
IV. ENVIRONMENTAL IMPACT ANALYSIS

B. AESTHETICS

ENVIRONMENTAL SETTING

Surrounding Area

The project site is located at the eastern edge of the Verdugo Mountains in the community of Sunland-Tujunga. Although surrounded by the urbanization of the greater Los Angeles region, the Verdugo Mountains remain a largely undeveloped island of steep terrain. Much of the higher elevations of the Verdugo Mountains have been preserved as permanent open space through public acquisitions. However, the lower gentler slopes have been subject to development, such as in the communities of Glendale and Sunland-Tujunga. Within the Verdugo Mountains, the project site is located in a partially developed area in the upper reaches of La Tuna Canyon.

To the south, the project site is bordered by La Tuna Canyon Road and the Interstate 210 Freeway, both of which are designated by the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan as scenic highways (see Photographic View 1, Figure IV.B-1, and Photographic View 2, Figure IV.B-2). Beyond the Interstate 210 Freeway, rise the steep north facing open space slopes of the Verdugo Mountains. To the west are vacant, south facing hillsides. To the northwest, overlooking the project site, is a single-family residential neighborhood (see Photographic View 3, Figure IV.B-3 and Photographic View 4, Figure IV.B-4). The project site is bordered on the east by Tujunga Canyon Road and primarily single-family neighborhoods within the community of Tujunga (see Photographic View 5, Figure IV.B-5). The City of Glendale border is located approximately a quarter of a mile to the east.

Project Site

Approximately half of the proposed project site is in operation as a golf course (see Photographic View 6, Figure IV.B-6) and driving range (see Photographic View 7, Figure IV.B-7, and Photographic View 8, Figure IV.B-8), known as the Verdugo Hills Golf Course, located primarily on the more level portions of the site along La Tuna Canyon Road and Tujunga Canyon Boulevard. Irrigated and manicured landscaping gives the golf course a park-like appearance to travelers on Interstate 210, La Tuna Canyon Road, Tujunga Canyon Road and neighboring residential areas. Paved parking for the golf course is located along La Tuna Canyon Road and is separated from La Tuna Canyon Road by a low and sparsely vegetated concrete block wall (see Photographic View 7, Figure IV.B-7). On the northern side of the parking lot a row of oleander provides partial screening of property's interior. At the western end of the parking lot, the club house is tucked into a grove of mature oak trees (see Photographic View 8, Figure IV.B-8). Located adjacent to Tujunga Canyon Road the driving range is separated from the golf course proper and from the highway by tall chain mesh fencing (see Photographic View 9, Figure IV.B-9). The majority of the remaining site to the west (see Photographic View 10, Figure IV.B-10) and north (see Photographic View 11, Figure IV.B-11) of the golf course consists of undeveloped slopes. These more natural areas of the project site support coast live oaks, California sagebrush, chamise and scrub oak.



View 1: View looking west along La Tuna Canyon Road, a designated scenic highway. The southern edge of the project site is shown in the right side of the photograph while the elevated Interstate 210 Freeway is partially visible to the left. Project development will include the widening of La Tuna Canyon Road using the existing roadway shoulder adjacent to the site. This will result in the removal of the existing vegetation and chain-link fencing that currently limits views into the project site interior. Following project development, the rural character along this portion of La Tuna Canyon Road will be transformed to a more suburban character.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 2: View looking south from the interior of the project site toward the Interstate 210 Freeway and the largely undisturbed open space of the Verdugo Mountains. This view approximates the extent to which the project site is currently visible from the nearby Interstate 210 Freeway (also a designated scenic highway). The largely uninterrupted views of the project site's landscaped open space will be transformed to that of linear rows of densely spaced, 27-foot tall homes. However, because the development area is below the grade of the adjacent Interstate 210 Freeway, the future views of the development area from the freeway would be largely of roof tops.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 3: View looking south along Tujunga Canyon Road toward its intersection with Ta Tuna Canyon Road. The steep open space slopes of the Verdugo Mountains dominate the view from this vantage point. The driving range portion of the project site is visible in the right hand side of the photograph. Construction of the proposed homes will eliminate this current view of the dense oak tree canopy seen south of La Tuna Canyon Road in this photograph.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 4: View looking northwest from La Tuna Canyon Road into the interior of the project site. As demonstrated in this photograph, existing vegetation along the site's southern property line limits views into the interior of the site, while permitting sufficient views to enhance the area's rural/open space ambiance. Site development will involve widening the north side of the roadway and removing the existing screening vegetation. Following development, this view of the landscaped golf course would be replaced by a view of large homes on small lots with minimal yard setbacks.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 5: View looking northeast at that intersection of Tujunga Canyon Road and Pali Avenue. As shown in this photograph, the east side of this portion of Tujunga Canyon Road is developed with a mix of one- and two-story single-family homes. Homes in this area look west toward the future row of homes on Lots 212 through 229 located between Tujunga Canyon Road and the channelized Verdugo Wash, and look southwest toward the proposed main development area.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 6: View looking north into the interior of the golf course as seen from the chain-link fence along the site's southern property line. As can be seen, the golf course is attractively landscaped and maintained. The green lawn areas and the nature trees (including a mix of native oaks and sycamore, and a variety of ornamental trees) are the dominant scenic elements as viewed from this location. Development of this area will transform this view to that of rows of 2-story homes on small lots with minimal front and side yard setbacks.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 7: View looking northeast toward the driving range from the south side of La Tuna Canyon Road. In the foreground are the existing parking lot and the low, sparsely vegetated concrete block wall. As can be seen, the tall and very bright night-lighting for the driving range located along the southern end of the range is directed toward the north. Proposed development will eliminate the driving range and the bright night lighting, and will replace them with 2-story homes and lower level lighting.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-7
Views of the Project Site
View 7



View 8: View looking west at the golf course club house tucked into a grove of mature oak trees. Project development will involve the demolition of the club house and the removal of the adjacent grove of oak trees. Views of housing will replace this existing view.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 9: View looking northwest from Tujunga Canyon Boulevard toward the project site. The driving range is in the foreground, while a portion of the golf course is visible in the middle ground behind the driving range. The hillsides in the background will not be graded but the vegetation will be thinned for fire protection purposes. The existing homes visible on the hill tops are not part of the project site. Project development will remove the driving range (including fencing and poles) and the golf course (including the landscaping), and will replace this view with that of rows of densely spaced, 27-foot tall homes. The lower portions of the hillsides seen in this view will no longer be visible.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 10: View looking north from La Tuna Canyon Road near the western end of the project site. This portion of the project site consists of undeveloped hillside slopes. These more natural areas of the project site support coast live oaks, California sagebrush, chamise and scrub oak. This portion of the project site would not be graded or developed, although portions of the lower slopes may be subject to fuel modification for fire protection purposes.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 11: View looking northwest at the wooden Verdugo Hills Golf Course sign, as seen from the interior of the golf course. Project development will require the removal of the sign and the thinning of the surrounding native vegetation for fire protection purposes. The partially visible homes at the top of the hills are not part of the project site.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-11
Views of the Project Site
View 11

In addition, there are two largely disturbed areas on the project site. One area is west of the golf course in a section that appears to have been mowed and managed as a potential extension of the golf course; however no turf grass or other landscape plants have been installed (see Photographic View 12, Figure IV.B-12). The second area is in the northeastern corner of the site immediately west of and along Tujunga Canyon Boulevard and east of the flood control channel. This area exhibits rocky, exposed soil sparsely vegetated by annual grasses; this area appears to have been disked, possibly for fuel modification. A few trees are scattered within this area, such as coast live oak and Mexican elderberry (see Photographic View 13, Figure IV.B-13).

Vegetation typical of a suburbanized setting is present throughout the portion of the project site occupied by the golf course, including ornamental-exotic trees and shrubs, as well as non-native perennial and annual plants, and turfgrass lawns. As would be expected in this setting, the majority of the existing plant material is in fair to good health and aesthetic condition. Areas of the project site outside of the regular maintenance and irrigation areas of the golf course exhibit signs of drought stress currently typical of native and disturbed areas of southern California, however due to their adaptation to natural cycles, much of the native vegetation in these areas remains in fair to good health and aesthetic condition.

Scenic Resources – Open Space/Golf Course

As open space, the project site has moderate to high scenic values. Those elements with the highest scenic value are part of the golf course itself and include the groves of mature native trees (i.e., live oaks and sycamores), lush landscaping and manicured greens. The surrounding undeveloped hillsides and native vegetation also have high scenic value, particularly in the Spring when the vegetation is at its greenest and the wildflowers are in bloom. The driving range and its prominent fencing, the paved parking lot on La Tuna Canyon Road and the various golf course-related structures have less aesthetic value.

A large block letter sign proclaiming “Verdugo Hills Golf Course” is set amongst the undisturbed native sage and chamise plant community on the hillsides that overlook the western portion of the golf course (see Figure IV.B-11). Opinions vary as to the scenic value of the Verdugo Hills Golf Course sign which is prominently visible from the Interstate 210 Freeway, a designated scenic highway. For some the sign may be a community icon that contributes to a sense of place and a connection with the past. For others, the sign may be a commercial intrusion that degrades views of its hillside setting.

