

APPENDIX B

Original Comment Letters

SECTION III.A

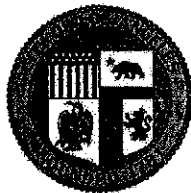
City of Los Angeles Agencies

ENVIRONMENTAL AFFAIRS
DEPARTMENT

DETRICH B. ALLEN
GENERAL MANAGER

200 N. SPRING ST.
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LOS ANGELES, CA 90012
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CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

September 17, 2003

ENVIRONMENTAL AFFAIRS
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Acting PRESIDENT

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KIM THOMPSON

Mr. Jimmy C. Liao, Project Coordinator
Department of City Planning
200 N. Spring Street, Suite 763
Los Angeles, CA 90012

Subject: Review of Mountaingate Draft Environmental Impact Report
State Clearinghouse No.: EIR-99-3251-SUB, dated July 2003

Dear Mr. Liao,

This review of the draft environmental impact report (EIR) for the proposed Mountaingate development was conducted by the City of Los Angeles, Environmental Affairs Department, Local Enforcement Agency (LEA). The LEA, in partnership with other state and regional regulatory agencies, has the responsibility of ensuring the proper permitting, operation and closure of solid waste facilities within the City of Los Angeles. The LEA is providing the following comments for your consideration.

Municipal solid waste landfills produce large quantities of landfill gas as the organic material undergoes anaerobic decomposition. The primary component of landfill gas is methane and carbon dioxide. Methane has is a flammable gas with a lower explosive level of 5 percent by volume in air and can act as a simple asphyxiant. Landfill gas naturally migrates away from the landfill due to internal pressure created within the fill area. It has been documented that uncontrolled landfill gas can travel up to 1,000 feet from a landfill and can carry other trace compounds which can be hazardous at certain concentrations.

The Mountaingate project is located directly adjacent to two closed municipal solid waste landfills. Many of the proposed homes on Stoney Hill Road are within a 1,000 feet of the closed landfills and can be impacted by landfill gas if mitigation measures are not established. Of special concern are parcels 9 through 11 that are in the vicinity of landfill gas migration probes, in which the LEA has, in the past, detected landfill gas over regulatory limits.

Specific Comments:

1. The EIR is deficient in that it needs additional technical analysis of the potential impact of landfill gas on the project. The EIR should be modified to include Mission Canyon Landfills #4-7 in the discussion and maps. The EIR mentions that the existing landfill gas migration probes will be impacted by grading and construction activities. The landfill gas

migration probes are essential in the early detection and control of landfill gas migration. Landfill gas migration probes need to be constructed between the landfill and the proposed structures.

2. Additional detail should be included on the construction of the building foundations. The Los Angeles Municipal Code and Title 27 of the California Code of Regulations both have requirements for impervious liners and foundation venting for structures built near landfills and other methane sources to ensure public safety. At a minimum, these should be included as part of the mitigation measures for landfill gas concerns.
3. The EIR indicates that Mission Canyon Landfill #7 and #8 will be developed as an emergency fire/secondary access road and that top deck of Mission Canyon Landfill #8 will be used for soil stockpile. This will require the landfill owner to revise the site's postclosure maintenance and land use plan to incorporate the changes. The landfill security must be designed to discourage unauthorized access by persons and vehicles. If the landfill is to be opened to the general public, the landfill gas environmental control systems must be secured to prevent unauthorized access.
4. The City of Los Angeles is dedicated to maintaining its high diversion rates and in reducing the generation of solid waste. The solid waste section should be expanded to include the City of Los Angeles construction and demolition (C&D) recycling guidelines to be used during the construction phase of the project.

If you have any questions regarding the LEA's comments, please contact David Thompson at 213-978-0868 or me at (213) 978-0864.

Sincerely

Wayne Tsuda
LEA Program Director

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

August 21, 2003

TO: Department of City Planning
763 City Hall
Attn: Jimmy C. Liao, Project Coordinator

FROM: Fire Department

SUBJECT: MOUNTAINGATE

RECEIVED
CITY OF LOS ANGELES
AUG 22 2003
ENVIRONMENTAL
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PROJECT LOCATION

Stoney Hill and Canyonback Ridges with Mountaingate Master Planned Communities (Tract 29142).

PROJECT DESCRIPTION

Construction of 29 single family dwellings and 2 private streets on 25.4 acres of a 449-acre project site. The balance of the site (424 +/- acres) are proposed to be preserved as open space. This project is proposed as the final phase of development within the Mountaingate Community.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low Density Residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 2,000 G.P.M. from 3 fire hydrants flowing simultaneously.

