundary. Footnote 7 to the General Plan Land Use Map, defines Desirable Open Space as follows:

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

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Zoning

The City of Los Angeles Planning and Zoning Code (LAMC Chapter I, Los Angeles Municipal Code) identifies specific uses allowed in the various designated zones and includes detailed standards such as height limits, setbacks, parking standards, etc., as appropriate for each zone. The Project Development Site is located within two separate Zones (see **Figure 3.6-2**). The majority of the Project Development Site is zoned RE40-1-H. ~~while the southeastern/~~ most lot of the Project Site (a portion of Lot 1111) is zoned RE15-1-H. The southern 25 percent of the Development Site is zoned R1-1.

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

Section 12.21-C.8 of the Los Angeles Municipal Code LAMC addresses, “Retaining Walls in Hillside Areas. (Added by Ord. No. 176,445, Eff. 3/9/05.) This subdivision applies to retaining walls that meet all of the following criteria: located in the A or R Zones (including the RA Zone), located on land designated as a Hillside Area on the Bureau of Engineering Basic Grid Map No. A-13372, *and located on a lot developed or to be developed with dwelling units.* For purposes of this subdivision, a "retaining wall" shall be defined as a freestanding continuous structure, as viewed from the top, intended to support earth, which is not attached to a building....” (Emphasis added.)

Section 12.21-C.10 of the LAMC addresses “Maximum Residential Floor Area” (added by Ord. No. 181,624, effective 5/9/11). This subdivision applies to all properties zoned R1, RS, RE (9, 11, 15, 20, and 40), and RA and designated as Hillside Area on the Department of City Planning Hillside Area Map. Residential Floor Area (RFA) is the area in square feet confined within the exterior walls of a building. Basements, covered breezeways and 200 square feet per required covered parking area are exempt from the calculation of RFA. RFA is determined through the preparation of a Slope Analysis Map prepared by a registered civil engineer.

THRESHOLDS OF SIGNIFICANCE

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

- Physically divides an established community;
- Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflicts with any applicable habitat conservation plan or natural community conservation plan.