Scenic Resources – Protected Trees

In total 441 trees, which meet the City of Los Angeles trunk diameter criterion and/or protected status, were recorded on the project site (see Section IV.D, Biological Resources, for a discussion of the City of Los Angeles trunk diameter criterion used for protected species). Of these, there are 303 coast live oaks and 18 western sycamores on the project site that are Protect Trees as defined by Los Angeles Municipal Ordinance 177,404. There are also 120 mature ornamental trees on the project site which are not protected trees.



View 12: View of one of two largely disturbed areas on the project site. This area is west of the golf course in a section that appears to have been mowed and managed as a potential extension of the golf course; however no turf grass or other landscape plants have been installed. This is approximately the western extent of the proposed development area.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 13: View of the second largely disturbed area is in the northeastern corner of the site immediately west of and along Tujunga Canyon Boulevard and east of the flood control channel. This area exhibits rocky, exposed soil sparsely vegetated by annual grasses; this area appears to have been disked, possibly for fuel modification. A few trees are scattered within this area, such as coast live oak and Mexican elderberry. This view will be replaced with a view of the proposed homes on Lots 21 through 229.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.

The project's Tree Report (see Appendix F-2) evaluated each tree using a health matrix and a letter grade as an aesthetic assessment. While the aesthetic value of a tree is subjective, a tree was considered highly aesthetic if it has generally dense foliage, a relative uniform or spectacular irregular shape and large size. Table IV.B-1 presents the criteria used to establish each overall grade.

**Table IV.B-1
Protected Tree Aesthetic Assessment Criteria**

Aesthetic Grade	Aesthetic Criteria
"A" = Outstanding (90 – 100% rating)	A healthy and vigorous tree characteristic of its species and reasonably free of any visible signs of stress, disease or pest infestation
"B" = Above Average (70 – 89% rating)	A healthy and vigorous tree with less than 25% of the tree affected by visible signs of stress, disease and/or pest infestation
"C" = Average (50 – 69% rating)	Although healthy in overall appearance, 25% - 75% of the tree shows evidence of stress, disease and/or pest infestation
"D" = Below Average/Poor (25 – 49% rating)	Greater than 75% of this tree shows evidence of stress, disease and/or pest infestation and appears to be in a state of rapid decline. The degree of decline may vary greatly.
"F" = Dead	This tree exhibits no signs of life at all

Table IV.B-2 presents a summary of the aesthetic condition of the Protected Trees on the project site. Based on the Protected Trees aesthetic evaluation, the majority of oak trees on the project site (178 trees, or 59%) have above average to outstanding aesthetic qualities. Only seven (7) oak trees (2% of the total) have below average aesthetics. Fourteen of the 18 western sycamores on the project site are rated above average with respect to aesthetics, while the remaining four sycamores are rated average.

**Table IV.B-2
Summary of Protected Tree Aesthetics/Impacts**

Trees	"A"	"B"	"C"	"D"	"F"	Total
Existing On-Site Trees						
Oaks	40	138	118	7	-0-	303
Sycamores	-0-	14	4	-0-	-0-	18
Proposed Tree Removals						
Oaks	27	35	22	1	-0-	85
Sycamores	-0-	11	-0-	-0-	-0-	11
Proposed Tree Retention						
Oaks	13	103	96	6	-0-	218
Sycamores	-0-	3	4	-0-	-0-	7
<i>Source: Verdugo Hills Golf Course Project Tree Report, March 2008, Appendix F-2</i>						

Lighting

Most of the project site is brightly illuminated by a variety of night lighting sources to accommodate night use of the golf course facility. The club house and parking lot areas are illuminated for access and security reasons (see Photographic View 7, Figure IV.B-7). The driving range and the par-3 golf course are more brightly illuminated to permit their night use (see Photographic View 14, Figure IV.B-14). In total, the golf course facility utilizes 66 1,000-watt bulbs and three 500-watt bulbs. Most are unshielded and have no cut-off features. The driving range has six light standards with two bulbs in each.

The steeper undeveloped hillsides to the north and west of the golf course have no direct lighting, although they receive spillover lighting from the unshielded lights on the golf course and driving range. Glare from the golf course lighting is particularly pronounced as seen from the 210 Freeway and La Tuna Canyon.

Public Views of the Project Site

La Tuna Canyon Road, the Interstate 210 Freeway, Tujunga Canyon Road, and to a lesser extent Honolulu Avenue provide the major public views of the project site.

Views of the Project Site from La Tuna Canyon Road

Due to intervening terrain and changes in elevations, the first view of the project site from eastbound vehicles on La Tuna Canyon Road does not occur until approximately one quarter of a mile to the west of Tujunga Canyon Road. However, dense landscaping and native vegetation largely block views into the western portion of the project site (Photographic View 4, Figure IV.B-4). From intermittent glimpses between the vegetation, travelers see portions of the golf course. Clear views into the interior occur from the club house east to the Tujunga Canyon Road intersection. Foreground views of the parking lot and the driving range predominate (see Photographic View 7, Figure IV.B-7). Night-time golf course lighting is prominently visible from La Tuna Canyon Road.

Westbound views of the project site from La Tuna Canyon Road begin at its intersection with Tujunga Canyon Road. At the intersection, foreground views are dominated by the Verdugo Wash, the golf course's paved parking lot, its low slump-stone wall and sparse landscaping. Immediately behind the parking lot, the driving range with its tall night lighting and fencing is fully visible (see Photographic View 15, Figure IV.B-15). To the west of the driving range, the club house can be seen in the midst of a dense grove of mature oak trees. Behind the club house, the interior of the golf course can be partially viewed through breaks in the landscaping. From the club house west, views into the interior of the golf course and the surrounding hillsides become increasingly restricted as the golf course landscaping and street side vegetation becomes taller and denser.

The San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan Specific Plan designates a vista point on La Tuna Canyon Road approximately 1.9 miles to the west of the project site. According to the Specific Plan, a Vista Point is a publicly-owned area, which has exceptional hillside area views and is set



View 14: Looking west through the center of the golf course. The tall lighting pole and unshielded fixtures are typical of the existing bright lighting sources that will be eliminated by the proposed developed.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.



View 15: Looking north at the project site from La Tuna Canyon Road just west of Tujunga Canyon Road. Foreground views are dominated by the Verdugo Wash, the golf course's paved parking lot, its low slump-stone wall and sparse landscaping. Immediately behind the parking lot, the driving range with its tall night lighting and fencing is fully visible.



View Location Map

Source: Christopher A. Joseph & Associates, 2008.

aside for public viewing purposes and/or access to trails. Due to intervening terrain, the project site is not visible from this vista point.

Views of the Project Site from the Interstate 210 Freeway

Because of its elevated position above the golf course, there are unrestricted views of the project site from the Interstate 210 Freeway, particularly for westbound vehicles. The first views of the site begin in the vicinity of the Honolulu Avenue westbound on-ramp and continue unabated past the western edge of the property. Views of the golf course are more restricted for eastbound vehicles because the freeway's westbound lanes interfere with the line of site. For east bound vehicles, the first views of the golf course occur just west of the project site. The southern portion of the project site is not clearly visible from east bound vehicles; however, the higher elevations of the northern portion are clearly visible. As seen from the freeway, the glare from the night-time golf course lighting is intense and distracting.

Views of the Project Site from Tujunga Canyon Road

Because of intervening terrain and vegetation, views of the golf course/driving range are not clearly visible from southbound vehicles on Tujunga Canyon Road until they approach the project site. Views of the undeveloped northerly portion of the site located between Tujunga Canyon Road and the Verdugo Wash (proposed for the development of Lots 212 to 229) are first visible from about Fehlhaber-Houk Park. The driving range and its tall chain-link fencing dominate the foreground views from Tujunga Canyon Road. The interior of the project is less distinct due to the effect of viewing it through the fencing (see Photographic View 9, Figure IV.B-9).

Views of the Project Site from Honolulu Avenue

Views of the project site from westbound vehicles on Honolulu Avenue first occur in the vicinity of the westbound on-ramp to the Interstate 210 Freeway, approximately one-half mile east of the project site. These first views of the intersection of Honolulu/Tujunga Canyon Road/La Tuna Canyon Road are indistinct due to obstructions to the line-of-sight, but as vehicles approach the intersection the driving range fencing and the surrounding hillsides become prominent. The golf course proper is not clearly visible from Honolulu Avenue.

Views of the Project Site from Designated Equestrian/Hiking Trails

According to the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan, there are no Non-Public Equestrian Trails¹ or Official Equestrian Trail Systems² in the vicinity from which the project site might be visible. However, there are more trails in the La Tuna Canyon area than are depicted on these two maps. Some are older, more informal trails, while others have been recently developed in portions of

¹ *San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan Map No. 4, Non-Public Equestrian Trails*

² *San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan Map No. 3, Official Equestrian Trail System*

the mountainous area on the south side of La Tuna Canyon that have been converted to land trust ownership. For example, La Tuna Canyon Park (a 1,100-acre park on the north slope of the Verdugo Mountains) has been acquired by the Santa Monica Mountains Conservancy and is now operated by the Mountain Recreation and Conservation Authority. Such lands are being acquired by public agencies and developed to enhance such recreational opportunities as hiking and horseback. The extent to which the project site is visible from such “other” trails depends upon such factors as the orientation of those trails, the extent of intervening terrain and vegetation and the distance separating the project site from such a trail.

