Appendix A.1 Responses Received and Scoping Meeting Sign In

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

May 10, 2013

Ms. Emily Dwyer
City of Los Angeles Department of Regional Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012
E-mail: emily.dwyer@lacity.org

Subject: Notice of Preparation for an Environment Impact Report for Harvard-Westlake Parking Improvement Plan Project, City of Los Angeles, Los Angeles County

Dear Ms. Dwyer:

The Department of Fish and Wildlife (Department) has received the Notice of Preparation for the Draft Environmental Impact Report (DEIR) for the proposed implementation of the Harvard-Westlake Parking Improvement Plan (project). The project is located at 3700-3701 North Coldwater Canyon Avenue approximately one-third of a mile south of Ventura Boulevard and 1.3 miles north of Mulholland Drive in the Studio City community of the City of Los Angeles. The Project will include construction of a parking structure on a vacant 5.5 acre location surrounded by the Harvard-Westlake School, residential uses, and undeveloped lands within the Santa Monica Mountains.

The project will result in the removal of 104 oak and walnut trees protected by Los Angeles City ordinance and encroachment on 26 additional protected trees.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the City of Los Angeles to minimize impacts to fish and wildlife resources with a focus on these stressors. Please let Department staff know if you would like a copy of the California Wildlife Action Plan to review.

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code (Fish & G. Code, §§ 711.7, subd. (a), 1802.). The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA) (See generally Pub. Resources Code, §§ 21070; 21080.4.). Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the project under CEQA (*Id.*, § 21069.).

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the DEIR:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats including:

   a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities (See Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities at: http://www.dfg.ca.gov/habcon/plant/.)

   b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use within the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.

   c. Endangered, rare, and threatened species to address should include all those species which meet the related definition under the CEQA Guidelines (See Cal. Code Regs., tit. 14, § 15380.).

   d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 (www.dfg.ca.gov/biogeodata) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.

   a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

   b. Project impacts including deposition of debris should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration and pest management.

   c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.

e. Impacts from project activities (including but not limited to, staging and disturbances to native and non-native vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1 – September 1 (January 1st to June 30th for raptors) to avoid take of birds or their eggs. If project activities cannot avoid the avian breeding season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department generally recommends a minimum 300 foot nest avoidance buffer or 500 feet for all raptor nests).

f. Impacts from project activities that will result in disturbances to habitat that may provide maternity roosts for bats (e.g., tree cavities, under loose bark, buildings), should occur outside of the bat breeding season which generally runs from March 1-August 31. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment, (Fish and Game Code Section 4150, California Code of Regulations, Section 251.1). Several bat species are also considered special status species and meet the CEQA definition of rare, threatened or endangered species (CEQA Guidelines 15065).

g. Proposed impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, and walnut woodlands should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

   a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.

   b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts.

c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

4. Take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085.). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under the CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP. For these reasons, the following information is requested:

   a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.

5. The Department opposes the elimination of watercourses (including concrete channels, blue-line streams and other watercourses not designated as blue-line streams on USGS maps) and/or the channelization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage.

   a. The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to

include this analysis in the project's environmental impact report could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project.

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

Sincerely,

Betty J Courtney

Betty Courtney
Environmental Program Manager
South Coast Region

ec: State Clearinghouse, Sacramento
Ms. Erinn Wilson, CDFW, Los Alamitos
Mr. Dan Blankenship, CDFW, Santa Clarita
Mr. Scott Harris, CDFW, Pasadena

Edmund G. Brown, Jr., *Governor*

STATE OF CALIFORNIA

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
(916) 657-5390 - FAX

April 24, 2013

Ms. Emily Dwyer, Project Planner
City of Los Angeles City Planning Department
200 North Spring Street, Room 750
Los Angeles, CA 90012

RE: SCH# 2013041033 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **Harvard-Westlake Parking Improvement Plan;** located in the Westlake area; San Fernando Valley; Los Angeles County, California.

Dear Ms. Dwyer:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resources, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.
Contact has been made to the Native American Heritage Commission for :a Sacred Lands File Check. A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine

if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

Native American Contacts
Los Angeles County
April 24, 2013

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
805 492-7255
(805) 558-1154 - cell

Chumash
Tataviam
Ferrnandeño

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
1019 - 2nd Street, Suite #1
San Fernando CA 91340
rortega@tataviam-nsn.gov
(818) 837-0794 Office

(818) 837-0796 Fax

Fernandeno
Tataviam

Randy Guzman - Folkes
6471 Cornell Circle
Moorpark , CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address

,

tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013041033; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Harvard-Westlake Parking Improvement Plan; located in the San Fernando Valley; Los Angeles County, California.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

May 10, 2013

Emily Dwyer
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Notice of Preparation of a CEQA Document for the
Harvard-Westlake Parking Improvement Plan Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: http://www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead

agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

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

IM
LAC130412-05
Control Number

SANTA MONICA MOUNTAINS CONSERVANCY
RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207
WWW.SMMC.CA.GOV

September 23, 2013

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

Harvard-Westlake Parking Improvement Plan
Notice of Preparation Comments
ENV-2013-1950-EAF

Dear Ms. Dwyer:

Santa Monica Mountains Conservancy offers the following comments on the Harvard-Westlake School parking structure project proposed next to Mountains Recreation and Conservation Authority (MRCA) open space.

The proposed parking structure and bridge is totally incongruous with the subject land and with the Santa Monica Mountains terrain. The proposed structure would adversely alter the feel and appearance of a primary gateway to the Santa Monica Mountains from the San Fernando Valley. Our review of other commentors letters reveals multiple potential alternative projects within the campus ownership to increase parking, to avoid the loss of over a hundred protected native trees, and to truck over 125,000 cubic yards of dirt 35 miles to a landfill in the San Gabriel Mountains. Rarely are big hillside excavations as surgical and tidy as proposed on paper including in Environmental Impact Reports.

The Initial Study does not make even a moderately strong case for either the need for more parking or playing field space. There must be other factors driving the need to locate and construct such a massive structure across the street from the school. We urge the City and the school to look at numerous project alternatives that make use of the subject parcel employing low, stair-stepped buildings with some subterranean parking. A project should work with the subject land the surrounding lands and not be antithetical to them.

Employee housing, temporary bus parking, and administrative offices are uses that do not need frequent crossings of Coldwater Canyon Avenue. Tall campus buildings (including parking structures) should not sit at the foot of the mountains on the west side of Coldwater Canyon Drive. Any building site within the campus east of Coldwater Canyon Ms. Emily

Avenue would have substantially less visual and ecological impacts. The proposed 13-foot-wide bridge could then be eliminated. The school has an existing traffic light at the location. The light timing and cross walk features could be maximized for a safe, high quality crossing.

The loss (including temporary and indirect impacts) of an acre of oak-walnut woodland connected to core habitat in the eastern Santa Monica Mountains is an unavoidable significant adverse biological impact It has been over 28 years since any project in the Santa Monica Mountains east of the 405 freeway has successfully resulted in the elimination of that much north slope woodland. The environmental document must address the rarity of California black walnut woodland and how unique the community is above Studio City westward to Sherman Oaks.

The direct, and long-term in direct, adverse biological impacts of the structure would extend many feet beyond the back retaining walls that define its structural footprint. Some perimeter brush clearance would be required, and a perimeter band of new irrigated landscaping is shown on the plans. Because of a broad, deep cut into bedrock around the structure, the subsurface hydrological regime that sustains the surrounding woodland would suffer difficult-to-assess, adverse biological impacts that could take years to be noticeable.

In addition, the remoteness value of surrounding habitat on both MRCA land and school land for human-intolerant mammal and bird species would permanently decline. The ripple effect of habitat degradation impacts would pulse outwards from the proposed structure. As proposed, the project's in direct ecological impacts would contact the brush clearance disturbance zones of the houses over the ridgeline to the west. The result would be a multi-acre disturbance zone at the northern end of a large habitat block that is accessible to every animal species that inhabits the Santa Monica Mountains east of the 405 freeway.

A much reduced project footprint-such as with half the depth and three-quarters the proposed length—would pull the majority of the project into pre-disturbed habitat and not result in unavoidable significant adverse ecological impacts.

Some alternatives considered in the Environmental Impact Report, should include the permanent deed restricting of all the remaining school-owned open space surrounding the proposed development area as a mitigation measure. That would preclude any future habitat impacts or wildlife movement blocking fencing. Conservation easements are a superior protection mechanism to deed restrictions if they can be obtained from the applicant.

Because the proposed project would result in unavoidable significant adverse biological and visual impacts, the City must adopt a statement of overriding considerations to approve the project. Without a well demonstrated need for so much additional parking on the campus, the Conservancy does not see how the City can make those findings for a private institution. We believe that an alternatives analysis and constraints analysis that puts all of the campus ownership into play can produce a reduced scope development located west of Coldwater Canyon Avenue that protects sensitive habitat and an important frequently viewed viewshed.

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

Sincerely,

IRMA MUÑOZ
Chairperson

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

May 3, 2013

Ms. Emily Dwyer
City of Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Dear Ms. Dwyer:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the proposed Harvard-Westlake Parking Improvement Plan Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic);
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections;
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour; and
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-2836 or by email at hartwells@metro.net. Please send the Draft EIR to the following address:

MTA CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Scott Hartwell

Sincerely,

Scott Hartwell
CEQA Review Coordinator, Long Range Planning

Attachment

APPENDIX

D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ❑ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- ❑ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- ❑ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- ❑ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- ❑ The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- ❑ The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ❑ Evidence that affected transit operators received the Notice of Preparation.
- ❑ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ❑ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ❑ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - ➢ Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - ➢ For each time period, multiply the result by one of the following factors:

    3.5% of Total Person Trips Generated for most cases, except:

    10% primarily Residential within 1/4 mile of a CMP transit center
    15% primarily Commercial within 1/4 mile of a CMP transit center
    7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
    9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
    5% primarily Residential within 1/4 mile of a CMP transit corridor
    7% primarily Commercial within 1/4 mile of a CMP transit corridor
    0% if no fixed route transit services operate within one mile of the project

  To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification.* For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ❑ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3700-3701 Coldwater Canyon Avenue
DOT Case No. SFV-11-072

Date: April 30, 2013

To: Nicholas Hendricks, City Planner
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED HARVARD-WESTLAKE SCHOOL PARKING IMPROVEMENT PLAN AT 3701 COLDWATER CANYON AVENUE**

The Department of Transportation (DOT) has completed the traffic impact assessment for the proposed Harvard-Westlake School Parking Improvement Plan located at 3701 Coldwater Canyon Avenue in the Studio City area of the City of Los Angeles. This traffic assessment is based on a traffic study prepared by Linscott Law & Greenspan Engineers on October 30, 2012. DOT has determined that the traffic study adequately describes all projected transportation impacts associated with the construction of the proposed development that fall within the City of Los Angeles.

DISCUSSION AND FINDINGS

The proposed project consists of a new three-story parking structure consisting of 750 parking spaces, a rooftop athletic practice field and a pedestrian bridge for the existing Harvard-Westlake School Campus located at 3700 Coldwater Canyon Avenue. This new bridge will connect the existing school campus to the proposed parking structure. Currently the school has a total of 568 parking spaces.

No increase in student enrollment, faculty, staff or guests for the Harvard-Westlake campus is being proposed as part of this project. The project does not propose to increase the number of athletic and school events that may generate vehicular trips for the Harvard-Westlake campus either. Therefore, the operational traffic generated by Harvard-Westlake will not change as a result of the project. However, DOT has analyzed the construction impacts of the project.

Any proposed increases in student enrollment, faculty, staff, guests, athletic events, or school events would require further analysis. DOT does not typically comment on construction related project impacts since they are considered temporarily impacts. During construction the proposed project will generate 13 AM Peak hour trips and 13 PM Peak hour trips as shown in Table 1 below. The build-out year for the project is expected to be in the year 2016.

Table 1: Project Construction Trip Generation Estimates

Phase	Daily Trips	AM Peak Hour Trips IN	AM Peak Hour Trips OUT	AM Peak Hour Trips TOTAL	PM Peak Hour Trips IN	PM Peak Hour Trips OUT	PM Peak Hour Trips TOTAL
Export Phase							
Construction Workers	40	2	0	2	0	2	2
Trucks	100	5	5	10	5	5	10
PCE (2.0)	200	10	10	20	10	10	20
Construction Phase							
Construction Workers	90	5	0	5	0	5	5
Trucks	44	2	2	4	2	2	4
PCE (2.0)	88	4	4	8	4	4	8
Phase Subtotal (PCE Adjusted)	**178**	**9**	**4**	**13**	**4**	**9**	**13**

The traffic study reviewed five intersections for traffic impacts during construction. DOT's policy on significant transportation impact thresholds is summarized in Table 2 below. DOT has concluded that the proposed project will not produce a significant transportation impact at any of the studied intersections during construction. These findings are summarized in Table 3, which shows the existing, projected, and project-related volume-to-capacity ratios and levels of service at the study intersections.