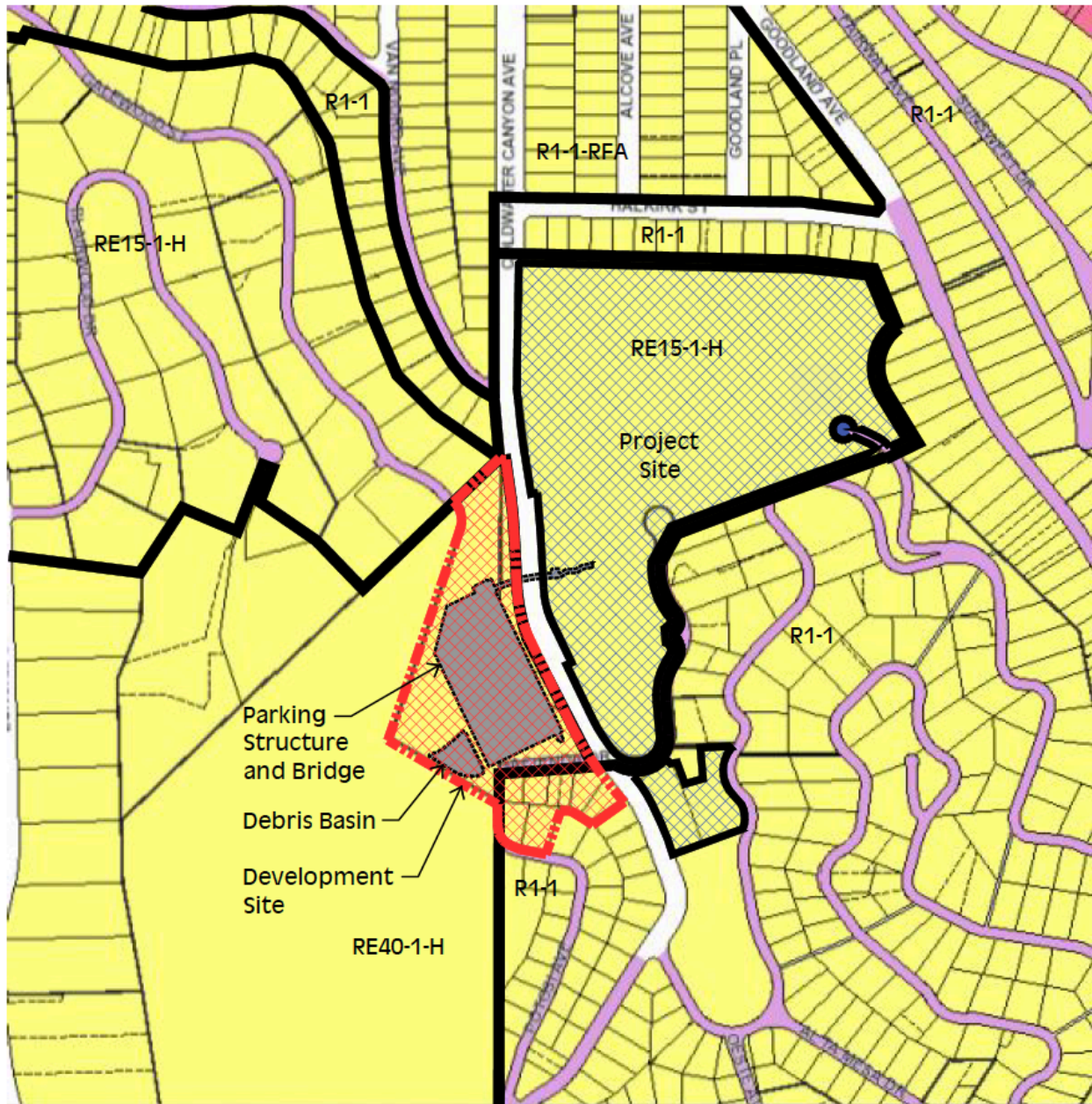


Figure 3.6-2: Zoning on the Development Site and in the Vicinity

SOURCE: <http://zimas.lacity.org> and City of Los Angeles, 2015

The ~~City of Los Angeles L.A.~~ CEQA Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following factors:

- Whether the proposal is consistent with the adopted land use/density designation in the Community Plan, redevelopment plan (or specific plan for the site); and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Based on the factors presented above, ~~the~~ a project would be considered to have a significant land use consistency impact if it was found to be in substantial conflict with either the adopted Community Plan, or with the whole of relevant environmental policies in other applicable plans.

With regard to impacts associated with land use compatibility, the ~~City of Los Angeles L.A.~~ CEQA Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

IMPACTS

Proposed Land Uses

The Project proposes a Parking Structure with rooftop ~~athletic~~ practice field (with lights) as an ancillary use to the adjacent (separated by Coldwater Canyon Avenue) Harvard-Westlake Campus and a pedestrian bridge to connect the Development Site to the Campus. ~~The site~~ Development Site is presently vacant (two single-family homes were demolished in 2011) occupied by one vacant single-family house on the southern end of the Development Site, south of the paper street Hacienda Drive, which has access from Potosi Avenue. The graded area of the ~~site~~ Development Site has been (but is not currently) is currently used for storing construction materials and supplies. The Project would assist in relieving parking impacts on adjacent neighborhoods, improve traffic flow along Coldwater Canyon Avenue, and provide much-needed practice facilities for student ball games (primarily soccer and football). Not only would the Parking Structure relieve Coldwater Canyon Avenue and the adjacent neighborhood of most of the student parking that currently occurs on public streets, but it would also improve traffic flow along the Project's frontage on Coldwater Canyon Avenue from the school to Ventura Boulevard. It would also improve student and driver safety by providing a logical, efficient traffic flow for student pick-up and drop-off as well as through a grade-separated pedestrian bridge that would eliminate pedestrian/vehicle conflicts for users of the Parking Structure and remove buses from Coldwater Canyon Boulevard by reconfiguring the vehicular circulation and surface parking lots on the Harvard-Westlake Campus to accommodate off-street bus pick-up, drop-off and parking.