Private Views of the project Site

There are numerous private locations (e.g., homes, yards and other private properties) in the surrounding area from which the project site can be viewed. These include some of the homes on the hillsides to the north and west that overlook the project site; also included in this category are some of the single-family homes on the east side of Tujunga Canyon Road. Because changes to a site’s aesthetic characteristics, as seen from private homes, only affects a small number of people, CEQA does not treat such impacts as significant effects. Therefore, aesthetic impacts to private views are not assessed in this EIR.

Regulatory Setting

San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan

The project site is also located within the area covered by the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan (“Specific Plan”), adopted December 19, 2003.

The Specific Plan covers substantial portions of the Sunland-Tujunga and Sun Valley Community Plan areas, including the entire project site. Six Scenic Highways are addressed in the Specific Plan, including two that are adjacent to the project site: Interstate 210 (Osborne Street to the City limits) and La Tuna Canyon Road (Sunland Boulevard and the City limits).

The Specific Plan is intended to preserve, protect, and enhance the unique natural and cultural resources in the plan area. To accomplish these goals, the plan establishes four general areas of regulation: (1) prominent ridgeline protection; (2) biological resource protection; (3) scenic highway corridors viewshed protection; and (4) equinekeeping district standards, equestrian trails, and domestic livestock.

Prominent Ridgeline Protection

The Specific Plan establishes measures to protect designated prominent ridgelines from grading and/or development. A Prominent Ridgeline is a ridgeline that is: (a) visible from the right-of-ways (including equestrian trails and/or sidewalks) of any one of the Scenic Highways; (b) either defines a region or is a unique and visually prominent feature of a neighborhood (as seen from the right-of-way of any one of the Scenic Highways); and (c) has significant aesthetic quality as a scenic resource. According to the Specific Plan, any area located within 60 vertical feet from any point along the crest of a Prominent Ridgeline is

considered to be a “Prominent Ridgeline Protection Area.” The Specific Plan provides that, no project may be constructed so that the highest point of the roof, structure, or parapet wall is less than 25 vertical feet from the designated Prominent Ridgeline directly above the highest point of the building or structure. Furthermore, the maximum height of any new building or structure, including additions, that is visible from the ROW of a scenic highway is 30 feet as defined in L.A.M.C. Section 12.03.

Based upon a review of Specific Plan Map No. 2, Prominent Ridgelines (see Figure IV.I-2), the two nearest designated prominent ridgelines are located on the south side of La Tuna Canyon and are separated from the project site by the I-210 Freeway. The nearest designated ridgeline on the north side of La Tuna Canyon is located more than two-thirds of a mile to the northwest and the intervening distance is largely occupied by a single-family residential community. In addition, the prominent ridgeline is separated from the intervening single-family residential community by a steep north to south trending ravine that truncates the ridge. Thus, according to City staff’s preliminary assessment, the project does not appear to fall near the ridgeline protection areas nearby. However, City staff consider Plan Specific Plan Map No. 2, Prominent Ridgelines, to be merely an approximately graphic depiction. The final determination whether the project would impact a prominent ridgeline will be made by City staff during the Project Permit Compliance Review stage by studying a topographic map for elevations as they relate to the ridgeline protection areas shown on Specific Plan Map No. 2, the proposed building heights and where the rooflines fall in relation to the relevant elevation points. The methodology for this determination is outlined in the Definitions section of the Specific Plan.

Biological Resource Protection

The Specific Plan establishes measures to protect the unique native plant communities of the area by establishing regulations to prohibit the use of invasive plant species, and to further protect oak trees. These are discussed in Section IV.D, Biological Resources.

Scenic Highway Corridors Viewshed Protection

Pursuant to the Specific Plan, a Scenic Highway Corridor consists of all sites (located in whole or in part) within 500 feet from the centerline of any Scenic Highway. The Specific Plan defines a “site” as any lot or parcel of land, or contiguous combination thereof, under the same ownership located in whole or in part within the Specific Plan area. The southern portion of the project site falls within the La Tuna Canyon/Interstate 210 Freeway Scenic Highway Corridor. The Specific Plan includes certain restrictions on development within or near Scenic Highway Corridors:

- **Building Height** – The maximum height of any new building or structure including additions, that is visible from the ROW of a scenic highway shall be 30 feet.
- **Monument Signs** – No more than one monument sign shall be permitted for each street frontage of a site; monument signs shall be either externally lit, or have individual letters/logos that are internally illuminated, individual letters/logos shall not cover more than 40 percent of each face

of a monument sign; no monument sign may exceed six feet in height above sidewalk grade or edge of roadway grade nearest the sign.

- **Landscaping** – In addition to prohibitions on the removal of oak trees, the Specific Plan also includes a list of prohibited plant materials for all new projects within the Plan area.

The Specific Plan also designates two potential Vista Points. According to the Specific Plan, a Vista Point is a publicly-owned area, which has exceptional hillside area views and is set aside for public viewing purposes and/or access to trails. As shown on Map No. 4 of the Specific Plan, one of those two potential Vista Points is located along La Tuna Canyon Road approximately two miles to the west of the project site. Due to intervening terrain, the project site is not visible from this potential Vista Point.

Equinekeeping District Standards, Equestrian Trails, and Domestic Livestock.

As shown on the Specific Plan's Map No. 3, Official Equestrian Trail System, the project site is not located in a "K" Horsekeeping District. The nearest "K" Horsekeeping District is located more than two miles to the west of the project site. As there are no official or non-public equestrian trails located on the project site or in close proximity to it, the Specific Plan's policies regarding equestrian trails do not pertain to the proposed project.

Rim of the Valley Trail Corridor

The Rim of the Valley Corridor Study was approved President Bush in May 2008 as part of the Consolidated Natural Resources Act of 2008. The Act authorizes the Secretary of the Interior to conduct studies of the Rim of the Valley and other lands and structures to determine their degree of preservation and best use. The bill authorizes the Interior Department to examine the suitability of increasing the size of the Santa Monica Mountains National Recreation Area by encompassing part or all of the corridor, which is an ecologically significant, contiguous region that includes parts of the Santa Monica, Santa Susanna, San Gabriel and Verdugo Mountains, the San Rafael Hills and adjacent connector areas to the Los Padres and San Bernardino National Forests. Some of the objectives of the study include protecting wildlife populations by preserving habitat linkages and corridors; establishing a contiguous Rim of the Valley Trail to connect communities; preserve recreational opportunities and facilitate access to open space; protect rare, threatened or endangered plant and animal species and habitats; protect historically significant landscapes, districts, sites and structures.³

Currently, there is no adopted Rim of the Valley Plan. In the Plan's absence, any further analysis would be speculative. Therefore, the Rim of the Valley Corridor is not addressed further in this EIR.

³ Source: <http://www.hometownstation.com/local-news/elsmere-runner-clarita-2008-05-09>

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the CEQA Guidelines, the project would have a significant impact on aesthetics if it would cause any of the following conditions to occur:

- A substantial adverse effect on a scenic vista.
- Substantially damages scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway,
- Substantially degrades the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Proposed Project

The proposed project would eliminate the existing golf course and driving range (with relatively high day-time aesthetic values) and in their place would build 229 detached single family homes. The homes would be relatively large (approximately 1,800 to 2,700 square feet) compared to the average small lot size (approximately 3,870 square feet); although, lot sizes would range from 2,560 to 10,720 square feet in area. The project's development footprint⁴ would cover an area of approximately 28.6 acres, which would result in a development area density of approximately 8 homes per acre (including streets and driveways).

To the extent possible, the project site plan has been designed to restrict the development disturbance area to those portions of the site that have been previously disturbed and/or have slopes gradients of less than 15 percent. Approximately 29.71 hillside acres with slope gradients greater than 15 percent would be set aside under conservation easements as open space and would be available for public dedication. The finished graded site would be terraced in a stair-stepped pattern rising toward the north from La Tuna Canyon Road. The majority of the terracing would occur in the rear yards of the lots or along streets with non-fronting lots.

The construction of the Foothill Freeway and La Tuna Canyon Road placed large quantities of fill material on the project site in the area of the current golf course. This fill material is not suitable to support the proposed homes and must be excavated and replaced. As a result, many of the existing trees in the golf course area would be eliminated. Of the 303 oak and 18 western sycamores included in the Tree Survey (see Appendix F-2), 85 oaks (28 percent of the total number on the site) and 11 western

⁴ That area consisting of the proposed improvements: homes, yards, streets, parking lots, drainage improvements, grading, and offsite improvements within public rights-of-way.

sycamores (61percent of the total number on the site) would be removed. In addition, the project development would remove 103 of the 120 mature landscape trees that are not protected by ordinance.