Table 2: Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Volume to Capacity Ratio (*V/C*), including Project	Project-Related Increase in *V/C*
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E and F	≥ 0.901	≥ 0.010

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval:

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's East Valley District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedications and Improvements

Coldwater Canyon Avenue is designated as a Secondary Highway in the Street and Highways Element of the City's General Plan. The standard cross-section for a Secondary Street is a 35-foot half roadway on a 45-foot half right-of-way. Currently, Coldwater Canyon Avenue consists of a 24-foot half roadway and a 30-foot half-right-of-way along the west side of Coldwater Canyon Avenue. Therefore, an 11-foot widening, a 15-foot dedication and a 10-foot sidewalk are required along the entire project frontage to bring the roadway up to the standard required by the General Plan.

The applicant should contact the Bureau of Engineering (BOE) to determine the exact dedication and widening standards that are applicable, and to ensure full compliance with these requirements, along with any other required improvements specified by the Los Angeles Municipal Code (LAMC) and City ordinances. Any street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 202-3488, before the issuance of any building permit for this project.

Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

In addition to the above highway widening and dedication, the school has offered to provide the following voluntary roadway striping improvement:

Add a second southbound lane on Coldwater Canyon Avenue from Ventura Boulevard to the northerly edge of the school. By restricting street parking between 7-10AM on Coldwater Canyon Avenue between Ventura Boulevard and Van Noord Avenue, the southbound curb lane would be available as a second through lane connecting with the two southbound lanes proposed at the project site. This voluntary improvement is not required to be implemented as part of this project. DOT's East Valley District Office has reviewed the proposed improvement and has initially concluded that some widening would be required in order to provide two southbound lanes but keeping the parking lane. Parking restrictions during morning peak hours is not a viable option. A full size plan must be submitted to Mike Naini from DOT's B-Permit Section, (213) 928-9668 for further review and approval.

C. Site Access and Internal Circulation

Vehicular access to the existing campus is presently provided via three driveways on the east side of Coldwater Canyon Avenue. The middle driveway is considered the main driveway and it is currently signalized. Vehicular access to the proposed parking structure will be provided via two driveways on the west side of Coldwater Canyon Avenue. The proposed parking improvement plan includes the relocation of the existing main entrance approximately 37 feet south of its current location. This new driveway will be controlled by a new traffic signal with protective only phasing for both northbound and southbound directions as recommended by DOT's East Valley District Office.

This determination does not constitute final DOT approval of the project's driveways, internal circulation, and parking scheme per LAMC Section 12.21. All loading/unloading of students shall be accomplished on site and shown clearly on a site plan. The applicant should ensure that final site access plans conform to DOT's criteria for driveway designs as published in DOT Manual of Policies and Procedures, Section 321.

DOT CLEARANCE GUIDELINES

Final DOT approval is normally required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan, verification that all enumerated conditions of approval are satisfied, guaranteed or not applicable, and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety.

Pursuant to City Ordinance 180542, effective March 27, 2009, application fees are required for all DOT-related condition clearances and permit issuance activities for private development projects within the city, and must be received by DOT prior to the issuance of any approval, clearance or sign-off. A copy of this ordinance is available upon request.

If you have any questions, you may contact me or Vicente Cordero of my staff at 818-374-4697.

c: Fourth Council District
Brian Gallagher, DOT East Valley District
John Varghese, DOT Signal Design
Mike Naini, B-Permit Section
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development
David S. Shender, P.E., Linscott, Law & Greenspan, Engineers

Table 3: Summary of Volume to Capacity Ratios (v/c) and Levels of Service (LOS)

Harvard-Westlake School, Parking Improvement Plan
3701 Coldwater Canyon Avenue

Intersection	Peak Hour	Year 2012 Existing		Year 2016 without Project		Year 2016 with Project		Project Impact
		v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c
Coldwater Cyn. Av/ US 101 NB Ramps	AM	0.504	A	0.589	A	0.592	A	0.003
	PM	0.492	A	0.552	A	0.554	A	0.002
Coldwater Cyn. Av/ US 101 SB Ramps	AM	0.562	A	0.628	B	0.635	B	0.007
	PM	0.576	A	0.645	B	0.648	B	0.003
Coldwater Cyn. Av/ Moorpark St.	AM	0.689	B	0.767	C	0.770	C	0.003
	PM	0.880	D	0.982	E	0.986	E	0.004
Coldwater Cyn. Av/ Ventura Bl.	AM	0.776	C	0.874	D	0.878	D	0.004
	PM	0.877	D	0.984	E	0.988	E	0.004
Coldwater Cyn. Av/ Harvard-Westlake Dwy	AM	0.761	C	0.863	D	0.851	D	0.015
	PM	0.951	E	1.040	F	1.048	F	0.008

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

April 23, 2013

To: Michael J. LoGrande, Director of Planning
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Attention: Emily Dwyer, Environmental Review Coordinator

From: Fire Department

Subject: **HARVARD-WESTLAKE PARKING IMPROVEMENT PLAN PROJECT (REVISED) ENV 2013-0150-EIR**

PROJECT LOCATION

Assessor's Parcel Numbers: 2385-018-001, 2385-018-002, 2385-018-003, 2385-018-001, 2384-007-005, 2384-017-045, and 2384-017-047.
3700 – 3701 N. Coldwater Canyon Avenue, Studio City, California 91604

PROJECT DESCRIPTION

Harvard-Westlake School (the "Project Applicant") is proposing the Harvard-Westlake Parking Improvement Plan that consists of improvements to its property located at 3700 – 3701 N. Coldwater Canyon Avenue (the "Project Site"). The Project Site is located approximately one-third of a mile south of Ventura Boulevard and 1.3 miles north of Mulholland Drive in the Studio City community of the City of Los Angeles. The existing Harvard-Westlake campus is approximately 23.5 acres, comprised of the approximately 18-acre main portion of the campus, located at 3700 Coldwater Canyon Avenue to the west, and Hacienda Drive to the south; and an approximately 5.5-acre irregularly shaped portion of the Campus located on the west side of Coldwater Canyon Avenue (the "Development Site").

The Project involves the construction of a new parking structure on the Development Site, along with other related improvements. The parking structure is intended to accommodate Harvard-Westlake's existing parking needs, and to relocated vehicles that currently park off-campus and within the surrounding areas to on-campus parking facilities.

The proposed parking structure would be used for parking purposes only, with no student drop-off and pick-up operations permitted on the Development Site. All student drop-offs and pick-ups would continue to be accommodated on the main portion of the Harvard-Westlake Campus, although in a slightly modified configuration to allow for a safer and more efficient operation for motorists and pedestrians.

The parking structure would contain 750 parking spaces, located within a 45-froot tall (755 feet above mean sea level [AMSL] building with three levels of parking, and a rooftop athletic field. The parking structure would include an approximately 2,582 square foot facilities building at the north end of the athletic field as well as a 32-foot tall protective fence and netting around and above the field, for an overall height of approximately 77 feet (787 feet AMSL). In addition, approximately 14 light poles would extend to a height of five to seven feet above the top of the fence. Two retaining walls are also proposed on the Development Site. The primary retaining wall would be located on the north, west and south sides of the parking structure. The second retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue.

The Project proposes traffic and circulation improvements to Coldwater Canyon Avenue in the vicinity of the Project Site. The proposed improvements include the addition of one southbound through lane along the Development Site's frontage, resulting in one northbound through lane and two southbound through lanes on Coldwater Canyon Avenue.

The Project includes a pedestrian bridge crossing Coldwater Canyon Avenue, connecting the parking structure to the main portion of the Harvard-Westlake campus. The proposed pedestrian ridge would allow for safe crossing between the parking structure and the Harvard-Westlake campus without stopping vehicles traveling north and south along Coldwater Canyon Avenue; no pedestrian access to the Development Site would be from the street. The pedestrian bridge would reach a height of approximately 41 feet (751 feet AMSL, the bridge would be approximately 18 feet as measured from the bottom of the bridge to the top of the bridge). The height of the top of the elevator on either end of the bridge would be approximately 65 feet (775 feet AMSL) on the west side and 46 feet (756 feet AMSL) on the east side. The bridge would be 163 feet long and 13 feet wide and would provide a minimum clearance of approximately 24 feet above Coldwater Canyon Avenue. Pedestrians would be able to access the Harvard-Westlake campus from the parking structure, and vice versa, only via the proposed pedestrian bridge crossing Coldwater Canyon Avenue.

As part of the Project, the existing Harvard-Westlake main entrance driveway would be relocated slightly to the south along Coldwater Canyon Avenue in order to align with the proposed northerly driveway of the parking structure, resulting in the loss of 89 parking spaces. A school bus pick-up/drop-off zone would be relocated from Coldwater Canyon Avenue to the southern parking lot of the Harvard-Westlake campus, resulting in the elimination of the use of approximately 103 parking spaces (however, these 103 parking spaces would remain as overflow parking, as needed, for special events). Through the reconfiguration of the existing main entrance driveway and the relocation of the school bus pick-up/drop-off zone onto the campus, a total of 376 surface parking spaces would remain on the main portion of the Harvard-Westlake campus. With the development of the 750-space Parking Structure and the 376 remaining parking spaces, a total of 1,126 parking spaces (with an additional 103 spaces available as needed) would be provided for the Harvard-Westlake campus

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 4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 4,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

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.

All water systems and roadways are to be improved to the satisfaction of the Fire Department prior to the issuance of any building permits.

A valid Division 5 Fire Department permit is required prior to installation for all private fire hydrant systems.

B. Response Distance, Apparatus, and Personnel

Based on a required fire-flow of 4,000 G.P.M., the first-due Engine Company should be within 1.5 mile(s), the first-due Truck Company within 1.5 mile(s).

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

Fire Station No. 78
4041 Whitsett Ave.
Studio City, CA 91604
Assessment Light Force
Paramedic Rescue Ambulance,
EMS Battalion Captain
Miles – 1.0 miles

Fire Station No. 108
12520 Mulholland Dr.
Beverly Hills, CA 90210
Assessment Engine
Miles – 1.5 miles

Fire Station No. 102
13200 Burbank Blvd.
Van Nuys, CA 91401
Assessment Engine,
Paramedic Rescue Ambulance
Miles –2.8 miles

Fire Station No. 86
4305 Vineland Ave.
North Hollywood, CA 91602
Assessment Engine,
Paramedic Rescue Ambulance,
Swift Water Rescue Team
Brush Patrol,
Miles – 3.4 miles

The above distances were computed to Project Site using Google Maps.

Based on these criteria (response distance from existing fire stations), fire protection would be considered (**adequate)**.

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

C. Firefighting Personnel Access

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

During demolition, the Fire Department access will remain clear and unobstructed.

D. Firefighting Apparatus Access

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

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

Where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.

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

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

Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

Submit plot plans indicating access road and turning area for Fire Department approval.

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

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

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.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

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.

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.

Site plans shall include all overhead utility lines adjacent to the site.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

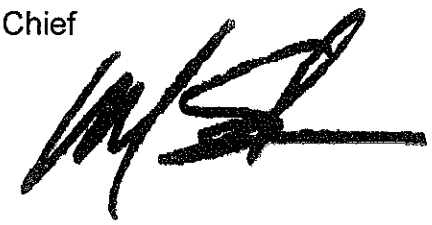
The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6507. You should advise any consultant representing you of this requirement as well.

CONCLUSION

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

BRIAN L. CUMMINGS
Fire Chief



Mark Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MIS:RED:vlj

Robert Duff <robert.duff@lacity.org>

H-W Infrastructure Project- 3700 Coldwater Canyon Ave.

5 messages

Steve Kuhn <SKuhn@innovativedesigngroup.com> **Thu, Jan 13, 2011 at 10:45 AM**
To: Robert Duff <robert.duff@lacity.org>
Cc: "DeMatte, Jim" <jdematte@hw.com>, "Feulner, John" <jfeulner@hw.com>

Inspector Duff,

Please find our attached letter regarding our meeting yesterday. Please contact me if you need any additional information.

Thanks again for your help.

Steve J. Kuhn, AIA

Principal

Innovative Design Group

20110113104159091.pdf
427K

Robert Duff <robert.duff@lacity.org> **Fri, Jan 14, 2011 at 9:25 AM**
To: Steve Kuhn <SKuhn@innovativedesigngroup.com>

Based on the approval of a similar project by Chief Kerbrat and the addition of a **2 hr rated stairwell** not an open stairway w/standpipe (located centrally for Fire Department access in lieu of a Fire lane).
I conceptually approve of the Harvard Westlake School Parking Structure as presented on 1/12/11.
[Quoted text hidden]

--
Robert E. Duff, Fire Inspector II
Construction Svcs/ Hydrants & Access
Los Angeles Fire Department
221 N. Figueroa St. Ste. 1500
Los Angeles, CA 90012
(213) 482-6502

Steve Kuhn <SKuhn@innovativedesigngroup.com> **Fri, Jan 14, 2011 at 9:43 AM**
To: Robert Duff <robert.duff@lacity.org>

Inspector Duff,

It wasn't clear to me that you were talking about an enclosed stair, however, we will provide that. We want to maintain the other two perimeter stairs open. From your view, is that acceptable?