Division, Disruption or Isolation of an Existing Community or Neighborhood.

The Harvard-Westlake Campus and Development Site are currently mostly surrounded by single-family residential uses – except for the St. Michael and All Angels Church located immediately south of the campus, and the Coldwater Canyon Open Space located to the west and southwest of the Development Site. The Development Site is immediately adjacent to the Harvard-Westlake Campus, separated by Coldwater Canyon Avenue. Residential and open space uses that border the Development Site are substantially separated from the Development Site by topography. The north and east-facing slopes that occupy ~~more than~~ approximately a third of the Development Site are heavily vegetated and provide a substantial buffer from adjacent uses. Therefore, the Project would not divide, disrupt or isolate an existing community.

Consistency with Surrounding Land Uses

On completion of the Project, the ~~Proposed~~ Parking Structure would be compatible with other educational uses already located within the vicinity. However, temporary construction activities could adversely impact school activities especially during grading operations (see Section ~~3.2 Air Quality and~~ 3.7 Noise). To the south of the Harvard-Westlake Campus, on the east side of Coldwater Canyon Avenue, is Saint Michael and All Angels Episcopal Church located at 3646 Coldwater Canyon in the R1 Zone. Saint Michael's leases school space to the Sunnyside Preschool, which has received Conditional Use approval for its use and operation (under city Planning Department Case ZA-2008-4053-CU). Saint Michael's also offers a Sunday school. In addition, a site owned by TreePeople ~~site~~ is located further to the southwest at 12601 Mulholland Drive. The TreePeople site, which is zoned OS-1XL with a General Plan Land Use designation of Open Space, includes a recreation/education center with related facilities operating under a Conditional Use Permit.

~~The Project would~~ By allowing the existing Harvard-Westlake Campus to use land across Coldwater Canyon Avenue from on the Development Site to provide student parking, and the Project would disincentivize cars parking on Coldwater Canyon Avenue and in the residential neighborhood to the north.

The Project would feature in views from private homes and gardens and the adjacent open space use (see Section 3.1 Aesthetics). Proposed roadway improvements that would occur in conjunction with the Project would improve traffic flow in the vicinity of the Harvard-Westlake Campus (~~as far as Ventura Boulevard~~), thus improving access for people using this corridor as part of their commute. Therefore, the Project would not interfere substantially with existing uses.

Consistency With Applicable Land Use Plans

General Plan Framework

The General Plan Framework (Framework) contains goals, objectives and policies for the provision, management, and conservation of the City's open space resources. The Framework notes that "open space" is defined at a broader level than the traditional zones that have been used by the City. As such, open space encompasses both "publicly- and privately-owned properties that are unimproved and used for the preservation of natural resources, managed production of resources, outdoor recreation, and protection of life and property due to natural hazards." [~~The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, 2001, Chapter 6, Open Space and Conservation, Introduction.~~] (The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, 2001, Chapter 6, Open Space and Conservation, Introduction.)

The Framework recognizes that the “difficulty in acquiring large, contiguous tracts of land reduces the likelihood of creating new regional parks the size of Griffith Park or smaller community and neighborhood parks.” [~~The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, 2001, Chapter 6, Open Space and Conservation, Summary of Open Space Characteristics and Condition, Paragraph 4, Issue No. 2~~] (The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, 2001, Chapter 6, Open Space and Conservation, Summary of Open Space Characteristics and Condition, Paragraph 4, Issue No. 2) The Framework recognizes that discrepancies in the amount of open space that “exists among communities results in the more densely populated areas having insufficient open space to meet the needs of their population.” [~~The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, 2001, Chapter 6, Open Space and Conservation, Summary of Open Space Characteristics and Condition, Para. 4, Issue No. 4.~~] (The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, 2001, Chapter 6, Open Space and Conservation, Summary of Open Space Characteristics and Condition, Para. 4, Issue No. 4.)