The grading plan's avoidance of the steeper hillsides (gradients greater than 15 percent) would partially retain the existing native vegetation on the project site. However, compliance with the Fire Department's fuel modification requirements would result in the further disturbance to 13.9 acres of the 29.71 acres of hillside native vegetation available for public dedication.

As indicated in Section II, Project Description, the City of Los Angeles is requiring the project to expand/widen La Tuna Canyon Road by about 10 to 12 feet to the north (about 45 feet total from the existing centerline). Due to La Tuna Canyon Road's elevation above the project's adjacent development area, a retaining wall along the north side of the roadway will be required to support the widened road. Use of a wall rather than grading the existing slope will reduce ground disturbance to the vicinity of the road widening. This wall will not be visible from either La Tuna Canyon Road or the Interstate 210 Freeway because the wall steps down from the roadway, rather than up. In the western portion of the project site there an area where the ground slopes up from the road. This area will also require a retaining wall to retain the soil which will be visible from both La Tuna Canyon Road and the Interstate 210 Freeway because the wall steps up, rather than down. In front of the proposed development both conditions occur, where the La Tuna Canyon Road alignment lies both above and below the proposed pad elevations. From the Preliminary Grading Plan, Figure II-5, Units 1 through 13, 169 through 175 and 185 through 188 are above La Tuna Canyon Road and Units 176 through 184 are below La Tuna Canyon.

Visual Simulations of the Proposed Project

Photo Simulations

The following analysis provides computer simulations of what the project is expected to look like after construction is completed. For each photo simulation, "before" and "after" views are presented. Figure IV.B-16 indicates the location where each of the photographs for the simulations was taken and the direction of the view. The "before" views are photographs taken in the year 2008. The first step in producing the photo simulations was the 3-dimensional computer modeling of the project's proposed grading plan. This was accomplished by overlaying the grading plan on the computer modeling of the existing site topography. Next, using global positioning satellite technology to ensure exactness of fit, the computer generated 3-dimensional grading plan was overlaid onto the "before" photographic views. This produced an accurate image of the finished graded landforms. The last steps involved adding the "skin" of native vegetation back onto the revised image, the depiction of the proposed roadways, the positioning of generic housing types on their building pads, and the addition of generic landscaping.

Since no specific architectural plans for the future homes have been prepared yet, the final images presented herein include three generic house forms derived from the project architect's Schematic Streetscene (Figure II-6). Therefore, the simulations do not depict what the actual architectural style of the homes would ultimately look like, although the massing of the homes is accurate. Also, the alignment and the elevation of the homes are accurate. The homes would be relatively large (approximately 1,800 to



Legend

 Project Site

 # View Locations:

- 1. View northeast from Foothill Freeway
- 2. View north from Foothill Freeway
- 3. View west from Tujunga

Source: Google Earth Pro, 2009.



0 100 200 300 400
Scale (Feet)

2,700 square feet) compared to the average small lot size (approximately 3,870 square feet). It should also be noted that actual lot sizes would range from 2,560 to 10,720 square feet in area.

Photo Simulation No.1

Figure IV.B-17 presents “before” and “after” views looking northeast from the Interstate 210 Freeway, designated by the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan as a scenic highway.

Existing View

This is the existing view looking northeast toward the project site from the Interstate 210 Freeway. Currently passengers traveling west and east (to a lesser extent) on the freeway have uninterrupted views of the golf course, driving range and surrounding onsite hillsides. The extent of the existing onsite tree canopy (both native and landscape trees) is prominently visible during the daytime. Unlike the view from the adjacent portion of La Tuna Canyon Road, the freeway’s elevated position permits passengers to look above the golf course to see the San Gabriel Mountains and a portion of the La Crescenta Valley in the background.

Future View

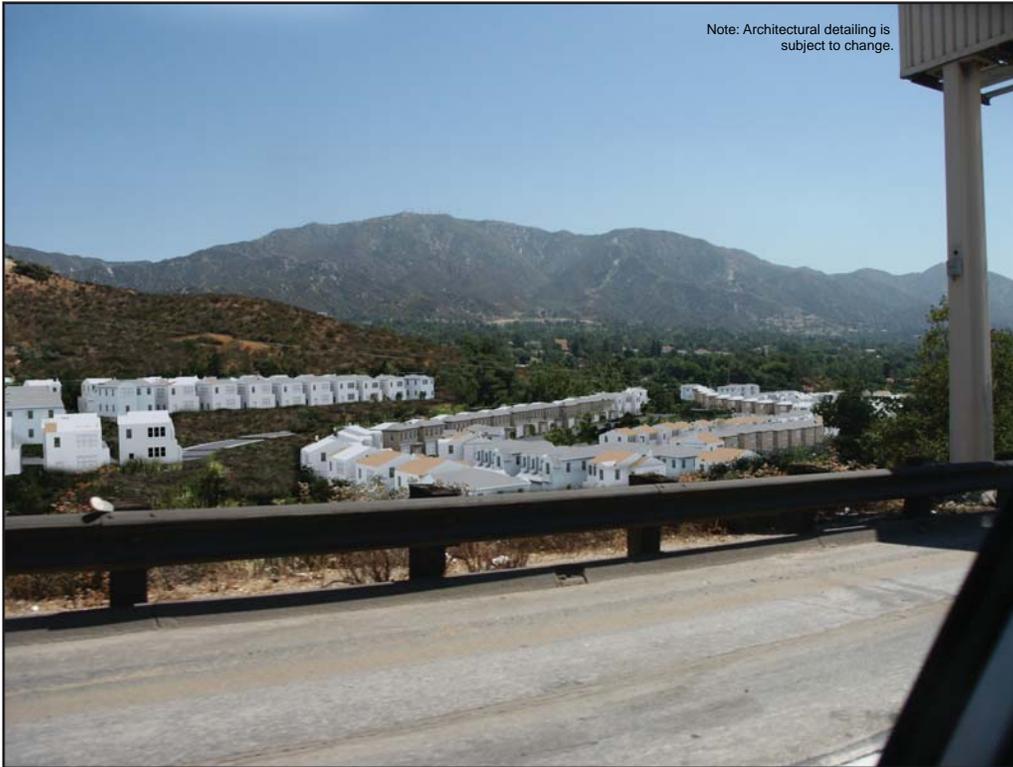
The proposed project would transform the golf course and driving range portions of the project site into a residential development of densely spaced (i.e., minimal side yards) two-story homes. The homes would be arranged in parallel rows that step-up the hillside in a series of broad terraces. With minimal front yards, there would be limited opportunities to soften this view with landscaping; nevertheless, one 15-gallon tree will be planted in front of each home (see Figure II-9). Appendix F-3 provides a potential list of trees, shrubs and groundcovers that may be used to landscape both common areas and private yards. At night, the street lighting and other sources of illumination will be prominently visible, although the existing glare from the golf course and driving range will be eliminated.

Photo Simulation No. 2

Figure IV.B-18 presents “before” and “after” views looking north from the Interstate 210 Freeway, near the western end of the proposed development area.

Existing View

From this vantage point, passengers on the Interstate 210 Freeway currently look out over the onsite tree canopy toward the descending ridgeline that visually frames this portion of the project site. Due to the large number of trees, individual features of the golf course are not clearly visible. However, as demonstrated in Figure IV.B-18, the eastern portion of the project site is more open and there is less interference to viewing the interior of the property. In this view, some of the existing offsite ridgeline development can be discerned in the left-central portion of the photograph. Also, the San Gabriel Mountains and a portion of Tujunga are visible in the background.



Note: Architectural detailing is subject to change.

View of Proposed Project.



View of Existing Project Site.

Source: Christopher A. Joseph & Associates, August 22, 2008.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-17
View Northeast from Foothill Freeway

Note: Architectural detailing is subject to change.



View of Proposed Project.



View of Existing Project Site.

Source: Christopher A. Joseph & Associates, August 22, 2008.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-18
View North from Foothill Freeway

Future View

As can be seen in this simulation, many of the existing trees that currently screen views of the project site interior would be removed to accommodate construction. Consequently, the proposed homes in this view would be prominently visible. Nevertheless, a particularly important 1.6-acre grove of oak trees, located in the southwester portion of the site, would be preserved (see Figure II-8, Open space Map). The eastern edge of this grove is partially visible in the lower left hand portion of this view. To the west of this view location, the proposed development area gives way to the undisturbed steeper hillsides of the project site (see Photographic View 10, Figure IV.B-10). To the east of this view location, interior views of the development area open up and the project becomes progressively more visible (see Photo Simulation No. 1).

Photo Simulation No. 3

Figure IV.B-19 presents “before” and “after” views looking southwest from Tujunga Canyon Road toward from a location adjacent to the proposed development area.

Existing View

Currently, occupants of vehicles and pedestrians on Tujunga Canyon Road have views looking west across the driving range toward the golf course, the onsite oak woodlands and the largely undisturbed onsite hillsides. More southerly views include the mountainous open space on the south side of the Interstate 210 freeway and the oak woodland on the south side of La Tuna Canyon Road. The quality of these views is diminished by the tall fencing surrounding the driving range and the poorly maintained concrete Verdugo Wash Channel in the foreground, immediately adjacent to Tujunga Canyon Road.