Steve J. Kuhn, AIA

Principal

Innovative Design Group

From: Robert Duff [mailto:robert.duff@lacity.org]
Sent: Friday, January 14, 2011 9:26 AM
To: Steve Kuhn
Subject: Re: H-W Infrastructure Project- 3700 Coldwater Canyon Ave.

[Quoted text hidden]

Robert Duff <robert.duff@lacity.org> **Fri, Jan 14, 2011 at 10:40 AM**
To: Steve Kuhn <SKuhn@innovativedesigngroup.com>

Yes, the two perimeter stairs can remain open. The interior stair I am requesting for Fire Department access in lieu of the Fire Lane must be a 2 hr rated enclosed stairwell w/ standpipe which will give access to parking levels only (not to extend to playing field).

[Quoted text hidden]

Steve Kuhn <SKuhn@innovativedesigngroup.com> **Fri, Jan 14, 2011 at 10:51 AM**
To: Robert Duff <robert.duff@lacity.org>

Thanks again!

Steve J. Kuhn, AIA

Principal

Innovative Design Group

From: Robert Duff [mailto:robert.duff@lacity.org]
Sent: Friday, January 14, 2011 10:40 AM

[Quoted text hidden]

January 13, 2011

Robert E. Duff, Inspector II
Los Angeles Fire Department, Bureau of Fire Prevention
Construction Services / Hydrants
221 N. Figueroa Street, Suite 1500
Los Angeles, CA 90012

Re: 3700 Coldwater Canyon Avenue
Proposed Parking Structure / Playing Field

Inspector Duff,
We appreciate your time yesterday to review our project and the conditions of fire access. Based on our discussion, we agreed to the following.

The structure is a three level S-2 open parking structure with and modified A-3 playing field on top, open to the sky. The structure will by Type I non-combustible construction and will be fully fire sprinklered. Open stairways are provided at the North and South ends, servicing all levels. A minimum 5 ft. wide airway is provided on three sides around the structure at grade, between the building perimeter and hillside retaining wall.

In addition, Fire Department access to the structure is provided along the entire East side from Coldwater Canyon Ave., to openings on all parking levels for the full length. The roof level playing field's perimeter is surrounded by a ball catchment net, but is accessible for the entire length and is open to the sky. As discussed, we will add an additional open stairway inside the structure servicing the parking levels, with additional fire standpipe at that location (see attached drawing exhibit).

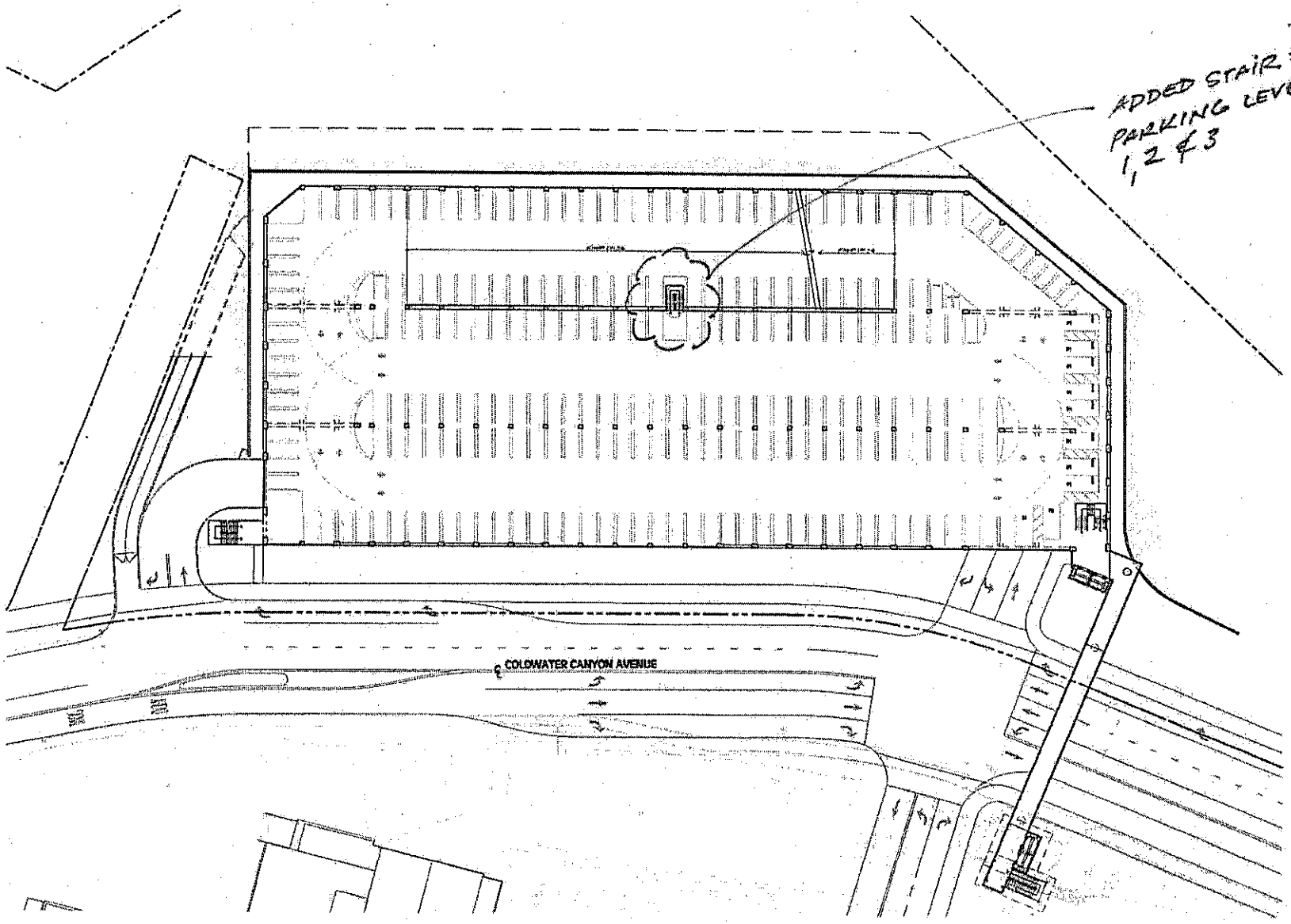
Based on the above, you indicated the project would be acceptable and approved for fire access. Please contact us if this understanding is incomplete or if additional information is required.

Thank you,

Steve J. Kuhn, AIA
Principal

Cc: Jim De Matte
John Feulner

Innovative Design Group
17848 Sky Park Circle, Suite D
Irvine, California 92614
(T) 949.263.9070
(F) 949.263.8932



SECOND LEVEL FLOOR PLAN

Innovative Design Group

HARVARD-WESTLAKE

Harvard-Westlake School Parking Structure

3700 Coldwater Cyn.
North Hollywood
California

SECOND LEVEL FLOOR PLAN

A2.2

From: <karen@thinktheta.com>
Date: Mon, May 20, 2013 at 8:45 PM
Subject: About the Proposed 750 Car Garage Construction on Coldwater Canyon
To: Emily.Dwyer@lacity.org

Hello Ms. Dwyer

My name is Karen Abrams and I am a resident of the neighborhood that would be affected by Harvard Westlake's construction of the 750 car garage on Coldwater Canyon.
I have many concerns about the building of the 750-car garage on Coldwater Canyon. They are as follows:

Safety

The incoming cars into the parking lot have an extra right lane to turn into the lot. This could be used by reckless drivers as a right hand passing lane during non school hours.
There is only a right turn lane out of the parking lot which is fine for those students and faculty who are going south on Coldwater Canyon, but what about those who need to drive north? There is no place for them to make a u-turn safely, which could wreak havoc on traffic and cause unlimited amounts of accidents.

Environment

The carcinogenic fumes from 750 cars will undoubtedly leak into the immediate environment, creating health hazards for the neighbors who live above and around it (not to mention the plant and animal life living next to it). Who wants to live in houses with such poor air quality around them?

Noise Pollution

The practice field will bring in dozens and dozens of people into a quiet residential area in an outdoor setting until 8 pm Monday through Friday. Since there will be no built in PA system, there will undoubtedly be coaches screaming and blowing whistles as well as hand held amplification systems brought in for crowd control. This will directly affect the quality of life for those around it. And, as noise tends to travel down the canyon, will affect the neighborhoods close to Ventura Blvd as well.

Light Pollution

The houses directly above and around the practice field will be inundated with light from the practice field. Even when I questioned the Harvard employees canvassing our neighborhoods for support, they agreed they had no solution to this problem.

Property Values

How will these properties maintain and grow in value with significantly higher levels of air, traffic, noise and light pollution? And who will want to buy them? Surely all of our property values will drop- most dramatically, the houses on Galewood- that are presently valued at over 2 million dollars. These people, in particular, will lose the quality of life that they bought into decades before, and if they chose to relocate, will not get the value of their house back from the sale.

The question also begs to be answered: is Harvard planning on expanding its campus? Why would they build a 40 million dollar structure just to get student cars out of local neighborhoods? It seems easy to surmise that this structure is an investment in the future of their expansion, or else they would build the new parking structure on top of their existing parking lot on campus.

It is for all of these reasons I am opposed to this structure being built. It creates far more problems than it solves.
Sincerely,
Karen Abrams
4038 Van Noord Ave.
Studio City, CA 91604

From: **Richard Adams** <radams.cpht@sbcglobal.net>
Date: Mon, May 13, 2013 at 2:55 PM
Subject: Harvard Westlake Parking Structure comments
To: emily.dwyer@lacity.org
Cc: michael.logrande@lacity.org, councilmember.Krekorian@lacity.org, karo.torossian@lacity.org, SCNC Board <board@studiocitync.org>

My immediate environmental concerns with the proposed parking lot at Harvard Westlake include: 1.Proposed netting on the top story to retain athletic gear on the playing surface is a potential hazard to flying creatures, both day and night. Has it been tested for this? If not, testing needs to be done, and, if necessary, a different mechanism for accomplishing the retention of equipment and persons on the roof needs to be used. Additionally, hours of use for the field need to be limited to avoid early morning or late evening use, seven days a week, due to the proximity of existing private residences. 2. Lights in, on and around the structure at night will be both a hazard and a nuisance for nocturnal animals of all sorts. What is being done to eliminate this threat? Hours of lighting need to be restricted to avoid early morning or late evening illumination, seven days a week, due to the proximity of existing residences. 3. The proposed bridge across Coldwater will be a hazard and a potential roadblock after a major earthquake. The school needs to provide & maintain the appropriate heavy equipment necessary to clear this vital north-south artery immediately after such an event, so that emergency responders and supply vehicles can access both the immediate area and traverse the mountain ridge between the Valley & West LA. 4. The proposed structure is in a high fire danger area: What design elements, if any, are in place to contain any fire inside the structure, and keep it from spreading to the surrounding environment? If a sprinkler system is installed, what measures are in place to capture and retain the run off, which may include burning petroleum products floating on its surface? How will persons on the roof evacuate the structure if there is a fire below them?

5. What design elements are in place to capture rain runoff from the structure, to prevent the contaminated run off from entering the LA River watershed?

6. What design elements are in place to keep the structure from being used as overnight shelter by homeless persons? 7. The bridge & building will be natural vandalism targets for graffiti, etc: What design elements are in place to reduce that, and what plans are in place to remove and repair damage?

8. What design elements are used to mitigate or eliminate noise transmission to the surrounding homes & open space? Vehicle engine noises, tire squeals, chirps, etc, vehicle alarm systems, sound systems, all poise significant impacts on the peaceful enjoyment of the existing properties and wilderness. 9. All new landscaping in, on and around the structure must be native California plants to mitigate the habitat destruction caused by construction of the structures and their supporting infrastructure, roads, etc. 10. I concur with the issues brought forth by Mr. Bruce J. Lurie in his letter to the Department of May 8th of this year regarding this proposed project.

Richard C. Adams
13022 Ventura Blvd.
Studio City, CA
91604
213 447-1272

From: **Walter Afanasieff** <dudey58@me.com>
Date: Wed, May 8, 2013 at 1:18 PM
Subject: Re: ENV-2013-0150-EIR - Harvard Westlake Parking Project - Request for Withdrawal and Revision of Initial Study and/or Extension of Deadline for Comments - Comments
To: Arden and Sari Rynew <RYNEW@roadrunner.com>
Cc: Emily Dwyer <emily.dwyer@lacity.org>, "michael.logrande@lacity.org" <michael.logrande@lacity.org>, Councilmember Paul Krekorian <councilmember.Krekorian@lacity.org>, Karo Torossian <karo.torossian@lacity.org>, "geoffrey.yazzetta@lacity.org" <geoffrey.yazzetta@lacity.org>, "Jamato@HW.com" <Jamato@hw.com>

Ms Dwyer et al-

My name is Walter Afanasieff and I too am a neighbor here at 12985 Galewood St.
I too fully endorse the contents of Mr. Bruce Lurie's letter concerning the Harvard Westlake Parking Project as do all if my neighbors it seems.