A significant portion of the Development Site is not undisturbed open space land, as it was previously disturbed in connection with the ~~two~~ four single-family homes that formerly occupied the central/eastern portion of the Development Site and a vacant single-family house currently located at the southern end of the Development Site as well as used for construction, staging including storage of construction equipment and materials. The Parking Structure’s location on the Development Site, — immediately adjacent to Coldwater Canyon Avenue, would maximize the amount of open space that would remain on the site Development Site (about approximately 60% 33.55% percent of the site Development Site would remain native vegetation undisturbed other than for replanting of trees and an additional 30.43 percent would include new landscaping and permeable area), and the land that remains open space would be within and would adjoin land identified as being within the Desirable Open Space Special Boundary. The open space that remains on the Development Site, as well as the much larger area of Desirable Open Space to the south and west, is unlikely to be incorporated as a regional or even community park because of lack of access and topographic constraints; however, this privately-owned land is also unlikely to be developed, thereby maintaining significant amounts of open space throughout the mountainous areas near Mulholland Drive. The Project’s consistency with the Framework Element of the General Plan is assessed in **Table 3.6-1.**

TABLE 3.6-1: RELEVANT GOALS, OBJECTIVES AND POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Goals, Objectives, Policies	Project Consistency
<p>GOAL 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City’s population and is unthreatened by encroachment from other land uses.</p> <ul style="list-style-type: none"> Objective 6.1: Protect the City’s natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City’s natural resources to contribute to the sustainability of the region. Policy 6.1.6: Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should 	<p>Partially Consistent. The Community Plan identifies a portion <u>75%</u> of the Development Site as within the Desirable Open Space Special Boundary as indicated on the Land Use Map (updated March 2008) see Figure 3.6-1. Land within this boundary is indicated as having “<i>open space characteristics which should be protected.</i>” Over <u>Approximately</u> half the Development Site has been previously developed and disturbed by structures, paved driveways and dirt roads, and therefore a significant portion of the Development Site may not be considered “open space ... which should be protected” because it consists of graded/disturbed land including a network of paved driveways which are generally not considered to be characteristics of open space that should be protected. The Project would include <u>new landscaping and permeable area, or be undisturbed site except for planting new native vegetation/mitigation trees on approximately 63.98 % of the Development Site.</u> The Project would also include a debris basin that would <u>have an earthen base and be surrounded by the planting of new native vegetation, which would be drought tolerant. native vegetation and landscaping on approximately 60% of the 238,740 square foot Development</u></p>

TABLE 3.6-1: RELEVANT GOALS, OBJECTIVES AND POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT

Goals, Objectives, Policies	Project Consistency
occur with special consideration of these characteristics.	<p>Site; 39.9% (on the west side of the site) would remain undisturbed (other than replanting trees); approximately 20.5% of the area of the Development Site would be landscaped, to aid in shielding the Parking Structure from public view. Most of the western and southern portions of the Development Site would remain as at present -- in native vegetation (augmented with mitigation trees) and developed with a single-family house. The southern ¾ 75% of the Development Site is within and adjoining land within the Desirable Open Space Special Boundary. it would remain undeveloped in its current state with natural vegetation and an abundance of trees. The design of the Parking Structure takes into consideration the open space characteristics of the adjoining property to the west (by locating the structure as far east on the Development Site as possible and by providing ample landscaping), owned by the Mountains Recreation and Conservancy Authority, and therefore the Project would be consistent with the goals and objectives of the General Plan Framework.</p> <p>The Project would minimize its footprint by constructing the majority of the Parking Structure away from the hillside to the west.</p> <p>Approximately <u>32.81</u> 40 <u>percent</u> of the Development Site would be building area and hardscape. The Project is partially consistent with the General Plan Framework's objective of protecting the natural settings from the encroachment of urban development, as the structure is to be mostly built on the previously disturbed portion of the Development Site closest to Coldwater Canyon Avenue. The Project preserves the Development Site's (private land) open space to the maximum extent feasible.</p>

Source: Sirius Environmental, ~~2012~~ 2015.

Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The Project is substantially consistent with the purpose, intent and provisions of the General Plan and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. Harvard-Westlake has been operating the ~~campus~~ school for over 75 years, and is recognized as a Private Senior High School on the Community Plan's General Plan Land Use Map.

The Community Plan contains a number of goals and objectives that could be considered applicable to the Proposed Project. **Table 3.6-2** assesses the extent to which the Proposed Project supports these goals and objectives of the Community Plan.

TABLE 3.6-2: RELEVANT GOALS, OBJECTIVES AND POLICIES OF THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-CAHUENGA PASS COMMUNITY PLAN

Goals, Objectives, Policies	Project Consistency
<p>GOAL 5: A community with sufficient open space in balance with development to serve the recreational, environmental and health needs of the community and to protect environmental resources.</p> <ul style="list-style-type: none"> Objective 5-1: To preserve existing open space resources and where possible develop new open space. Policy 5-1.1: Encourage the 	<p>Consistent. Approximately two-thirds <u>75%</u> of the Development Site is designated on the Community Plan's Land Use Map as being within the northern tip of the Desirable Open Space Special Boundary area. Footnote No. 7 on the Plan Map identifies Desirable Open Space as: "land which possess open space characteristics which should be protected and where additional development controls such as proposed in this Plan and Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and</p>

TABLE 3.6-2: RELEVANT GOALS, OBJECTIVES AND POLICIES OF THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-CAHUENGA PASS COMMUNITY PLAN