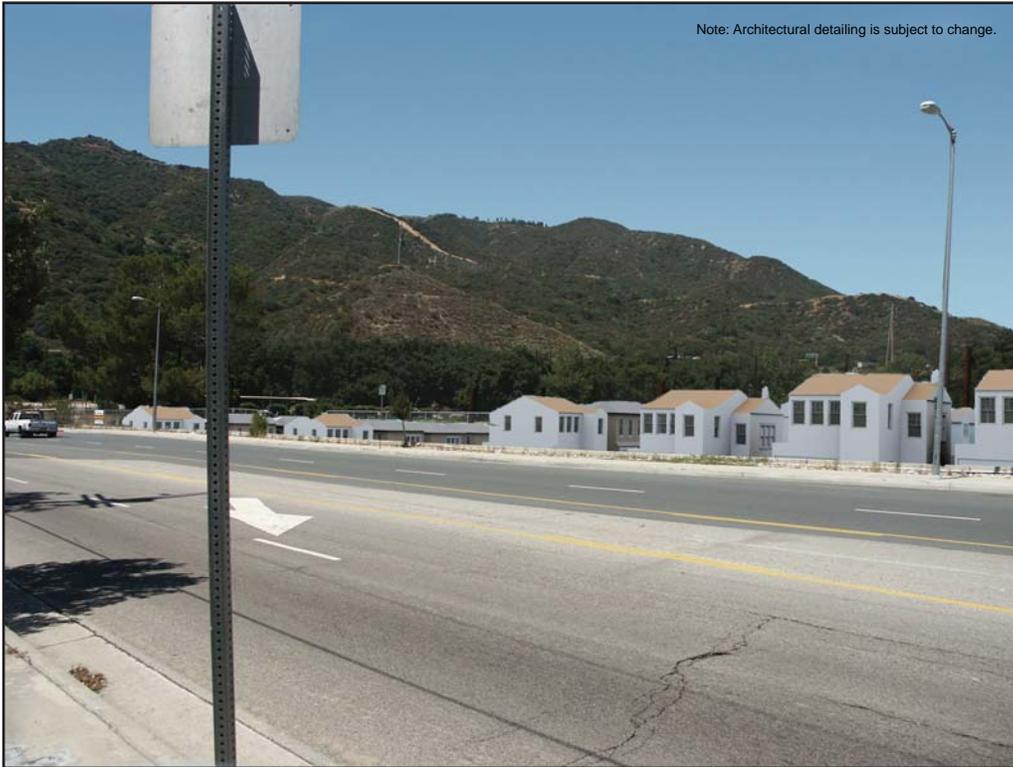
Future View

As can be seen in this simulation, existing views of the driving range, golf course and the surrounding hillsides will be replaced by views of the newly constructed homes. Due to the sloping terrain, the homes in the southern portion of the site would be partially set below the Tujunga Canyon Road street grade. Consequently, the more southerly views tend to look over the roof tops of the new homes, while the more westerly views of the surrounding hillsides and oak trees would be blocked by the homes. Unfortunately, the Verdugo Wash Channel is not a part of the project site. Consequently, this eyesore would remain even after completion of the new construction.

Project Impacts

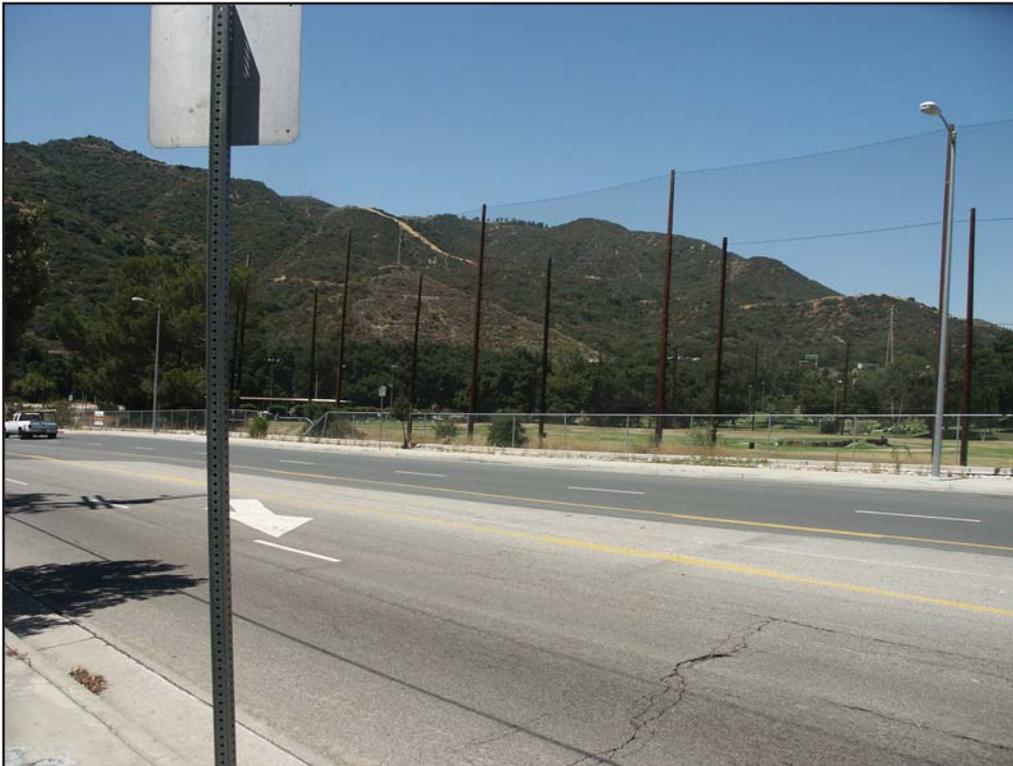
Would the project have a substantial adverse effect on a scenic vista?

The proposed project would have a substantial adverse effect on a scenic vista. The existing golf course facility is prominently visible within the scenic vistas afforded by the two adjacent scenic highways: La Tuna Canyon Road and the Interstate 210 Freeway. From both of these highways, the foreground of the scenic vistas would be changed from a landscaped, park-like setting to an urban housing development of



Note: Architectural detailing is subject to change.

View of Proposed Project.



View of Existing Project Site.

Source: Christopher A. Joseph & Associates, August 22, 2008.



parallel rows of large homes on small lots. Due to the relatively small lot sizes, there would be a minimal amount of landscaping to soften the views from the scenic highways.

Views of the Project Site from La Tuna Canyon Road

The removal of existing dense landscaping and native vegetation along the north side of La Tuna Canyon Road would open up views into the western portion of the project site. Uninterrupted vistas of urban housing would replace the current intermittent glimpses of the golf course.

Views of the Project Site from the Interstate 210 Freeway

Because of its elevated position above the golf course, the proposed housing development would be prominently visible from the Interstate 210 Freeway. Again, the first views of the site begin in the vicinity of the Honolulu Avenue westbound on-ramp and continue past the western edge of the property. Views of the golf course are more restricted for eastbound vehicles because the freeway's westbound lanes interfere with the line of site. For east bound vehicles, the first views of the golf course occur just west of the project site. The southern portion of the project site is not clearly visible from east bound vehicles; however, the higher elevations of the northern portion are clearly visible. As seen from the freeway, the glare from the night-time golf course lighting is intense and distracting.

Views of the Project Site from Tujunga Canyon Road

Tujunga Canyon Road is not a designated scenic highway although it does afford scenic vistas of the Verdugo Mountains to the south and west, and of the San Gabriel Mountains to the north and east. Because of intervening terrain and vegetation, views of the golf course/driving range are not clearly visible from southbound vehicles on Tujunga Canyon Road until they approach the project site. Views of the undeveloped northerly portion of the site located between Tujunga Canyon Road and the Verdugo Wash (proposed for the development of Lots 212 to 229) are first visible from about Fehlhaber-Houk Park. Construction of the densely spaced homes on Lots 212 to 229 would largely block northeasterly views from the adjacent stretch of Tujunga Canyon Road. The driving range and its tall chain-link fencing dominate the foreground views from Tujunga Canyon Road. The interior of the project is less distinct due to the effect of viewing it through the fencing (see Photographic View 9, Figure IV.B-9). Construction of the proposed homes on the driving range portion of the project site would partially eliminate existing views of the highly scenic oak woodlands on the project site and to the south of La Tuna Canyon Road. Views of densely spaced rows of housing would replace existing views.

Views of the Project Site from Honolulu Avenue

Views of the project site from westbound vehicles on Honolulu Avenue first occur in the vicinity of the westbound on-ramp to the Interstate 210 Freeway, approximately one-half mile east of the project site. These first views of the intersection of Honolulu/Tujunga Canyon Road/La Tuna Canyon Road are indistinct due to obstructions to the line-of-sight, but as vehicles approach the intersection the driving range fencing and the surrounding hillsides become prominent. The golf course proper is not clearly

visible from Honolulu Avenue. Views of the driving range and the surrounding hillsides would be replaced by views of rows of densely spaced housing.