Best,

Walter Afanasieff
www.walterafanasieff.com

On May 8, 2013, at 1:02 PM, Arden and Sari Rynew <RYNEW@roadrunner.com> wrote:

Dear Ms. Dwyer:

I am enclosing a copy of a letter written by my neighbor Bruce Lurie. I endorse its contents 100%.

Should you have any questions, please write me.

Respectfully,

Arden Rynew
13027 Galewood Street
Studio City, Ca. 91604-4048

818 501-7906
rynew@roadrunner.com

[A copy of the e-mail from Bruce Lurie to Emily Dwyer was attached to this comment.]

From: **Lisa Sarkin** <lsarkin@studiocitync.org>
Date: Mon, Apr 22, 2013 at 8:53 AM
Subject: Fwd: Harvard Westlake - 750 Car Garage
To: "Amato, John" <jamato@hw.com>, emily.dwyer@lacity.org

FYI

---------- Forwarded message ----------
From: **Harvey Coldwater** <coldwaterresidents@gmail.com>
Date: Thu, Apr 18, 2013 at 8:48 PM
Subject: Harvard Westlake - 750 Car Garage
To: lsarkin@studiocitync.org

Lisa,

Council Member Krekorian's office gave me your contact info. Residents within Coldwater Canyon are distressed by the attached.

We understand that the entitlement process has been moved out of the South Valley to Downtown to facilitate its passage.

We are hopeful of receiving the full support of the Neighborhood Council at the meeting on Thursday April 25.

Please advise if we can count on the Residents Association's support.

Thank you,

Alan

--
Lisa Sarkin, Vice President
Studio City Neighborhood Council Board Member
Chair Land Use Committee
CD2 Appointee - Ventura/Cahuenga Blvd. Corridor Specific Plan Review Board

SCNC office (818) 655-5400 Home office (818) 980-1010
FAX (818) 980-1011 Cell (818) 439-1674

COLDWATER HOMEOWNER ADVISORY

HARVARD-WESTLAKE SCHOOL

CAMPUS EXPANSION PROJECT

PLANNED 2015-2017 CONSTRUCTION

HARVARD-WESTLAKE SEEKS TO BUILD:

A 3-story, football-field-sized garage structure
With 750 new parking spaces
And 87-foot High Retaining Walls over a 23-acre footprint

PLUS

A Football/ Lacrosse Practice Field atop the structure
With Lighting Towers reaching 83-feet high
And Practices Until 8pm Every Day

TOTAL HEIGHT OF FACILITY EXCEEDS…
8 STORIES
OR
DOUBLE the Height of…

Ralph's Supermarket

OR
TRIPLE the Height Allowed by CURRENT ZONING

A CITY PLANNING MEETING

Is Being Held On
Thursday April 25, 2013
6-8pm
The Sportsman's Lodge
12825 Ventura Boulevard, Studio City

YOU ARE ENCOURAGED TO ATTEND

ADDITIONAL ASPECTS OF PROJECT:

Location: West Side of Coldwater Canyon Opposite School Entrance
30-Foot High Pedestrian Bridge to be Built Over Coldwater – 163ft.
135,000 Cubic Yards of Soil to Be Removed, Which Is:
Nearly 5,000 Dump truck Loads
The additional 750 parking spaces would bring the School's total to 1,126
Meanwhile, the School's current permit requires only 436
Is Enrollment Expansion on the Horizon? Or Further Campus Construction?
ALSO
Private Property Setbacks will be limited to only 10 Feet – 25-feet is code
Protected Tree Species will be Cut Down
Santa Monica Mountains Conservancy &
Protected Wildlife Corridors Could be Impacted

MAKE YOUR OPINION HEARD:

LA City Planning Department (all written comments due by 5/13/13):
Emily Dwyer (planning assistant) – Emily.dwyer@lacity.org; 213 978-1326
Michael LoGrande (dir. of planning) – michael.logrande@lacity.org; 213 978-1271
For the School: John Amato – 310-288-3255 – Jamato@HW.com
District 2 - Paul Krekorian – councilmember.Krekorian@lacity.org – 818-755-7676
Krekorian's Director of Planning and Land Use – Karo Torossian – karo.torossian@lacity.org
Krekorian's Field Deputy, Studio City – Geoff Yazzetta – geoffrey.yazzetta@lacity.org
Studio City Neighborhood Council – 818-655-5400:
President John Walker: jwalker@studiocitync.org
Land Use (Lisa Sarkin): lsarkin@studiocitync.org
Studio City Residents Association – 818-509-0230:
President: alan.dymond@studiocityresidents.org
Planning & Land Use: barry.johnson@studiocityresidents.org
Santa Monica Mountains Conservancy:
Dash Stolarz – dash.stolarz@mrca.ca.gov – 323-221-9944 x198

SIGN-UP, GET ORGANIZED, GET UPDATES:

Subject Heading: "Keep Me Informed"
ColdwaterResidents@Gmail.com

REVIEW STATUS OF H-W SCHOOL PERMIT:

CASE NO. CPC-2013-148-VCU & ENV-2013-150-EIR
http://planning.lacity.org/cts_internet/

CONDITIONAL USE PERMIT INFO

Private schools in residential areas must comply with conditional use permits for new construction – but only if the area residents take a position as to what is customary and reasonable based on comparable precedent

Here are highlights of recent precedent:

THE BUCKLEY SCHOOL – SHERMAN OAKS

CASE NO. CPC-2006-7806-CU-SPE-SPR

http://planning.lacity.org/cts_internet/

** Insert Case No. in Search Box **

** Then Review 'Scanned Documents' & 'Action Documents' **

1. F. The authorized use [of facilities] shall be conducted at all times with **due regard for the residential character of the surrounding area** and the right is reserved to the City Planning Commission to impose additional corrective conditions.

5. **Limitation on Additional Facilities.** For a period of twenty-five (25) years following the effective date of the this grant.

6. Buildings and structures on the subject property shall be permitted to be **up to 55-feet**

7. Student **enrollment shall be limited** to a maximum of 760 students in the 2008- 2009 school year

13. **No permanent outdoor public address or paging system** shall be installed

20. **Nighttime lighting** for the athletic fields, outdoor courts and Aquatic Center shall be prohibited.

22. c. i. Athletic Field, Outdoor Courts and Outdoor Aquatic Center Use:
Activities shall be limited from **7:30 a.m. to dusk**, Monday through Friday, 8:30 a.m. to dusk Saturday. **No outdoor practice on Sundays.**

ii. Interscholastic Contests and Special Events shall be limited from 8:00 a.m. to dusk, Monday through Saturday. No outdoor interscholastic contests on Sundays.

23. c. A copy of the School Special Events Calendar shall be submitted to the applicable Council District Office, **Sherman Oaks Homeowner's Association**, and residents included on a mailing list mutually agreed upon with the Sherman Oaks Homeowners Association, at least 14 days prior to the start of each semester.

41. The project must be in full compliance with the **Mulholland Scenic Parkway Specific Plan**.

43. Within one year after the issuance of the Certificate of Occupancy for the usable Building; and each year for a period of 10 years, and once every 10 years thereafter

52. the applicant shall submit to the Planning Department a proposed Neighborhood Protection Plan (the "Plan") designed to create a formal mechanism for **addressing issues of community concern** that may arise during the construction and operation of the School.

53. The applicant shall form The **Buckley School Neighborhood Committee** and assign a management level employee as a community liaison.

HARVARD-WESTLAKE MIDDLE SCHOOL
HOLMBY HILLS CAMPUS

CASE NO. CPC 2001-3472-VCU-SPR

http://planning.lacity.org/cts_internet/

** Insert Case No. in Search Box **

** Then Review 'Scanned Documents' & 'Action Documents' **

1. Student enrollment shall **be limited to a maximum of 750** students
a. The school shall **certify its enrollment** to the Director of Planning annually
b. The project shall not include any **permanent outdoor assembly-type seating**, install any bleachers, or construct a permanent stadium on the athletic field.
f. Half-day [Summer] instructional and athletic programs enrolling no more than 150 participants at any one time and operating between 8:00 AM and 3:00 PM shall be permitted.
h. The use of the athletic **facilities shall be limited** to Harvard-Westlake School students, staff, families and scheduled athletic opponents. (Volunteered)
7. No building or structure on the subject property **shall exceed 72-feet**
15. Within one year after the issuance of the Certificate of Occupancy and each year for 5 years, and once every 5 years thereafter, the applicant shall be required to file **an annual report with the Director of Planning.**
25. **Nighttime lighting** for the athletic field and outdoor courts **shall be prohibited**.
38. b. On weekdays, **all outdoor athletic events** or activities with other schools shall end **by 5:30 PM.**
38. e. Team practices shall be limited to between the hours of 8**:00 AM and 5:30 PM** Monday through Friday and shall be prohibited on weekends.
39. a. Events which attract **more than 100 visitors** shall be listed on an annual School Events Calendar. A copy of the School Events Calendar shall be submitted to the applicable Council District Office, Homeowner' s Association(s) and abutting residents of the school property prior to the beginning of each school year for their reference.
60. No portable or permanent outdoor **public address or paging system** shall be used on campus.
61. **Amplified music** or loud non-amplified music shall not be permitted, used or installed outside of buildings.

YOU DO HAVE A SAY

- Is the proposed structure within the character of the canyon?
- Should the structure be allowed at all?
- Does the Environmental Impact Review of the structure bring into question ALL of the school's activities?
    - Sunday Morning practices with whistles and cheering?
    - Amplified music on campus?
    - Athletic events that extend beyond normal business hours (5:30pm)?
    - A moratorium on ANY future construction?
- Do tax paying homeowners have rights over a private school that pays no property taxes at all?
- Or is Harvard Westlake being completely reasonable in its request?

From: **Parker Andrews** <wpfa@hotmail.com>
Date: Mon, May 13, 2013 at 2:45 PM
Subject: ENV-2013-1950-EAF Harvard-Westlake Parking Garage
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>
Cc: "michael.logrande@lacity.org" <michael.logrande@lacity.org>,
"councilmember.krekorian@lacity.org" <councilmember.krekorian@lacity.org>,
"karo.torossian@lacity.org" <karo.torossian@lacity.org>,
"damian.carroll@lacity.org" <damian.carroll@lacity.org>,
"geoffrey.yazzetta@lacity.org" <geoffrey.yazzetta@lacity.org>,
"lsarkin@studiocitync.org" <lsarkin@studiocitync.org>,
"jwalker@studiocitync.org" <jwalker@studiocitync.org>,
"barry.johnson@studiocityresidents.org"
<barry.johnson@studiocityresidents.org>,
"alan.dymond@studiocityresidents.org" <alan.dymond@studiocityresidents.org>

Dear Ms. Emily Dwyer,

Please find attached our comments regarding Harvard-Westlake's proposed project in Studio City, your case number ENV-2013-1950-EAF .

Regards,

Parker and Carol Andrews
12971 Galewood St.
Studio City, CA 91604-4046
wpfa@hotmail.com

Parker and Carol Andrews
12971 Galewood St.
Studio City, CA 91604
wpfa@hotmail.com

Emily Dwyer
Environmental Review Coordinator
Emily.Dwyer@lacity.org

May 13, 2013

Re: ENV-2013-1050-EIR Harvard-Westlake Parking Garage

We have lived in Studio City for 35 years, nearly 29 years on Galewood St. in Coldwater Canyon. We raised our two children here and they were privately educated in the area, albeit not at Harvard-Westlake.

We are writing in OPPOSITION to Harvard-Westlake's proposed 4-level, 750 car garage with athletic field on top AND bridge structure. The structures are not required, unnecessarily vast, and are likely illegal. We are asking for more careful scrutiny of Harvard-Westlake's premise that off campus additional parking is needed. Please note that, with few exceptions, we largely agree with Mr. Bruce Lurie's e-mail sent to you 11:40 AM on May 8, 2013. Some exceptions we take are the e-mail's tone characterizing Harvard-Westlake's students, financial aide students and other clientele, as well some assertions he makes regarding their motivation.

We do NOT agree with Harvard-Westlake's premise that the only solution to insure the safety of students and remove parking from the neighborhood (including Coldwater Canyon Ave.) is more expansion and capacity. Throughout the 1990's, while continually offering assurances of ample safe parking, Harvard-Westlake requested and received numerous conditional use and variance concessions to construct several buildings and other campus improvements. Each project Harvard-Westlake undertook was in lieu of providing additional safe, on campus parking. Each time, including the last construction project, the community was assured of sufficient and safe on campus parking. After the last campus expansion, the number of on campus parking spaces considerably exceeded the number required by code. Even considering Harvard-Westlake's stated concern for student safety, the proposed massive excavation of natural hillside and replacement with a vast 750 car garage with athletic field AND bridge over a public street structures are not necessary.

As parents, we understand and share Harvard-Westlake's concern for student safety. But in our experience, Harvard-Westlake has NEVER worked with all of its neighbors in a unifying manner, nor are they presenting a fair, common sense

solution to their self-inflicted "parking problem". Instead, Harvard-Westlake is attempting to force a huge over-reaching construction project upon its neighbors.