B. Response Distance

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 109
16500 Mulholland Drive
Los Angeles, CA 90049
Single Engine Company
Staff – 4
Miles – 2.95

Fire Station No. 99
14145 Mulholland Drive
Beverly Hills, CA 90210
Single Engine Company
Staff – 4
Miles – 4.38

Fire Station No. 108
12520 Mulholland Drive
Beverly Hills, CA 90210
Single Engine Company
Staff – 4
Miles – 5.50

The above distances were computed to southern terminus of Stones Hill Road.

C. Firefighting Access, Apparatus, and Personnel.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.

Standard cut-corners will be used on all turns.

Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Private streets shall be recorded as Private Streets, **AND** Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.

Irrigated and managed greenbelts around the perimeter of all structures for a distance of 200 feet shall be considered as a buffer between the brush and the proposed project. All landscaping shall use fire-resistant plants and materials. A list of such plants is available from the Fire Department.

All homes shall have noncombustible roofs. (Non-wood)

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel. Exception: Dwelling unit travel distance shall be computed to front door of unit.

This project is located in the very high fire hazard severity zone and shall comply with requirements set forth in the City of Los Angeles Municipal Code 57.25.01.

Mitigating measures shall be considered. These measures shall include, but not be limited to the following:

- a. Boxed-in eaves.
- b. Single pane, double thickness (minimum 1/8" thickness) or insulated windows.
- c. Non-wood siding.
- d. Exposed wooden members shall be two inches nominal thickness.
- e. Noncombustible finishes.

That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

- A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
- B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.

Submit plot plans for Fire Department approval of access and fire hydrants.

CONCLUSION

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

Jimmy Liao
August 21, 2003
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For additional information, please contact Inspector Griffin of the Construction Services Unit at (213) 482-6506.

WILLIAM R. BAMATTRE
Fire Chief

A handwritten signature in black ink, appearing to read "Alfred B. Hernandez". The signature is written in a cursive style with a large, stylized initial "A".

Alfred B. Hernandez, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

ABH:RG:gm
c:mountaingate



CINDY MISCIKOWSKI

City of Los Angeles
Councilwoman, Eleventh District
Assistant President Pro Tempore

Committees

Chair, Public Safety

Vice-Chair, Rules, Election &
Intergovernmental Relations

Member, Budget and Finance

Member, Personnel

Ms. Maya Zaitzevsky
Department of City Planning
Environmental Review Section
200 N. Spring St., Ste. 763
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES
SEP 16 2003
ENVIRONMENTAL
UNIT

September 12, 2003

Dear Ms. Zaitzevsky:

I am writing to you regarding the Draft Environmental Impact Report (DEIR) for the proposed Mountaingate project to be located on Canyonback Road and Stoney Hill Drive in the Brentwood/Pacific Palisades Community Plan area. As you know this project was first proposed in 1997 to be 164 residential units. In 1998 it was reduced to 117 units, however, in October of 1999 the owners, Castle & Cooke, reached an agreement with the Mountaingate Community Association and the Mountaingate Open Space Maintenance Association to reduce the density to 29 units, as represented in the current proposal. This reduction in unit count and the willingness of Castle & Cooke to work through this project prior to the release of the DEIR has been a real benefit to this community and has left only a few remaining concerns surrounding the proposal.

In the weeks since this report has been released, my office has received inquiries requesting further information be provided. One concern that has been raised I feel requires additional detail is protection of scenic views. In Section IV.S Aesthetic Resources/Views, the applicant discusses the views as seen from lower Mandeville Canyon and from the immediate community surrounding the project site. There is no mention of the views from upper Mandeville Canyon or from the nearby ridge trails on upper Westridge Road. I believe that further schematic views should be provided in this environmental review showing visual impact from these two locations.

In addition, in Section IV.C Water, there is discussion of the runoff into Bundy Canyon. This issue has been a concern in the Brentwood community for many years. During the rainy season under, current unaltered conditions, it is not feasible to add more runoff without creating an even more difficult situation. On page IV.C-11, the DEIR states, "A portion of the easterly ridge area, which currently drains to the east towards the existing golf course, would also have a reduction in runoff with this area being diverted to Bundy Canyon." The DEIR goes on to state that due to new retention basins planned for Bundy Canyon there would not be an adverse impact on the current drainage. Despite this I think it is imperative that further detail is provided to explain this conclusion and the steps necessary to improve drainage in the Canyon as part of this application.

I appreciate the diligence this developer has shown and look forward to further details being provided on the two issues I have raised.

Very truly yours,

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