Views of the Project Site from Vista Points and Equestrian/Hiking Trails

As previously discussed, the project site is not visible from the La Tuna Canyon vista point; consequently, the project would have no effect on scenic vistas from this public location. Also, there are no official or non-public equestrian trails depicted on the Specific Plan trail maps in the project vicinity; therefore, the project would have no effect on scenic vistas visible from equestrian/hiking trails depicted on those maps. However, **there** are trails on the south side of La Tuna Canyon to the west of the project site that are not shown on the Specific Plan's trail maps from which the project site may be visible. Aesthetic impacts to those trails would vary depending upon the orientation of those trails, the extent of intervening terrain and vegetation and the distance separating the project site from any such trail.

Private Views of the project Site

There are numerous private locations (e.g., homes, yards and other private properties) in the surrounding area from which the project site can be viewed. These include some of the homes on the hillsides to the north and west that overlook the project site; also included in this category are some of the single-family homes on the east side of Tujunga Canyon Road. Because changes to a site's aesthetic characteristics, as seen from private homes, only affects a small number of people, CEQA does not treat such impacts as significant effects. Therefore, aesthetic impacts to private views are not assessed in this EIR.

San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan

Prominent Ridgeline Protection

As previously discussed, the project does not appear to fall near the ridgeline protection areas nearby. Therefore, the proposed project would not appear to directly impact a prominent ridgeline and impacts are expected to be less than significant. However, the final determination whether the project would impact a prominent ridgeline will be made by City staff during the Project Permit Compliance Review stage.

Scenic Highway Corridors Viewshed Protection

The project site is located within the La Tuna Canyon/Interstate 210 Freeway Scenic Highway Corridor and therefore is subject to the Specific Plans' 30-foot height restriction. Because the maximum height of the project's proposed homes is 27 feet, the project is consistent with the applicable Scenic Highway Corridors Viewshed Protection provisions; therefore, with respect to building height restrictions, project impacts would be less than significant.

Mitigation Measure B-3 requires the project developer to prepare and implement a landscape plan. Review and approval of the landscape plan by the Department of City Planning would help to ensure the project would not include any plant materials prohibited by the Specific Plan. Similarly, review and approval of the project's monument signs by the Department of City Planning would ensure the project

signage would be consistent with the specific Plan's signage requirements. Therefore, with respect to the Specific Plan's landscaping and signage provisions, project impacts would be less than significant.

Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed project would substantially damage protected oak and sycamore trees, which are major scenic resources on the project site. Of the 303 oak and 18 western sycamores included in the Tree Survey, 85 oaks (28 percent of the total number on the site) and 11 western sycamores (61 percent of the total number on the site) would be removed. The aesthetic values of the majority of these trees are rated average to outstanding. In addition, the project development would remove 103 of the 120 mature landscape trees that are not protected by ordinance. According to the City's Protected Trees Ordinance, the protected tree mitigation measures presented in Section IV.F (Biological Resources) would be sufficient to mitigate the biological impacts caused by the loss of these trees. However, because of the very slow growth of oak trees (requiring many decades to replace mature trees), these measures would not mitigate the aesthetic impacts of the tree removals. Other than the redesign of the project, no further mitigation measures to reduce aesthetic impacts to protected trees are available. Therefore, in the absence of a project redesign, aesthetic impacts to protected trees would be significant and unavoidable.

The project site's open space is also a major scenic resource for the community which would be substantially damaged by the proposed project. First, the proposed project would eliminate the existing lushly landscaped golf course and would replace it with rows of densely situated housing. Second, while hillsides with gradients steeper than 15 percent would not be graded, a 13.9-acre swath of native habitat on the hillsides surrounding the development area would be subject to the Fire Department's fuel modification requirements, which would substantially degrade the aesthetic character of the remaining open space. Other than the redesign of the project, no further mitigation measures to reduce aesthetic impacts associated with the loss of open space as a scenic resource are available. Therefore, in the absence of a project redesign, the aesthetic impact due to the loss of open space as a scenic resource would be significant and unavoidable.

In accordance with the City's 2006 CEQA Thresholds Guidelines, a scenic resource may include "structures of architectural or historical significance or visual prominence." As a visibly prominent structure with some historical interest, the existing Verdugo Hills Golf Course sign could be considered to some a scenic resource. As such, removal of the sign could be considered an adverse impact with respect to scenic resources. Conversely, particularly for passengers on the I-210 Freeway who have no emotional connection with the golf course and its sign, its removal might well constitute an improvement in the area's scenic qualities. Therefore, in balance, the removal of the sign is considered an adverse but less-than-significant scenic resources impact.

Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The project site is situated at the eastern end of La Tuna Canyon, an area that retains a distinctive rural ambiance. Large portions of the south side of the canyon are permanently preserved as open space as are major portions of the north side. The scattered housing in the canyon tends to be on large parcels and equestrian in orientation. The elimination of the existing golf course and its replacement by rows of densely spaced housing will introduce a land use at odds with the character of La Tuna Canyon to the west of the project. The two-fold impact of the proposed project (i.e., the introduction of an urban development adjacent to a rural community and the loss of a major scenic open space resource) would substantially degrade the existing visual character of the site and would compromise the rural character of La Tuna Canyon Road. This would be a significant impact.

In contrast to the more rural character of the La Tuna Canyon area, the land to the east and north of the project site is more suburban in character, consisting largely of established single-family neighborhoods with a scattering of multi-family housing and institutional uses on Tujunga Canyon Road and Honolulu Avenue. Nevertheless, the project's construction of linear rows of new two-story homes on small lots would introduce a major new land use into the Sunland-Tujunga area. Whereas the existing single-family neighborhoods have developed unique characters that reflect the individuality of their residents, architecture and landscaping, these characteristics would be absent from the new development. This change in character, in combination with the loss of 96 protected native trees, 103 mature landscape trees their supporting open space, would substantially degrade the existing visual character or quality of the site and its surroundings. This would be a significant impact.

To the extent the project would be visible from equestrian/hiking trails in the La Tuna Canyon area, it would diminish both the experience of the trail users and scenic value of the surrounding open space. Since the project would not physically disrupt any trail, this impact is considered adverse but less than significant.

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the areas.

The proposed project would remove all of the high-intensity lighting fixtures on the project site that currently illuminate the golf course, the driving range and the associated facilities. Because this would eliminate a major source of glare visible from both the Interstate 210 Freeway and La Tuna Canyon Road, as well as from Tujunga Canyon Road, this would be a major project benefit. However, in the place of the existing lighting, the new project would introduce numerous sources of new lighting, including street lights, landscape and security lighting, window glow and vehicle headlights. Thus, the project has the potential to create new light trespass,⁵ light pollution⁶ and glare.⁷

⁵ Light trespass occurs when unwanted light falls beyond the boundary of the area intended to be illuminated.

Street lighting, in particular, has the potential to be a new source of substantial light or glare which could adversely affect nighttime views in the areas. For example, the project's preliminary lighting plan (see Figures IV.B-20A, IV.B-20B and IV.B-20C; also see Appendix D) proposes to use 165-watt street lights mounted on 20-foot tall poles with staggered spacing on both sides of the roads. Additional pole mounted lighting would be provided in the communal parking areas scattered about the development area. If not properly shielded and directed, this lighting could: (1) spill over onto on-site open space areas and adjacent properties, resulting in impacts to nocturnal wildlife; (2) contribute to sky glow, resulting in further loss of night sky visibility and cumulative impacts to the Mt. Wilson observatories; and (3) cause new glare that could contribute to hazardous driving conditions on La Tuna Canyon and Tujunga Canyon Roads. These potentially significant impacts would be reduced to less-than-significant levels by the implementation of Mitigation Measures B-8 through B-15.