Some other troubling aspects of the presentation of the proposed project are statements made by Harvard-Westlake's Vice-President John Amato. Mr. Amato has stated there are no plans for future enrollment and campus expansion (Scoping Meeting, Sportsman Lodge, April 25, 2013). Mr. Amato has also stated that Harvard-Westlake does not do things piecemeal (SCNC land use meeting, CBS Radford, May 8, 2013). These statements are at odds with each other. Throughout the 1990's the campus expanded one piece at time on several occasion. Either this was accomplished piecemeal or was executed in accordance with some kind of master expansion plan. We cannot imagine any business as large and well organized as Harvard-Westlake, not having a well-defined plan for the future. In the interest of working with its neighbors, Harvard-Westlake should reveal to the community what its future enrollment and master development plans are, even if they are not fully fleshed out.

Making the assumption, which we are NOT, that greater capacity for vehicular traffic is required, there needs to be an exploration of alternative methods. For example, smaller on campus parking structure(s) located where existing parking is provided, perhaps with the first level below grade, and/or widening of Coldwater Canyon on the east side only, which would allow more room for safer driver exits, possibly with a small median barrier for further protection from Coldwater Canyon Ave. traffic, or any number of other equitable, common sense, alternative solutions.

IF we are to follow the false premise that Harvard-Westlake's parking must be increased AND placed off campus, we submit some of our concerns. The INITIAL STUDY, Case number ENV-2013-1950-EAF dated April 12, 2013, addresses some but not all of these concerns.

- <u>ZONING</u>

  Proposed to be built on land zoned for the use of only four homes, the 4-level, 750 car garage with athletic field on top and bridge structure over a public street is not at all compatible with Coldwater Canyon, Studio City and/or zoning in many of the surrounding communities. We understand unique variances and use conditions are frequently granted, however Harvard-Westlake is requesting a great number of large-scale revisions to both current zoning and building codes.

- <u>VARIANCES, ENCROACHMENTS, CONDITIONAL USES</u>

  The sheer number and scope of the proposed project's encroachments, requested variances and conditional use alterations demonstrate the structure's incompatibility with locale. Some of the requests are…

  1. Environmental encroachments including destruction of and encroachment on more than **125** old growth protected trees.

2. Setback variances and conditional uses are requested on ALL sides including both adjoining public and private property.
3. Grading exceptions for excessive soil removal of at LEAST 135,000 cubic yards of natural hillside, this is an estimate that, no doubt, WILL be exceeded.
4. Height encroachments include a private structure OVER Coldwater Canyon Ave. Even though this kind of condition exists elsewhere in Los Angeles, it should not be allowed over Coldwater Canyon Ave. Unlike the other bridge sites, Coldwater Canyon has very limited access. In case of emergency, this could be disastrous. Also it will obstruct any future widening of Coldwater Canyon Ave.
5. In 2006 Harvard-Westlake received approval to construct 80 foot tall field lights without notifying many neighbors who are directly affected by their use. Harvard-Westlake continues to operate the lights in repeated violation of the 17 imposed "Conditions of Approval" (CPC-2006-2375-PAD). Harvard-Westlake's disregard of the "Conditions of Approval" creates suspicion of their ability to honor any conditions imposed on the currently proposed project.

• ENVIRONMENT

There are numerous concerns of the proposed project 's impact on the natural environment, i.e. destruction of natural habitat, removal of protected trees, etc. We understand these issues will be fully addressed in the forth coming Environmental Impact Report. Not only is the proposed project adjacent to the "Desirable Open Space Special Boundary" but also is along side and OVER a public "Designated Scenic Highway". We do NOT accept Harvard-Westlake's assertion that the proposed structures would (be) "Beautifying the neighborhood"; the project is a **nearly 90 vertical foot, 4-level, 750 car garage with lighted athletic field on top AND a bridge structure with lighting**. No reasonable measure can be used to conclude this kind of structure beautifies Coldwater Canyon Ave, a "Designated Scenic Highway".

• TRAFFIC CONGESTION and POLLUTION

There is no doubt the proposed structures will increase vehicular traffic. The added capacity and increased activity at Harvard-Westlake will absolutely create increased vehicle activity. Harvard-Westlake offers no irrevocable guarantees that their varied school activities like practices with outside schools will not increase in number or size. Nor do they address issues like leasing and/or loaning of the new facilities, or existing facilities as they expand into the new facility. We do NOT accept Harvard-Westlake's public assertion that the project would be **"Improving traffic flow: Capacity on Coldwater Canyon will be increased, and other design features will enable a more fluid flow of vehicles"**. Due to more facilities, more activities, and more parking for students, staff and the public, there will be a significant increase in traffic to and from the school. Not only will there be an

increase in quantity, the traffic will largely be coming and going concurrently. The burden of the increase will be carried by Coldwater Canyon Ave. The proposal calls for the widening of Coldwater Canyon Ave. in a very LIMITED section, but the number of Coldwater Canyon Ave. lanes that lie to the north and south of the proposed site will NOT be increased. Therefore the design for increased school traffic will cause bottlenecks on an already heavily traveled and frequently gridlocked route.

- STORM RUN-OFF AND GROUND INSTABILITY

  Currently storm runoff causes frequent recurring flooding of Coldwater Canyon Ave. The project would replace acres of permeable land with impermeable hardscape. ANY quantity of additional storm runoff will certainly increase flooding, both in size and frequency. The proposed nearly 90 vertical foot retaining wall creates the possibility of unforeseen current and future slope instability. In the hillside areas of Studio City there have been slope failures after even smaller engineered walls and foundations were constructed. We understand there is a geological study of an adjacent property showing slope incompatibility with proposed building. The citywide effort to craft an ordinance regarding giant retaining walls should inform the decision to not allow this huge wall. As an example, the current problems with huge engineered retaining walls along Interstate 405 in the Sepulveda pass. They show the uncertainty of outcome when undertaking extreme retaining wall heights.

- NOISE POLLUTION – PERMANENT (NOT JUST DURING CONSTRUCTION)

  The proposed project will create significant noise pollution. All noise is greatly increased by the virtue of the canyon setting. Not just the sounds of cheering, yelling and whistles etc. from the raised athletic field, but the amplified and echoing sound of human activity, loud engine noise and sub sonic rumbling of vehicles in the parking structure. This pollution is even greater when amplified by an empty or partially empty garage. All these problems are of more concern in the early morning and late at night. Note Harvard-Westlake's "current hours of operation" are stated to be from 6:30 AM until 11:30 PM EVERY DAY OF THE WEEK.

- LIGHT POLLUTION

  The proposed project will create significant and constant light pollution. The field lights will be a major light polluter as well as the always-on garage and bridge lighting. The light pollution will be flooding into and across the canyon and night sky. The light pollution is reflected, refracted and greatly amplified when there is fog. Fog is a frequent condition in Coldwater Canyon.

- INCREASED SAFETY CONCERNS

  The proposed project will significantly decrease the safety of students and staff. Currently students and staff do not need to cross Coldwater Canyon Ave. and should not be required to do so. The proposed off campus parking

structures, elevators and bridge will inherently present a different and unique set of safety concerns. Some of these safety issues are predictable and might, to some degree, be mitigated. Not to be ignored is the shortsighted placement of children exercising on the athletic field located directly above the exhaust of 750 cars. As always, unintended consequences WILL create unforeseen safety issues.

We feel strongly that a private entity has the right to develop private property. However we do NOT feel that ANY entity has the right to build in ANY manner or form they choose. Established codes define reasonable limits to land use. It is a profound stretch of those laws to conclude that removal of a hillside and construction of a **vast 4-level, 750 car garage topped with an athletic field accessed by a structure with a bridge over a scenic public street** is the solution most in keeping with either the spirit or letter of city zoning and building codes. Simply stated, Harvard-Westlake must be required to alter its plan to conform more closely to laws in the area in which they intend to build. The current proposal is not harmonious with the community.

For these, among other reasons, Harvard-Westlake's proposed project should NOT be allowed to proceed.

Sincerely,

Parker and Carol Andrews

12971 Galewood Street
Studio City, CA 91604-4046
wpfa@hotmail.com

From: **Jeffrey Berk** <greenleaf@watch2.org>
Date: Wed, Apr 24, 2013 at 11:37 AM
Subject: Harvard - Westlake Parking Lot Development - MEETING REMINDER
To: Jeffrey Berk <greenleaf@watch2.org>

Harvard-Westlake is moving forward to **develop and build a four-story parking structure with an athletic field on the top level on the west side of Coldwater Canyon**. The City of L.A. has organized a public meeting to discuss the school plans and collect community views on the matter:

Thursday, April 25, 2013
6:00 - 8:00 PM
Sportsmen's Lodge, Studio City

The city is conducting an environmental impact report (EIR) on the plan; the Notice for this EIR was emailed to you last week. Needless to say, the project is of great concern and interest for our neighborhood. I am attaching two documents for your review. One is from a community resident; the other is from Harvard-Westlake.

I am NOT going to take a position on this issue until I learn more. At this point, **my goal is to disseminate information that is factually correct so that BOTH SIDES can use those facts to either AGREE or DISAGREE on the development. I have been emailed by GNW residents already on BOTH sides of the fence.**

GNW residents and other interested parties are invited to send correspondence about concerns, support or dissent by **May 13, 2013** to:

Emily Dwyer
City of Los Angeles, Department of City Planning
200 North Spring Street , Room 750
Los Angeles, CA 90012

Fax: (213) 978-1454
Email: emily.dwyer@lacity.org.

People should also contact Paul Krekorian (councilmember.krekorian@lacity.org), our City Council Member, to express concerns.

Any neighbor who is concerned OR against the development should email a resident on Van Noord who plans to attend the meeting tomorrow and who has agreed to receive emails about the matter: stboyd69@yahoo.com

You are welcome to contact me if you support the project and I will then forward that email to a neighbor who is supportive and MAY wish to get involved in organizing community support for the project.

Thank you,

jb

Jeffrey Berk
Block Captain

May 10, 2013

Ms. Emily Dwyer, Major Projects
LA Department of City Planning
Los Angeles, CA 90012
EMAIL: Emily.dwyer@lacity.org

Dear Ms. Dwyer:

As a homeowner in the neighborhood directly effected by Harvard-Westlake's campus, activities, and development, I have many reasons to be concerned about this proposal. I live on Van Noord Ave, which dead-ends at Coldwater Canyon on the West side of the canyon road.

The following is an enumeration of my concerns, which must be carefully and extensively examined by the E.I.R. in order for the City to fairly determine if this proposal should go forward.

1. Parking Garage

(a) Questionable Need for Parking Expansion

Harvard-Westlake currently has 873 students. Since they range from 14 to 18 years-old, no more than 2/3 of them are of driving age. There are currently 568 spots, even though only 436 spots are required by law. In all of the School's permit/CUP applications in the last decade, the School itself has repeated argued that they have ample parking.

Therefore it is confusing to me that in your Initial Study (page 10) you state that the existing supply of parking is "insufficient". There is no foundation for this assertion, other than a wholesale adoption of Harvard-Westlake's new claim – one that has changed conveniently for the application of this garage development.

In their "2012-2013 Student Parking" website page, the School describes that they have "seven lots with 400 spaces" *reserved* for juniors and seniors. Those students get a reserved, dedicated space. By the School's own admission (at the Studio City Land Use Committee meeting on May 8th,) 36% of its 873 students are bused to school. That's 314 students who do not need parking. So there are 159 students left who don't get their own reserved spot -- but this is *assuming no one carpools and each of those 159 children is of driving age.* The School's own parking material calls parking at campus a "privilege", not a right. In sum: there simply is no daily "parking problem."

As a resident of Van Noord street, I can attest to having no problem with student parking spilling over onto our street, nor in the entire area West of the canyon road. It is a rare occasion (homecoming/graduation) that there is any overflow of cars on Van Noord or Dickens, and the neighborhood is understanding of this exceptional, rare need.

The questions must therefore be pressed to the School:
• Why are you asking for parking that you do not currently need?
• Why haven't you developed a parking development plan that uses one of your existing lots or other properties, which are contiguous to the school campus?
• What is your ten-year plan?
• Will you develop one of the existing parking lots for something else, for e.g., a Theatre complex (as some of my friends who have connections at the School have theorized)?

When asked at the Scoping meeting (by a St. Michael's church representative) if the School would be willing to sign something swearing that they have no such long-term development plans for one of their current parking lots, they were unwilling to do so.

(b) Is street parking on Coldwater Canyon Blvd. particularly dangerous?
The safety of students, and all community members who might park on the streets neighboring the school is of course an important consideration. The proponents of this parking plan seem to think the few students parking daily on Coldwater Canyon are in a particularly precarious situation. As a frequent commuter over Coldwater Canyon, I can attest to the fact that it is an extremely *wide* street. There is substantially more clearance for parking (and opening doors) on Coldwater (S of Ventura) than, for example, on Ventura between Fulton and Coldwater. It is no more dangerous to park on Coldwater than other street in the city, and in fact arguably safer. The School has once again created a problem that doesn't exist.