Goals, Objectives, Policies	Project Consistency
<p>retention of passive and visual open space which provides a balance to the urban development of the Plan Area.</p> <ul style="list-style-type: none"> • Program: The Plan Map designates areas for open space, thus protecting them from encroachment of more intense uses. • Policy 5-1.2: Accommodate active parklands, and other open space uses. 	<p>to maintain the overall health, safety, welfare and attractiveness of the community.” Over <u>Approximately</u> half the Development Site has been previously developed and disturbed by structures, paved driveways and dirt roads, and therefore a significant portion of the Development Site may not be considered “land which possess open space characteristics which should be protected” because it consists of graded/disturbed land including a network of paved driveways which are generally not considered to be characteristics of open space that should be protected.</p> <p>Partially consistent with this footnote, the Project balances the proposed development with approximately 39.1 <u>63.98</u> percent of the Development Site area to be new landscaping and permeable area, or be undisturbed site except for planting new native vegetation/mitigation trees. remain undeveloped in its current state with natural vegetation and abundant trees with an additional 20.5% of the site to be landscaped. The Parking Structure would be oriented towards Coldwater Canyon and away from the hillside areas to the west and north. Thus, the Project would minimize its footprint by constructing the majority of its structure within an area unsuitable for the preservation of open space characteristics because the land is already graded/disturbed.</p>
<p>GOAL 6: Appropriate locations and adequate facilities for schools to serve the need of existing and future population.</p> <ul style="list-style-type: none"> • Objective 6-1: To site schools in locations complementary to existing land uses, recreational opportunities and community character. • Policy 6-1.1: Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character and as appropriate use schools to create a logical transition and buffer between different e.g., multiple-family residential vs. single-family residential. • Policy 6-1.3: Site schools in a manner which complements the existing single family and multiple family residential neighborhoods. • Policy 6-1.4: Proximity to noise sources should be avoided whenever possible. • Policy 6-1.5: Expansion of existing schools should be preferred over acquisition of new sites. 	<p>Consistent. Harvard-Westlake is an independent, co-educational college preparatory day school that operates two campuses in the Los Angeles area. The Harvard-Westlake Campus, located across from the Development Site on the east side of Coldwater Canyon Avenue, serves grades 10 through 12. The Harvard-Westlake Campus has been operating at this location since 1937, under a deemed-to-be-approved Conditional Use.</p> <p>For approximately 75 years, Harvard-Westlake’s use of the main campus has been complementary to the existing land uses. Policy 6-1.5 seeks to encourage the expansion of existing schools as preferred over the acquisition of new sites. The Project would occupy land adjacent to the Harvard-Westlake Campus which is already owned by Harvard-Westlake, thereby fulfilling the Community Plan’s goal of developing adequate facilities to serve the needs of the school by expanding at its currently adjoining location rather than acquiring a new site that likely would not be located in proximity to the Harvard-Westlake Campus.</p> <p>The Project would be consistent with Policies 6-1.1 and 6-1.3 as it would continue the operation of an existing school use identified on the Community Plan Land Use Map that has been located at the site for more than 75 years, with the new construction focused on the easternmost portion of the Development Site <u>substantially</u> within a previously developed area that is furthest from adjacent residences and land designated as within the Desirable Open Space Special Boundary in the Community Plan; the southern two thirds <u>75%</u> of the Development Site is also within the Desirable Open Space Special Boundary. The 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. The Project’s design and landscaping introduced on-site would enhance the Development Site’s visual character and would be aesthetically compatible with the existing setting.</p> <p>Policy 6-1.4 seeks to avoid proximity of schools to noise sources. The Project would make operations of the school more efficient. It would not place a noise source closer to the school. The topography of the Development Site provides a natural buffer around three sides of the Parking Structure. The steep slope of the hills to the north, west and south will buffer noises and visual impacts generated from the automobiles within the Parking Structure, while the east side of the structure would face Coldwater Canyon <u>Avenue</u> and the Harvard-Westlake Campus (and single-family neighborhood beyond). The roof of the structure would be occupied by an athletic <u>athletic practice</u> field that</p>

TABLE 3.6-2: RELEVANT GOALS, OBJECTIVES AND POLICIES OF THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-CAHUENGA PASS COMMUNITY PLAN