CUMULATIVE IMPACTS

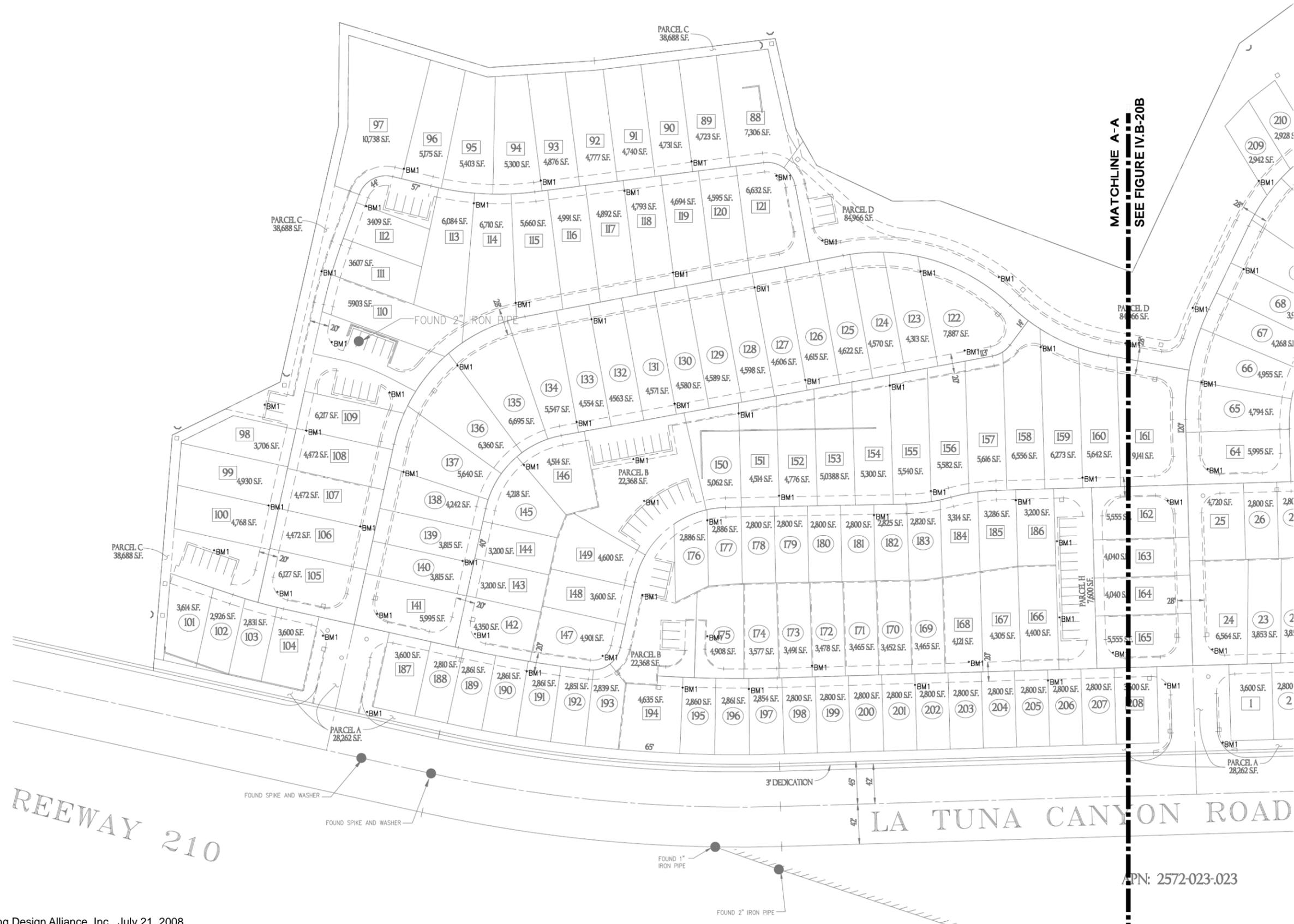
There is only one related project close enough to the project site to have a direct cumulative visual quality impact at the project site. That is Related Project No. 5, the development of 25 condominium dwelling units on the east side of Tujunga Canyon Road across the street from the proposed project. The effect of the proposed project combined with Related Project No. 5 would be further landform alteration, loss of scenic resources, and further urbanization of the Interstate 210 freeway scenic corridor. However, there are two other projects which, although not simultaneously visible with the proposed project, would also contribute to cumulative aesthetic impacts in the La Tuna Canyon/Verdugo Mountains area. These are the Canyon Hills project (Related Project No. 3), the proposed development of 221 single-family homes, and Related Project No. 26, which would construct an additional 10 single-family homes, both located to the west of the proposed project. These projects would combine with the proposed project to create substantial adverse effects on scenic vistas as viewed from designated scenic highways (the Interstate 210 Freeway and La Tuna Canyon Road); substantially damage scenic resources (e.g., protected native trees, open space and hillsides); and substantially degrade the existing visual character or quality of the site (i.e., loss of open space and intensification of residential densities). These cumulative impacts are considered significant and the proposed project's incremental contribution to these significant cumulative impacts would be considerable.

MITIGATION MEASURES

Implementation of the following mitigation measures would help to reduce impacts to scenic vistas, scenic resources and visual character and quality of the site and surrounding area. However, in the

⁶ *Light pollution occurs when unnecessary light is directed upward toward the sk. Large amounts of light pollution can create "sky glow" in urban areas. Although sky glow is not harmful, it does deprive residents of the opportunity to star gaze and can be a major concern in areas near astronomical observatories.*

⁷ *Glare is caused by high contrast or a non-uniform distribution of luminance in the field of view. Glare can be discomforting and extreme glare can result in a loss of visibility.*