(c) Traffic Increase
The Initial Study states that "the number of vehicular trips" and "traffic" in the area will not increase because the new facilities will be used "by an existing school" and there will be no "increase in student population." The School seems to want it both ways -- arguing at the same time that it needs more spaces (for more cars), but that it somehow won't increase the number of cars. This seems preposterous, given that there will be a net increase of 661 spaces.

The City must carefully examine the current traffic and parking situation – once Coldwater Canyon is no longer under construction by the DWP. This traffic must be examined at rush hour(s), as well as at other special events at the school. It must be determined how many students actually regularly park on residential streets. The City cannot simply reiterate the assertions of the school, this must be independently evaluated.

Sky Bridge
The School is seeking a vacation of air space on Coldwater Canyon and a permit to build a giant bridge across this public road, designated a "scenic highway". At the Studio City Land Use Committee meeting on Weds May 8th, the School asserted that a private bridge over public spaces is "common" in Los Angeles. The examples

mentioned were the Children's Hospital LA bridge over Sunset Blvd and the Universal bridge over the 101 freeway. It should be clear how distinguishable these examples are. The area of Coldwater in question is a scenic highway and residentially zoned area – not a commercial city street or massive freeway. Any development of the size and grandeur of this sky bridge will scar the landscape of the canyon road and be a blight on the neighborhood. And for what? For parking access for a few hundred students, when the School itself has previous admitted, time and again, that it already has ample parking.

Athletic Field

(a) Question the School's ability to stay within CUP requirements – The School asserts that it will restrict use of its field to practices (not past 8pm on weeknights, and not on the weekends). But how can we believe these assertions when we have seen the School repeatedly violate its current CUP on the Ted Slavin field? What's to prevent the School from applying in the near future for a CUP to add a PA system? Extend its use to weekends? The school has shown a pattern of regularly returning with additional variance requests and CUP requests after each project is finished.

(b) Safety concerns – Having played soccer on a turf-covered athletic field on the roof of my New York City prep school, I can attest to numerous soccer balls rising over the height of the "protective" fences and landing on the street and/or sidewalk below. Soccer balls (unlike lacrosse or field hockey balls) are regularly kicked extremely high up into the air for "goal kicks". Given the added height of the parking structure, the force of any ball that cleared the netting and came down from the field and onto unsuspecting traffic would make that quite dangerous.

Land Use

(a) Tree Replacement—The School has offered to replant trees to make up for the destruction of over 100 protected trees. It must be discovered by the City: How many trees are really diseased? Does this disease necessitate removal of those trees or are they currently helping prevent erosion on the hillside? What is the caliper dimension of the trees the School plans to replace them with? What is the impact to the environment of this difference? Exactly how many other, non-protected trees and shrubs will be removed?

(b) Desirable Open Space – the School's land is designated "desirable open space" on the City's General Plan. "Desirable Open Space Special Boundary," is required to be conserved "to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community." This project *violates each of these goals*. At the Land Use Committee meeting, the School asserted that their property was on land that was "just" desirable open space, (i.e. not truly "open space"), as though the designation by the city of "desirable open space" was something to belittle.

(c) Wildlife Corridor – it must be examined by the City what the effect will be to wildlife, the MRCA, and the natural habitat of the many species that use this land.

Neighborhood Nuisance

(a) Noise/light -- the current athletic field and swimming pool are used on nights and weekends, and create enough noise that neighbors on Van Noord, Galewood and Blairwood are all negatively effected. My fellow neighbors and I would be happy to sign an affidavit to demonstrate our experiences. Buzzers and whistles from the pool are heard as early as 7:30 am on Sundays. Noise from the crowds cheering, and loudspeakers are often heard as late as 11 pm on Friday and Saturday nights during football season.

There is also enormous light spill into the neighborhood. The School's assertion that the new lights on the proposed athletic field will somehow be non-reflective seems impossible. This is something the E.I.R. must examine carefully.

The questions must therefore be posed by the City:

- How will the new lights be different from the Ted Slavin field's lights, which are enormously reflective?
- Will they be as tall? As numerous? Since they would be on the 3rd story, what is the total height into the Canyon?
- How is the new athletic field turf less likely to reflect light than the current Ted Slavin field, which is quite reflective?
- How far reaching is the current noise from the field – at various times of day (nighttime after rush hour traffic quiets down and early in the morning)?
- Is the school currently in violation of its CUP regarding hours of use and noise?

Alternatives

The City must determine if the many alternatives to the *alleged* "parking problem" have a lesser environmental impact. For example:

1) Surely it would be less detrimental to have the School develop another couple of parking levels (above or below ground) on one of its existing lots? (no need for bridge, no development on open space land) There is no reason this lot would have to have 750 spaces. That number puts the total parking at over 3 times the legal requirement. A more modest parking lot expansion would be sufficient to allow more cars to park on campus.
2) The school could add a couple of bungalows on their land W of Coldwater (ie for faculty housing), keeping within the legal (residential zoning) regulations of the property. Then the land they own that is currently used by their faculty that is contiguous with their school campus -- land that is not "desirable open space" -- could be developed for a new parking garage. (no need for bridge, no development on open space land)
3) Whatever "satellite" parking the School plans to use in the event that this development goes forward (for over 2 and a half years) could be the very alternative plan the School should use permanently. (no need for bridge, no development on open space land).

Thank you for the consideration of the above comments in your draft E.I.R.

Sincerely,

Sarah Boyd
Homeowner,
3958 Van Noord Ave
Studio City, CA 91604

From: **Doug Carstens** <dpc@cbcearthlaw.com>
Date: Fri, May 10, 2013 at 2:37 PM
Subject: RE: Comments on NOP & Scoping for Harvard-Westlake Parking Plan
To: Emily Dwyer <emily.dwyer@lacity.org>
Cc: Jennifer Rothman <jennifer.rothman@lls.edu>

Dear Ms. Dwyer,

Thank you for considering comments on the Notice of Preparation.

Please see our attached letter. We also have placed a hard copy in the mail.

Best Regards,

Douglas P. Carstens
CHATTEN-BROWN & CARSTENS
2200 Pacific Coast Highway, Ste. 318
Hermosa Beach, CA 90254
Tel: 310-798-2400 x 1
Fax: 310-798-2402
www.cbcearthlaw.com
From: Jennifer Rothman [mailto:jennifer.rothman@lls.edu] **Sent:** Friday, May 10, 2013 8:23 AM **To:** Emily Dwyer

Subject: Comments on NOP & Scoping for Harvard-Westlake Parking Plan
Dear Ms. Dwyer,

Thank you for the opportunity to provide comments on this proposed development in the Studio City area of Los Angeles. I am attaching my comment letter, as well as three attachments to that letter. I have also placed in the mail a hard copy of the letter and enclosures. Please let me know if you have any difficulty accessing the files or if I can be of further assistance in the process.Best regards,Jennifer Rothman

--

Jennifer E. RothmanProfessor of Law and Joseph Scott FellowLoyola Law School (Los Angeles), Loyola Marymount University919 Albany St.Los Angeles, CA 90015-1211Tel: (213) 736-2776Fax: (213) 380-3769Email: jennifer.rothman@lls.eduAlt. Email: jrothman@alumni.princeton.eduWebpage: http://www.lls.edu/academics/faculty/rothman.htmlSelected papers are available at my SSRN author page: http://ssrn.com/author=271592

CHATTEN-BROWN & CARSTENS LLP
2200 PACIFIC COAST HIGHWAY
SUITE 318
HERMOSA BEACH, CALIFORNIA 90254
www.cbcearthlaw.com

Telephone: (310) 798-2400
Facsimile: (310) 798-2402

E-mail:
DPC@CBCEARTHLAW.COM

May 10, 2013

Via Email and U.S. Mail
Ms. Emily Dwyer
Los Angeles Department of City Planning
Los Angeles, CA 90012
Email: Emily.Dwyer@lacity.org

Re: Comments on Notice of Preparation and Scoping Comments on Harvard-Westlake Parking Plan; Public Records Act Request for Documents Related to Project Site since 2006; Request for Notice

Dear Ms. Dwyer:

Thank you for the opportunity to comment upon the Scope of the Proposed Environmental Impact Report (EIR) on the Harvard-Westlake Parking Improvement Plan (the Project). On behalf of Save Coldwater Canyon!, we submit the following comments to ensure the City's EIR will properly consider the Project's potential impacts on this precious, idyllic area of the City, and ways to reduce or avoid those impacts altogether.

We submit our comments as a supplement to those of Ms. Jennifer Rothman, Esq., dated May 9, 2013, and incorporate those comments by reference. (Enclosure 1.)

I. THE CITY MUST COMPLY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

A. The Notice Of Preparation Should Accurately Describe The Entire Project.

The California Environmental Quality Act (CEQA) requires a Notice of Preparation to include a description of the project, the location of the project, and the probable environmental effects of the project. (Tit. 14 Cal.Code Regs. (Guidelines), § 15082.) An EIR, like the Notice of Preparation, must contain a detailed statement of all significant effects on the environment of the proposed project. (Pub. Resources Code § 21100.) The courts have stated that: "An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192-93.)

Contrary to these principles, it appears that the project applicant has chosen to submit for review and approval only a portion of the entire project that it actually contemplates. As Ms. Rothman points out, the applicant has been buying property in the area and likely intends more development on the west side of Coldwater Canyon. The entire plan must be disclosed. The definition of "project" is "extremely broad" under CEQA. (*Azusa Land Reclamation Co. v. Main San Gabriel Basin Watermaster* (1997) 52 Cal.App.4th 1165, 1188-1189.) A "project" is any activity by an agency which may cause either a direct or reasonably foreseeable indirect physical change in the environment, and encompasses "the whole of an action." (Pub. Res. Code §21065(a); Guidelines § 15378(a).)

A project may not be segmented into individual pieces for purposes of review, and thus avoid analysis of the totality of the impacts. "The significance of an accurate project description is manifest, where, as here, cumulative environmental impacts may be disguised or minimized by filing numerous, serial applications." (*Arviv Enterprises, Inc. v. South Valley Area Planning Com.* (2002) 101 Cal.App.4th 1333, 1346.) In *Arviv Enterprises,* a developer purchased various lots on a steep hillside in the Mulholland Scenic Parkway Specific Plan area of Los Angeles with the intention of building a house on each of 21 of them, but failed to submit an application analyzing the impact of building all of them. Rather, the developer impermissibly applied for each lot individually. Proper review must ensure that "environmental considerations do not become submerged by chopping a large project into many little ones—each with a minimal potential impact on the environment—which cumulatively may have disastrous consequences." (*Bozung v. Local Agency Formation Com. of Ventura County* (1975) 13 Cal.3d 263, 283–284; see also, *Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151, 165, [county abused its discretion in adopting negative declarations for each portion of the project because it failed to consider the cumulative impacts of the project as a whole]; *Burbank–Glendale–Pasadena Airport Authority v. Hensler* (1991) 233 Cal.App.3d 577, 592, 284 Cal.Rptr. 498 ["A narrow view of a project could result in the fallacy of division, that is, overlooking its cumulative impact by separately focusing on isolated parts of the whole."])

B. The City Must Provide Adequate Notification to the Public.

Ms. Rothman identifies a number of defects in the public notice in connection with this Project application. (Rothman letter, p. 13.) The California Supreme Court has found that members of the public hold a "privileged position… in the CEQA process ... based on a belief that citizens can make important contributions to environmental protection and on notions of democratic decision-making...." (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 936, 727 P.2d 1029, 1033.) We request that adequate notice be provided to a sufficient radius of

properties likely to be affected by the Project, and that a 45 day extension of time to comment about the Project be granted.

Additionally, we strongly suggest that potential responsible and trustee public agencies be provided with notice of the preparation of the EIR. It is our understanding that the Santa Monica Mountains Conservancy had no notice of the release of this NOP until local residents advised its representatives about it. We question whether other potentially interested agencies such as Caltrans, SCAQMD, or the Department of Fish and Wildlife have been advised about the proposal of this Project.

CEQA requires the NOP to include sufficient information describing the potential environmental effects of the project to enable responsible agencies to make a meaningful response. (CEQA Guidelines § 15082(a)(2).)

C. A Reasonable Range Of Alternatives To The Proposed Project Must Be Included In The EIR.

The alternatives analysis is "the core of the EIR." (*In re Bay Delta, supra*, 43 Cal. 4th at 1162.) An EIR must include a reasonable range of alternatives "that could feasibly attain most of the basic objectives of the project *while avoiding or substantially lessening any of the significant effects of the project.*" (Guidelines §15126.6(f), emphasis added.)

CEQA's core statutory purpose is to *avoid* adverse impacts. In order to avoid adverse impacts, the EIR's consideration of alternatives cannot be overly constrained by the Project proponent's desired set of objectives. CEQA requires the EIR to contain a "statement of the objectives sought by the project." (14 Cal. Code Regs. [hereafter "Guidelines"] §15124(b).) While "a lead agency may not give a project's purpose an artificially narrow definition" and thereby circumscribe the alternatives analysis (*In re Bay Delta Prog. Environmental Impact Report Coord. Proceedings* (2008) 43 Cal. 4th 1143, 1166), if the alternatives analysis includes "enough of a variation to allow informed decision-making" it will withstand judicial scrutiny. (*Mann v. Comm. Redev. Agency* (1991) 233 Cal. App. 3d 1143, 1151.) In assessing whether an EIR contains a reasonable range of alternatives, the reviewing court will determine whether "the range of alternatives is unreasonable in the absence of the omitted alternative." (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal. App. 4th 957, 991.)