Goals, Objectives, Policies	Project Consistency
	<p>would not (once construction is complete) result in significant noise, aesthetic, light or glare impacts (see Sections 3.1 Aesthetics and 3.7 Noise).</p> <p>In addition, the Project would be compatible with other educational uses already located within the immediate vicinity. To the south of the existing Harvard-Westlake Campus, on the east side of Coldwater Canyon Avenue, is the Saint Michael and All Angels Episcopal Church located at 3646 Coldwater Canyon in the R1 Zone. Saint Michael's currently leases its school space to the Sunnyside Preschool, which <u>City Planning Department</u> has received Conditional Use approval for its use and operation (under Case ZA-2008-4053-CU.) Saint Michael's also offers a Sunday School. In addition, the TreePeople site is located further to the southwest at 12601 Mulholland Drive (where it meets Coldwater Canyon.) The TreePeople site, which is zoned OS-1XL with a General Plan Land Use designation of Open Space, includes a recreation/education center with related facilities operating under a Conditional Use Permit.</p>
<p>GOAL 13: A system of highways, freeways and streets that provides a circulation system which supports existing approved and planned land uses while maintaining a desired level of service at all intersections.</p> <ul style="list-style-type: none"> • Policy 13-1.4: New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking. • Policy 13-2.1: No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map, or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project. 	<p>Consistent. The proposed development of the Parking Structure as an accessory use to the existing school fulfills the Community Plan's goal of a circulation system that supports the existing land uses. The intent of the Proposed Project is to accommodate the parking needs of the student population by achieving two important Project objectives:</p> <ol style="list-style-type: none"> 1. Providing a safer and more secure parking location for cars that currently have to park off-campus along Coldwater Canyon Avenue and in the neighborhood to the north of the school. 2. Improving the vehicular and pedestrian circulation system on and off campus to better accommodate drop-off and pick up and vehicle flow on Coldwater Canyon Avenue. <p>The Parking Structure will be designed with the proper ingress and egress for vehicles so that the traffic flow on Coldwater Canyon <u>Avenue</u> is not disturbed. In fact, the Proposed Project will improve the flow of traffic on Coldwater Canyon Avenue by constructing several public improvements at no cost to the City or to the community, including an additional southbound through lane and an improvement at the intersection of Coldwater Canyon Avenue and the Development Site's northerly driveway, opposite the relocated Main <u>main Entrance entrance</u> driveway of the Upper School Campus, by providing new traffic signal equipment. The new traffic signal equipment will include left-turn phasing for northbound and southbound Coldwater Canyon Avenue traffic.</p> <p>The Project would also provide a pedestrian bridge so that students, faculty, staff and visitors may safely cross Coldwater Canyon Avenue, thereby not delaying vehicles traveling on Coldwater Canyon <u>Avenue</u>. The Parking Structure will also reduce the amount of traffic that flows in and out of the Harvard-Westlake Campus, further minimizing disturbance to the existing flow of traffic.</p> <p>The Parking Structure is designed to accommodate the existing student population as well as the faculty, staff and visitors. The Parking Structure is designed to support the existing conditions of Harvard-Westlake's operation. The development of the Parking Structure would not result in an increase of the intensity of the use of the Harvard-Westlake Campus as the student enrollment and the number of faculty and staff would not be increased as a result of the Project <u>which would accommodate the existing parking and practice fields needs of the Harvard-Westlake School. Additionally, the number of events held on Campus would not increase following construction of the Project.</u></p>
<p>GOAL 15: A sufficient system of well-designed and convenient on-street parking and off-street parking facilities</p>	<p>Consistent. The Community Plan chapter on Urban Design, Chapter V, establishes design policies to be observed in multiple residential and commercial projects within the entire Plan Area; there are no design policies that are</p>

TABLE 3.6-2: RELEVANT GOALS, OBJECTIVES AND POLICIES OF THE SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE-CAHUENGA PASS COMMUNITY PLAN

Goals, Objectives, Policies	Project Consistency
<p>throughout the plan area.</p> <ul style="list-style-type: none"> Objective 15-1: To provide parking in appropriate locations in accord with Citywide standards and community needs. Policy 15-1.3: New parking lots and new parking garages shall be developed in accordance with design standards. Program: The Plan contains an Urban Design Chapter, which outlines guidelines for parking facilities. 	<p>specifically applicable to institutional uses such as schools, however. In addition, the chapter also promotes architectural design standards that are equally instructive for the Development Site. Although there are no design policies that are directly applicable, the Project is consistent with many of the indicated policies. The Parking Structure would be oriented toward Coldwater Canyon Avenue and would avoid pedestrian/vehicular conflicts through the use of the pedestrian bridge. The design of the Parking Structure incorporates the use of articulations, recesses, surface perforations and changes in building materials to break up long, flat building facades. The Proposed Project would provide setbacks and landscaping and would shield lighting provided on-site so that it is directed away from adjacent residential uses. The Project would utilize decorative walls and landscaping to buffer residential uses from the Parking Structure.</p>

Source: Sirius Environmental, ~~2012~~ 2015.

Consistent with the intent of the Desirable Open Space Special Boundary, the Project proposes to maintain a balance between the proposed development on the ~~Project~~ Development Site (west of Coldwater Canyon Avenue) and open space areas.

While the Project includes a number of retaining walls, the Project use is not residential and, therefore, the retaining wall ordinance is not applicable.