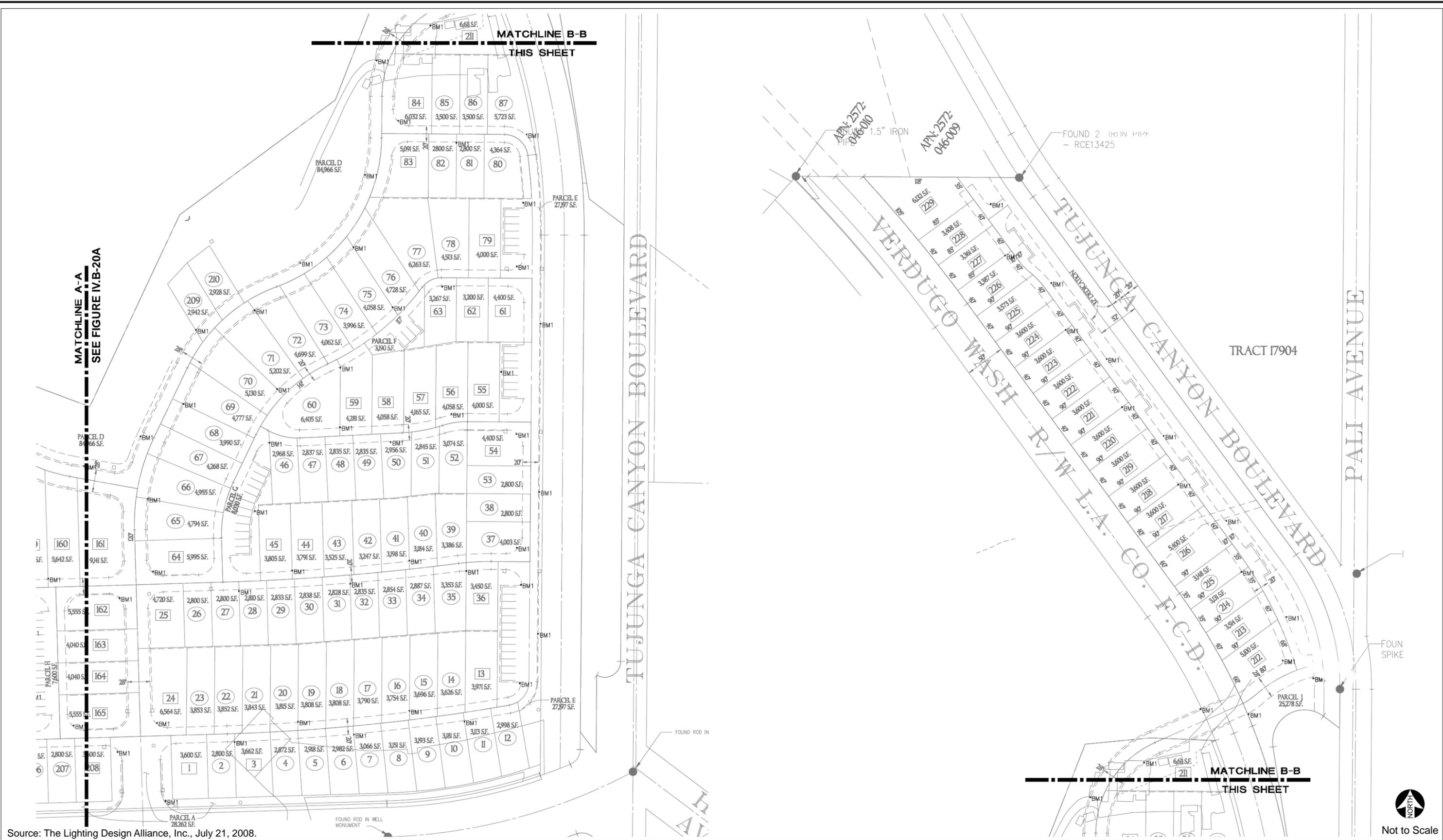
MATCHLINE A-A
SEE FIGURE IV.B-20B

APN: 2572-023-023



Not to Scale

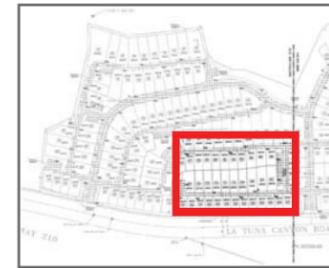
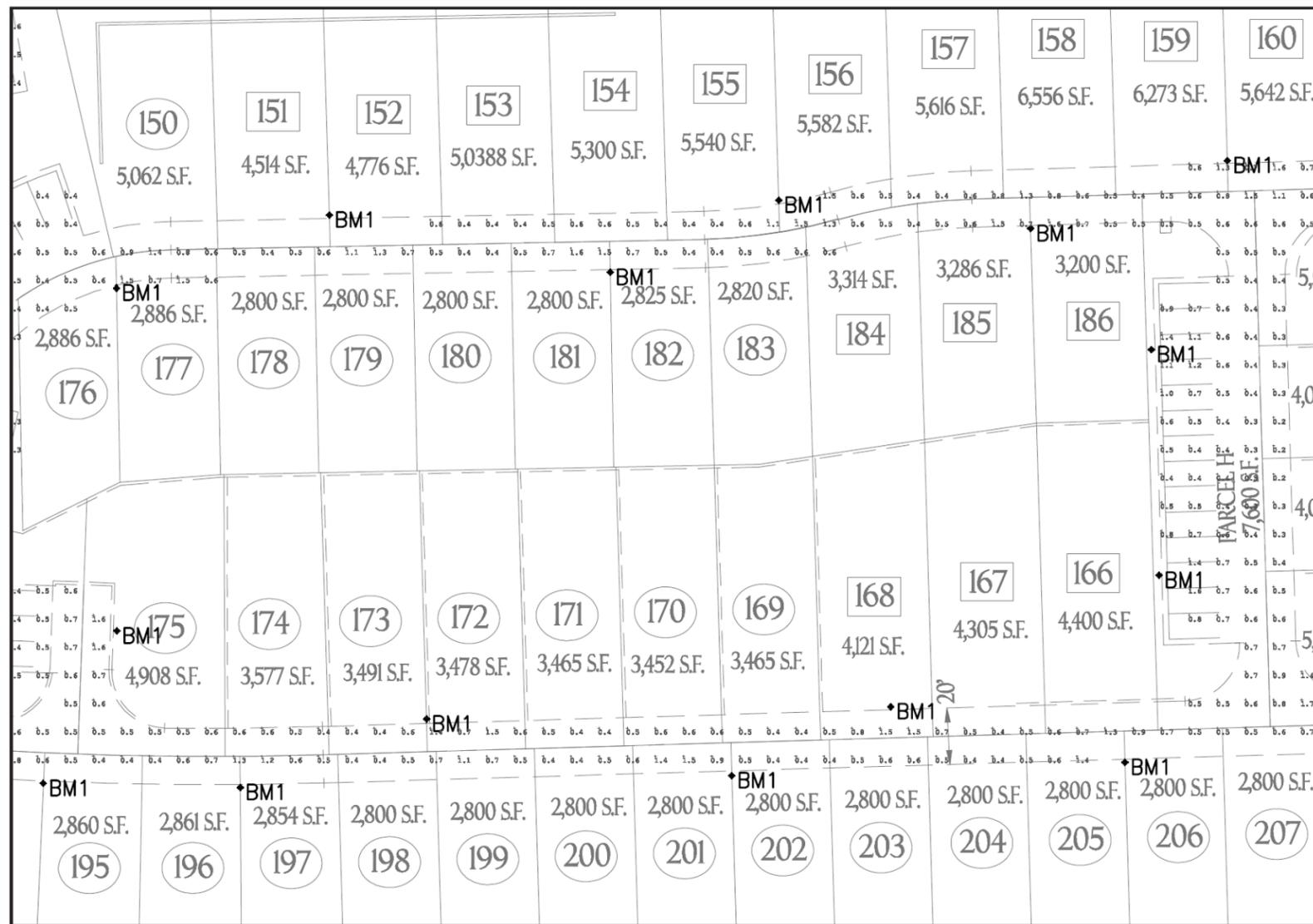
Source: The Lighting Design Alliance, Inc., July 21, 2008.



Source: The Lighting Design Alliance, Inc., July 21, 2008.



Not to Scale



Enlarged plan (right) shows illuminance levels on the roadway.

1. Full Cutoff Fixture

The Eurotech by Phoenix Lighting meets IES requirements as a dark sky friendly full cut off fixture. Figure 1 shows the lighting distribution. The red lines show a plan view the distribution. The blue lines show a sectional cut through the fixture and it shows that no light is being emitted above 90 degrees.

2. Limiting Trespass and Light Pollution.

Because the fixture is full cutoff, the light from the fixture is being used to illuminate the ground below. There is no light spill directly into the sky which eliminates the majority of the light pollution. The sectional lines in Figure 1 also show that the light is going down and therefore isn't being thrown into unit windows.

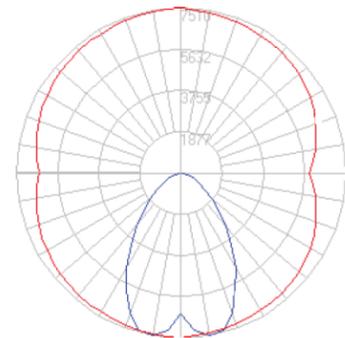
3. Glare Control

Being a full cutoff fixture also helps with glare reduction. Since the lamp is not protruding out from the fixture, the viewing angle of the lamp is decreased. With the viewing angle of the lamp down, the amount of glare is also decreased.

4. Recommended Illuminance Levels

The lighting design meets all of the IES recommended illuminance levels and uniformity ratios. The table below is a comparison between the recommended IES light levels and the light levels produced from the lighting analysis.

Figure 1: Red lines represent plan view of lighting distribution, blue lines represent the lighting distribution on a sectional cut through the center of the fixture



1 x HPS 150w ED17
lumen output: 16,000
note: tested without decorative rings

Figure 1



	IES Recommendations	Design
Average Illuminance	0.3 - 0.6 footcandles	0.6 footcandles
Minimum Illuminance	0.05 footcandles	0.1 footcandles
Uniformity Ratio (AVE/MIN)	6 to 1	6 to 1

Source: The Lighting Design Alliance, Inc., July 21, 2008.



Not to Scale

absence of a project redesign, these measures would not be sufficient to reduce these impacts to less than significant levels.

- B-1** All structures on the project site shall comply with the applicable requirements of the Draft San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan.
- B-2** All fences, gates and walls visible from Interstate 210 or La Tuna Canyon Road shall be constructed of one or more of the following materials: rough-cut, unfinished wood; native-type stone; split-face concrete bloc; textured plaster surface walls; black or dark green chain link; wrought-iron in combination with small-gauge tubular steel posts (tubing posts not to exceed 1½” square in dimension).
- B-3** The project developer shall prepare and implement a landscape plan that provides planting and maintenance guidance for common landscaped areas and manufactured slopes. The project developer shall be responsible for the plan's implementation until such time as a homeowners' association assumes responsibility for landscape maintenance. The landscape plan shall be subject to the review and approval by the Department of City Planning prior to issuance of any grading permit. To ensure its implementation, the landscape plan shall be incorporated into the project's CC&Rs. Major features of the landscape plan shall include:
- A listing of plant species appropriate for use for both temporary slope stabilization purposes and long-term landscaping designs for common areas. The plan shall emphasize the use of drought-tolerant, fire retardant, native plant species. Only non-invasive plant species shall be included in the listing of acceptable non-native planting materials. In addition, wherever practical, plants which are relatively pest resistant and which require a minimum of added nutrients shall be utilized in landscaping.
 - Retention of a landscape contractor thoroughly familiar with the provisions of the landscape plan, by the project's homeowners' association, for ongoing implementation of the Landscape Plan.
- B-4** All utilities installed in connection with the development of the new subdivision shall be placed underground.
- B-5** All roofs visible from Interstate 210 and La Tuna Canyon Road shall be surfaced with non-glare materials and no equipment shall be placed thereon. This provision shall not apply to solar energy devices and satellite dishes.
- B-6** Where feasible, drainage devices (terrace drains, benches and intervening terraces) visible from surrounding areas shall be bermed and placed in swales.
- B-7** Concrete drains and all other drainage devices shall be tinted with an appropriate earth tone to effectively conceal them from surrounding views.

Implementation of the following mitigation measures would reduce potentially significant night lighting impacts to less-than-significant levels.

- B-8** All outdoor light fixtures shall limit light trespass and glare through the use of shielding and directional lighting methods, including, but not limited to, fixture location and height.
- B-9** In general, exterior lighting pole heights shall not exceed approximately fifteen (15) feet in height.
- B-10** Outdoor light fixtures used to illuminate landscaping, flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a very narrow cone of light for the purpose of confining the light to the object of interest and minimize spill-light and glare.
- B-11** All exterior lights and illuminated signs shall be designed, located, installed and directed in such a manner as to prevent unwanted light at the property lines and glare at any location on or off the property. No permanently installed lighting shall blink or flash. All lighting fixtures shall be appropriate in scale, intensity, and height to the architectural design values and building uses proposed.
- B-12** Landscaping shall be provided in areas where plantings can reduce visible glare and enhance natural surroundings.
- B-13** Lighting fixtures located along La Tuna Canyon Road and Tujunga Canyon Road and all interior project streets shall be fitted with glare shields or be cut-off type fixtures.
- B-14** Lighting fixtures intended for security purposes shall be equipped with motion sensors.
- B-15** There shall be no night illumination of open space proposed to be preserved by conservation easements.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts with respect to scenic vistas, scenic resources, and existing visual character would remain significant following implementation of the recommended mitigation measures.