Ms. Rothman has identified a number of on-site design and off-site alternatives. (Rothman letter, pp. 12-13.) We urge you to meaningfully consider these alternatives, and not reject them as infeasible or unable to attain most project objectives.

D. The EIR Must Comprehensively Address All Of The Project's Potentially Significant Environmental Effects.

To be legally adequate, an EIR must comprehensively identify and address all of the "significant environmental effects" of a proposed project. (Public Resources Code § 21100(b)(1); CEQA Guidelines § 15126.2.) Both "[d]irect and indirect significant environmental effects" must be analyzed, "giving due consideration to both the short-term and long-term effects." (CEQA Guidelines § 15126.2(a).) It will be critical for the EIR to address impacts in the areas of aesthetics, biological resources, air quality, geology and soils, traffic and access, land use plans, noise, and hazardous materials. (Rothman letter, pp. 3-12.)

1. Biological Resource Impacts Must Be Detailed and Mitigated.

The Initial Study states that mature trees in an oak and walnut woodland would be impacted by the Project. (Initial Study, p. 27.) The EIR must address ways in which impacts to the protected trees can be avoided, not just mitigated by replacement. Alternative site designs could avoid some impacts to protected trees. As stated by Ms. Rothman, the project will "significantly and negatively impact the biodiversity of the flora and fauna of the neighborhood and of the Santa Monica Mountains." (Rothman Letter, p. 8.) Additionally, the potential existence of a wildlife movement corridor in the area must be considered. These biological resource impacts must be thoroughly analyzed and mitigated or avoided completely.

2. Air Quality and Human Health Could Be Adversely Affected.

The Initial Study states that 135,000 cubic yards of dirt will have to be transported during construction of the project. (Initial Study, p. 11.) The extent and nature of the construction activities will likely lead to extensive air quality impacts from heavy construction vehicle traffic necessary to remove this dirt. With nearby sensitive receptors in residential areas surrounding the Project site, avoiding or mitigating air pollution impacts to the fullest possible extent will be critical. Ms. Rothman correctly identifies numerous areas in which accurate, complete information about air quality impacts must be supplied. (Rothman Letter, p. 5.)

3. Land Use and Planning Inconsistencies Must Be Fully Addressed and Avoided.

CEQA requires an EIR to address any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. (Guidelines Section 15126 subd. (d).) The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan should guide development in this area in addition to the City's Municipal Code. As Ms. Rothman correctly identifies, the initial study's anticipation of lack of conflicts is unsupportable in light of the fact that much of the land involved is desirable open space and numerous variances are being sought. (Rothman Letter, p. 10.)

The Project would include numerous discretionary actions, many of which should not be granted absent special circumstances that entitle the applicant to special relief from Municipal Code requirements. The discretionary actions are:

Conditional use permit- pursuant to LAMC section 12.24-T,3(b)
Modification of setbacks;
Modification of height limits;
Modification of grading and export limits pursuant to section 12.24-F;
Waiver of Tentative Map requirement of LAMC section 91.7006.8.2;

(April 12, 2013 Notice of Preparation, Anticipated Discretionary Actions, p. 3.)

These are in addition to the applications for airspace vacation for a bridge, Cultural Affairs commission approval; removal and encroachment permits for protected trees (for which the applicable section of the LAMC is not identified); demolition and construction permits, and haul route approvals. (*Ibid.*)

By selection of an alternative design of the Project, or choice of an alternative location, many of these special approvals could be rendered unnecessary. Therefore, they may not be approved.

"The grant of dispensation [such as a variance] is a matter of grace, and a refusal is not the denial of a conditional statutory right; it merely leaves in operation the statute adopted by the legislative body." (*Rubin v. Board of Directors* (1940) 16 Cal.2d 119, 124.) The failure by the applicant "to prove any of the matters required by a variance ordinance must result in a denial of the variance application." (*Stolman v. City of Los Angeles* (2003) 114 Cal.App.4th 916, 927; *City of San Marino v. Roman Catholic Archbishop* (1960) 180 Cal.App.2d 657, 671-672.)

One of the fundamental requirements for a variance or exception is that it not grant relief from a self-imposed hardship. In *City of San Marino v. Roman Catholic*

Archbishop (1960) 180 Cal.App.2d 657, 672-673, the defendant sought a variance to build a rectory, parking lot and a playground on property zoned for residential use when it was purchased. In finding a variance unsupported, the court reasoned "Self-induced hardship is not within the purview of the ordinance. . . . One who purchases property in anticipation of procuring a variance to enable him to use it for a purpose forbidden at the time of sale cannot complain of hardship ensuing from a denial of the desired variance." (*Id.* at 673.)

Among other requirements, Los Angeles Municipal Code requires a finding that strict application of the zoning ordinance would result in practical difficulties or unnecessary hardships. Where a property may be used effectively for its intended purpose, in this case residential estate development, without a variance, a finding of unnecessary hardship cannot be supported merely to increase the value or utility of the property. (*Stolman v. City of Los Angeles* (2003) 114 Cal.App.4th 916, 926 [". . . there is no evidence demonstrating that the property cannot be put to effective use as a gasoline station without the automobile detailing operation."]) In *Stolman*, the Court of Appeal rejected the City of Los Angeles' determination that the findings required for issuance of a variance for a car detailing operation at a gas station in a residential area were supported by substantial evidence.

Therefore, the requested variances may not be granted merely because an applicant applies for them. The EIR must address the potential justifications for such variances, and the feasibility of alternatives that would avoid requiring such variances.

Additionally, past and continuing violation of the CUP that was previously granted by the applicant must be fully examined and corrected. Paragraph 7 of the 2006 CUP specifically states that the "light source" used on the field must be "designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties" but nearby properties have experienced light spillage. Before granting new privileges to the applicant, compliance with past CUP conditions must be ensured.

4. Traffic and Safety Access Issues Must Be Addressed.

The Project as proposed will severely impact the surrounding infrastructure. (Rothman Letter, pp. 5-6.) The EIR must thoroughly assess traffic impacts to local and regional roads affected by the Project. Fire Department safety and access must be critical subjects of the EIR, as well as its impacts to the state highway system.

5. Geology and Soils.

The initial study states that "It is estimated that the excavation would require the removal of approximately 135,000 cubic yards of soil from the site." (Initial Study, p.

11.) This is a massive amount of soil movement. Considering that most haul trucks will remove 10 cubic yards per trip, this amount of soil movement would require 13,500 heavy truck trips, or 27,000 one way trips. This will likely have enormous air pollution, noise, vibration, and traffic impacts that must be thoroughly analyzed and mitigated.

Additionally, as Ms. Rothman states, historical conditions in the area indicate erosion, landslides, and mudslides could be a potentially significant impact. (Rothman Letter, p. 8.) The previous rejection of plans by the Mulholland Scenic Parkview Design Review Board for construction of new homes on the 3600 block of Potosi due to "proximity of parkland, the excessive grading, the dangers of erosion, and the fact that the project would not reserve the natural vegetation and ecological balance" must be fully explained in the EIR, as well as why the current plans are different if they are. Similarly, the design and impacts of the proposed retaining wall must be fully explained, as well as mitigation measures or alternatives that will reduce or eliminate those impacts.

6. Noise Impacts.

Noise impacts could be significant. (Rothman Letter, p. 10.) The City's noise element and Municipal Code requirements must be thoroughly analyzed and observed. The significance of noise impacts depends on their environmental setting. The current environment is one of relative quiet, with "birds chirping, crickets, owls and wind blowing through the canyon." (Rothman Letter, p. 10.) Against this baseline, any additional noise impacts must be measured and could be significant.

II. Public Records Act Request.

Pursuant to the California Public Records Act, Government Code Section 6250 et seq., we request all writings related to the following:

(1) The proposed Project including but not limited to the July 2010 Preliminary Geotechnical Investigation (Initial Study, p. 32), biology, traffic, noise, hydrology, and other reports about the Project;
(2) Mulholland Scenic Parkview Design Review Board rejection of construction of new homes on the 3600 block of Potosi Avenue in the past 10 years
(3) Retaining wall applications and exceptions under city ordinance No. 176445 in the past 15 years in the Sherman Oaks-Studio City-Toluca Lake- Cahuega Pass Community Plan area.

III. Request for Future Notices.

Pursuant to Public Resources Code section 21092.2, we request all notices of documents or hearings related to this proposed project.

Conclusion.

We look forward to participating in the review process for the proposed Project. Thank you for your attention.

Sincerely

Douglas P. Carstens

Cc: City Clerk

Enclosure: Jennifer Rothman Letter of May 9, 2013 to Emily Dwyer

ENCLOSURE 1

Jennifer E. Rothman
Save Coldwater Canyon!
c/o Loyola Law School, 919 Albany St.
Los Angeles, CA 90015

May 9, 2013

Ms. Emily Dwyer
Major Projects
Los Angeles Department of City Planning
Los Angeles, CA 90012
Email: Emily.dwyer@lacity.org

Re: Comments on Notice of Preparation and Scoping Comments on Harvard-Westlake Parking Plan; Request for Additional Time to Provide Scoping Comments

VIA EMAIL AND U.S. MAIL

Dear Ms. Dwyer:

I am writing on behalf of myself and the organization, Save Coldwater Canyon!, to express our significant concerns with the proposed Harvard-Westlake Parking Plan, which rather than "improve" the neighborhood as Harvard-Westlake claims, will irrevocably alter one of the last remaining open spaces in Los Angeles, destroy a widely recognized "idyllic" neighborhood, exacerbate storm run-off and flooding, jeopardize the stability of the hillside, destroy native plant and animal habitats, add traffic congestion, increase wildfire danger, and produce significant air, noise and light pollution thereby causing a nuisance and health hazard. I and most of the over 80 members of Save Coldwater Canyon! are residents of the affected neighborhood in Studio City, CA. As such, I am well situated to comment on the likely impact of the proposed development.

My review of the Initial Study (IS) and Checklist dated April 12, 2013, reveals a number of concerns which do not appear to have adequately been addressed or that appear to misstate information about the surrounding neighborhood and project. Each of the issues I raise should be addressed in the draft Environmental Impact Report (EIR). In addition to addressing the likely environmental impact of the proposed development, the Department of City Planning (DCP) must also more fully investigate whether there is in fact a need for this project and consider fully the many environmentally superior alternatives to the current proposal.

I. Introduction

Harvard-Westlake's project does not conform to existing zoning. Rather, the applicant is asking for a large number of exceptions from city regulations, including, inter alia, zoning laws, setback and height limits, building on land that has been designated "desirable open space", and cutting down and encroaching on protected trees. The sheer number of exceptions sought itself shows that this project is inappropriate for this location and will alter the character of the

neighborhood and the customary building practices in the area. It also will split the school campus, leaving open the possibility of (and making more likely) further encroachment on this exclusively residential neighborhood. The DCP should be aware that Harvard-Westlake has been buying some residential properties in the neighborhood and there is therefore a real possibility that they intend more development on the west side of Coldwater Canyon. A number of Harvard-Westlake's statements and actions in this process also have suggested that they are acting in bad faith. In addition, there has been a significant notice problem with the most affected properties not receiving any notice of the proposal from either the city or Harvard-Westlake. This letter will first address the claimed need for additional parking, proceed to raise a number of environmental concerns, document the notice problems and some of the bad faith actions taken by Harvard-Westlake. Finally, this letter suggests numerous superior alternatives to the current proposal.

II. No Need for Additional Parking

Although Harvard-Westlake and the Initial Study have suggested that there is a "parking problem", this has not been established and as a resident of the neighborhood directly west of Coldwater Canyon and the school, I have had no problem whatsoever with parking spillover from the campus. In speaking with approximately 30 neighbors about this issue, none has suggested that this is an issue. Some residents of Coldwater Canyon itself have stated that they are not bothered by student parking. Most importantly, the evidence in the record suggests that Harvard-Westlake already has more than sufficient parking. The LAMC Zoning Code requires the school to have 436 parking spaces available. The school currently has 568 spaces. (Initial Study at 10.) The school therefore has over 130 more parking spaces than it in fact is required to have. The proposal without justification seeks to nearly double the number of parking spots to 1,126. (Initial Study at 10). This number far exceeds one spot per driving-age persons affiliated with Harvard-Westlake given that a number of the 900 students are under 16 years of age. (See id.)