The Department of City Planning verified the Slope Analysis Map and Residential Floor Area (RFA) for the Project.² The City-receiver plans provide for the following RFA: 1) 18,788.15 square feet (R1-1 zone); and 2) 60,472.96 square feet (RE40-1-21 zone) for a total RFA of 79,261.11 square feet. The Department of City Planning also verified that the Slope Analysis Map has been prepared by a registered civil engineer and the RFA calculated in accordance with applicable requirements.

Mobility Plan 2035

Table 3.6-3 assesses how the Project would address the recently-approved (August 2015) Mobility Plan 2035.

TABLE 3.6-3: RELEVANT GOALS, OBJECTIVES AND POLICIES OF MOBILITY PLAN 2035

Goal/Policy/Objective	Project Consistency
<p>1. Scenic Highways ... criteria to be considered</p> <p>(3) Visual impact of scenic features or area.</p> <p>(4) Type/angle/duration of view + location of viewer.</p> <p>(5) Vegetation (type/extent), and/or</p> <p>(6) Scenic characteristics.</p> <p>Inventory of Designated Scenic Highways</p>	<p>Consistent. The Project is located along a designated Scenic Highway. The Project would replace a substantially degraded area with a well-landscaped parking structure. The Development Site, currently disturbed or developed as to over half of the acreage, would be improved to 63.98% of lush, native, drought-tolerant landscaping. The Project would also block views of native vegetation on adjacent hillsides along a short portion of the lower reaches of Coldwater Canyon just as the road starts to ascend into the mountains. Viewers would be confined to drivers along the short stretch of Coldwater Canyon as</p>

² Pursuant to LAMC Section 12.21 C.10.(b)(1), the Department of City Planning reviewed and stamped a Slope Analysis Map on November 4, 2015 to determine the residential floor area. The Slope Analysis Map was reviewed and stamped by Ralph Avila at the City Planning Department Metro Development Services Center counter at 201 N. Figueroa Street, 4th Floor, Los Angeles, CA 90012. The Slope Analysis Map is on file and available for review at City Hall, Room 750, Major Projects.

TABLE 3.6-3: RELEVANT GOALS, OBJECTIVES AND POLICIES OF MOBILITY PLAN 2035

Goal/Policy/Objective	Project Consistency
<u>Coldwater Canyon Drive, Ventura Boulevard to City boundary with Beverly Hills.</u> <u>Winding cross mountain road providing access to the Mulholland Scenic Parkway.</u>	<u>well as homes on the east side of the canyon immediately opposite the Project Site. The Project would have high design values, would be heavily landscaped with drought tolerant native vegetation and would add drought tolerant native vegetation to areas surrounding the Parking Structure. The Project is in the lowland portion of Coldwater Canyon across from the Harvard-Westlake Campus. The Project would be compatible with the existing school development and would be somewhat separated from adjacent single-family development by topography.</u>
<u>Scenic Highway Guidelines</u> <u>5. Utilities</u> <u>a. To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within five hundred feet of the center line of a Scenic Highway shall be placed underground.</u>	<u>Consistent. The Project would result in power lines adjacent to the Development Site being placed under ground.</u>

Source: Sirius Environmental, 2015.

CUMULATIVE IMPACTS

Incremental loss of land within the Desirable Open Space Boundary would be a cumulative impact. The Proposed Project would impact a total of 4.43 acres, of which 2.86 acres are already disturbed (see Figure 3.3-2 in the Biological Resources Section). The majority of the disturbed area that would be impacted (2.65 acres of the 2.86 acres) is within the Desirable Open Space Boundary (of the 1.43 acres of impacted oak-walnut woodland, 1.06 is within desirable open space boundary and of the 0.14 acres of impacted ruderal area, all of it would be within desirable open space boundary). However, Because most of the existing land that would be impacted has already been graded/disturbed, the Project impact would not rise to a cumulatively considerable contribution to a cumulative impact.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

Impacts are considered less than significant and no mitigation is necessary.