Evidence before the city demonstrates that Harvard-Westlake has already conceded that it does not need additional parking. Harvard-Westlake has repeatedly claimed in its applications for approval of various building plans that it has more than sufficient parking. (See Initial Study at 18-19; see also ZA-1992-0579-PAD, ZA-1997-0377-PAD, ZA-1999-0093-PAD). For example, in a 1999 application by the school for the demolition of and replacement of several buildings, the school wrote that its own parking study demonstrated that the school already had "substantially more than the 436 parking spaces that were provided on campus in 1992 and that were determined at that time to be adequate to meet the parking needs of the campus." (See Initial Study at 19). The application continued to note that since there was no plan to increase enrollment there was no need for any additional parking. It is disingenuous now – having received approval for each of these building permits – to turn around and claim that those statements are not true and that more parking is needed. This sudden change of heart with regard to whether there is "substantially more" parking than the school needs also leads one to question the claim that the school does not intend to increase enrollment, which it stated in 1999 would be the only reason to increase parking.

In short, the proposed development will not solve a parking shortage because no such shortage has been documented. Instead, the development will increase traffic by encouraging driving by students and faculty, and also by likely increasing enrollment or attendance by third-parties at various athletic and other school events.

III. Aesthetics

A Designated Scenic Highway and Views from Residences

Coldwater Canyon is a Designated Scenic Highway. If the proposed development goes forward this wonderful view of the Santa Monica Mountains will be replaced by a large unsightly bridge and three-story parking structure destroying the view of the natural landscape that can be seen from both the South and North. No matter how architecturally attractive the bridge and parking lot, they will mar the unspoiled vistas. The cutting down of the old growth trees will also detrimentally impact the mountain landscape. Views of mountains, trees, native plants, and animals (such as deer, owls, butterflies and more) will be replaced with views of cars, a parking lot, a large crossing bridge and an artificial field virtually in the backyard of neighborhood residences. Such impacts will unquestionably substantially degrade, if not entirely destroy the scenic vistas, scenic resources, and the visual character and quality of the neighborhood and site.

Light Pollution and a Precedent of Negative Impact

The planned development will also cause significant impact from both lighting towers on the proposed field and glare and lights from bridge. Since 2007 (pursuant to a conditional use permit (CUP) that was not widely publicized to the neighborhood), Harvard-Westlake has added lighting towers to its existing field (the Ted Slavin Field). Since the addition of these lights, the field has had a significant and detrimental impact on the neighborhood. Many neighbors have witnessed the lights on long past the purported 8 p.m. cut-off. (See Initial Study at 24; CPC-2006-2375-PAD). Although the CUP does permit 8 days a year when the lights may be on until 11: 00 p.m., several residents of the community have suggested that the lights are on past 8 p.m. outside of these designated 8 days.

The lights shine into some neighborhood properties forcing people to vacate their backyards and close blinds. The lights also destroy the night sky. One of the most wonderful and prized aspects of living in the Coldwater Canyon neighborhood and the foothills of Studio City is that unlike most other neighborhoods in Los Angeles, residents can actually see stars in the night sky. When the field lights are on, residents can no longer enjoy the night sky.

Paragraph 7 of the 2006 CUP specifically states that the "light source" used on the field must be "designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties." This condition has been violated. Paragraphs 3 and 7 of the CUP, suggest that "state-of-the-art light reflector technology shall be used to minimize both horizontal light spillage and 'sky glow' upward light." (CPC-2006-2375-PAD). If this technology is in place – the same suggested for use on the newly proposed field – it is not working.

There is therefore good reason to conclude that Harvard-Westlake is in violation of its existing CUP for the Slavin Field and the DCP should investigate the parameters of this CUP and the school's compliance as part of this EIR process. If Harvard-Westlake has violated the CUP, that fact would be critically important in determining whether the school merits additional exceptions from existing zoning and city ordinances, and whether, if those were granted, it would comply with any conditions set by the CUP.

Even if Harvard-Westlake has complied with the specifications of the 2006 CUP, the neighborhood experience demonstrates that the light that emits from the field has a much greater impact than was initially thought. The neighborhood's actual experience with the lights from the Ted Slavin field must be included in the EIR.

Moreover, there is reason to conclude that the proposed field and lights will be even more detrimental to the aesthetics of the neighborhood. The field will be elevated causing more light to intrude into the neighborhood and houses, and obscuring the night sky. Although the Initial Study suggests that the proposed lights will be designed to limit the escape of light from the field (see Initial Study at 25), the neighborhood's prior and first-hand experience with the Harvard-Westlake use of lights at the Ted Slavin Field demonstrates the fallacy of such a conclusion. As noted above, these towers do emit light far from the field. This lights up resident's houses, backyards and ruins the enjoyment of these spaces, as well as of the night sky. We hope that as part of the EIR process, the DCP will speak with neighborhood residents, particularly those on Coldwater Canyon, Galewood, Blairwood, and Van Noord Aves to hear first-hand about the effect of the lighting from the current athletic field. We already know that the lights on the current field have a significant and detrimental impact. Given the greater proximity to residences and the height of the lighting towers on the proposed field, it is fair to conclude that the impact will be even greater. Given the past history, the City should consider revoking and/or modifying the 2006 CUP and certainly should be very cautious about authorizing any new lighting on a facility even closer to a large number of private residences.

In addition to the detrimental impact of the lights on the proposed field, the bridge itself would produce glare during the day and lighting pollution at night. The bridge will likely have sun reflect off of it in ways that may impair drivers' safety going up and down the canyon road and that will enter houses nearby. At night, the bridge will be operational until at least 11:30 p.m. (Initial Study at 9) and will be lit at least during these hours causing additional light to pour into people's houses, disturb viewing of the night sky and potentially impair drivers' vision.

Proposed Mitigation Measures Insufficient

Nor will the proposed landscaping mitigate the detrimental impact of the bridge, field or lighting. (See Initial Study at 21). None of these aesthetic harms is altered or affected by the proposed landscaping. Moreover, the proposed landscaped cannot in any way compensate for the aesthetic and biological loss of over 100 native old growth oak and walnut trees, as well as hundreds of other old growth trees, and other native plants. Replacing these old growth trees with newer, smaller caliper trees of different species will have a dramatically negative effect on the aesthetics of the canyon road and hillside.

IV. Air Quality, Greenhouse Gases & Traffic

Increase in Traffic Volume

The claims in the Initial Study and in Harvard-Westlake's materials circulated in conjunction with the proposed development are contingent on the conclusion that there will be no additional cars brought to the area as a result of the addition of the three-story parking garage. (See Initial Study at 26). This is a highly suspect conclusion. There are currently 568 parking spots available. After the construction there will be 750 additional spots for a total of 1,126 (given that some spots will be removed after the construction). This will lead to a net increase in parking spots of 558. The only way to conclude that there would be no net increase in traffic students, is if there are in fact over 500 cars from Harvard-Westlake students parked in local streets every day. This is not the case. It is only on occasional big event days, such as graduation or homecoming, that cars are parking en masse in our neighborhood. Instead of parking in the neighborhood, some students are being dropped off, carpooling, taking school buses, walking to school, riding their bikes and taking public transportation. Harvard-Westlake claims that 36% of its students on the Studio City campus take the bus. It is reasonable to conclude that the easy access to parking across from the school's current campus will encourage students to abandon these alternative modes of transportation and instead drive to school; thereby increasing rather than maintaining the number of cars traveling on Coldwater Canyon and in the surrounding neighborhood. Moreover, given Harvard-Westlake's prior claims that they have more than sufficient parking given their current enrollment, it seems likely that they either plan to increase the student body or to attract more attendees to various school events, particularly athletic events throughout the year. (See Initial Study at 18-19).

Permanent Traffic Delays, Congestion and Associated Greenhouse Gases and Reduction in Air Quality

Given that the school starts at the same time for most of its students and that this start time coincides with commuter rush-hour, the proposed parking structure will dramatically worsen already significant delays on Coldwater Canyon. The proposed turn lanes will be woefully inadequate to address the likely back up from students all trying to get to school at the same time. There are likely to be bottleneck problems as students and other Harvard-Westlake-bound cars wait to enter the turn lanes and as the added lane returns to a single-lane heading Southbound.

The increased number of cars, combined with the likely additional back up of cars waiting to turn into the parking lot, delayed commuter traffic, and the traffic in the parking garage itself will increase greenhouse gases and negatively impact local air quality. Given the residential character of the neighborhood, with the parking garage virtually in private residences' backyards, such additional air pollution could have significant health consequences, especially for the many children who live in the neighborhood and play outside during these times when there is likely to be a back up of idling cars.

The Initial Study does not consider the impact both short-term and long-term of discouraging students, faculty and the Harvard-Westlake community from using less damaging, alternative modes of transportation. The Initial Study also does not consider the ongoing harm of failing to set a good example for their students of what are acceptable environmental practices.

Harvard-Westlake is educating some of the future leaders of Los Angeles and the country and this development project teaches these students that designated open spaces, old growth trees, and animal habitats are valueless and that convenient parking is more important than any environmental concerns. The school is also teaching its students that being able to drive and park without needing to walk any significant distance to one's destination is preferable to alternative modes of transportation that are less damaging to the local and global environment. Jeffrey Haber, one of the attorneys representing Harvard-Westlake in this matter, informed me that students should not have the burden of walking the block or two from or to Ventura Blvd. from the campus.

Traffic Delays During Construction

Even if the project did not cause long-term traffic and air quality issues, the lengthy duration of the construction and its impact on traffic would warrant extreme caution in approving this proposal. The construction of the parking garage is estimated by Harvard-Westlake to last two years and nine months. (Initial Study at 11) After undergoing major construction and road closures on Coldwater Canyon for the last two years, the last thing the residents of Studio City and Sherman Oaks deserve is more of the profound traffic delays that have further burdened morning commutes and traffic on Laurel Canyon Blvd., Beverly Glen Blvd., Sepulveda Blvd, Cahuenga Blvd., and the 405 freeway. All of these traffic effects must also be taken into consideration before the city council approves what some have already called "Canyon-Geddon II."

More Development and Expansion Likely

Such traffic and air quality effects also will be exacerbated if Harvard-Westlake expands. Although the school and the Initial Study suggest that no expansion is planned, there is good reason to be skeptical of the claims that the school does not intend to expand. First, as discussed, Harvard-Westlake already has sufficient parking for its enrollment and does not need additional parking. It complies with all city laws with regard to having adequate parking given its school size. It also has both an existing lot on which it could build a parking garage, as well as other sites on the east side of Coldwater Canyon on which it could also build a parking garage, or even multiple garages. Why does the school not wish to build on this property that is contiguous with its existing campus which would be significantly more affordable and have less of an environmental impact? The only logical explanation is that they plan to expand the campus footprint, paving the way to expanding enrollment.

Harvard-Westlake may also be seeking to gain a foothold on the west side of Coldwater Canyon in an effort to seek further development there. The DCP should keep in mind that the school has already bought a substantial number of residences on the East side of Coldwater Canyon and is now buying property on the west side of Coldwater (for example, it is my understanding that Harvard-Westlake has purchased 3674 N. Potosi Ave). Residents of this street, Potosi Ave., informed me at the Scoping Meeting that Harvard-Westlake is "buying out Potosi"). The proposed development plan even includes putting bathrooms, coaches offices and perhaps other facilities in the parking garage, something that is not customary in parking garages and that further suggests some additional plans afoot. (See Initial Study at 32). In a recent hearing before the Studio City Neighborhood Council, John Amato, the Vice President of

Harvard-Westlake, referred to the proposed pedestrian bridge as the connector between its current campus and what would become the "other side of campus."

I do not have access to the school's ten-year strategic plan, but this should certainly be provided to the DCP and the public. The school has chosen a very expensive plan for building a parking lot despite cheaper alternatives on their current campus footprint. Again, one must ask why? The EIR must analyze the growth-inducing impact of this project.

The EIR should also consider if the school is illegally segmenting the project. Given the history of incremental building and conditional use permits that the school has sought, the DCP should be fully apprised of the complete scope of Harvard-Westlake's plans for its campus and for the 5.5 acres of designated open space that it seeks to build on, as well as the purchased neighborhood residences on both sides of Coldwater Canyon.

Other Impacts on Air Quality

In addition to the air degradation by an increase in the automobile emissions, the cutting down of old growth trees and replacement with younger, smaller caliper trees will harm the area's air quality and lead to further warming of the hillside communities.

V. Biological Resources and Destruction of a Designated "Desirable Open Space"

Full consideration must also be given to fact that 2/3 of the development site has been designated by the city as "Desirable Open Space" in the City Plan. (See Initial Study at 4 & 7; Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, General Plan Land Use Map (as of March 04, 2008) ("Community Plan"). This desirable open space is currently undeveloped and filled with natural habitat. The city has described "Desirable Open Space" as "land which should be protected" and that such a designation remains even if the property is "privately owned." (Initial Study at 4 & 7; Community Plan n. 7) The conservation of this desirable open space has been deemed by the city in its general plan as "needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community." (Initial Study at 4 & 7; Community Plan n. 7). Thus, the city has already assessed the importance of keeping this parcel of land as open space, and has concluded that it is vital for the community's health and safety. The impacts of making such an exception to designated open spaces will be felt not just in the local community, but citywide as such designations of desirable open space become meaningless.

The destruction of this open space and its replacement with a parking lot will not only have repercussions for human health, safety and aesthetics, but will also negatively impact the biological resources of the area. As the initial study indicates more than 100 old growth, protected trees will be cut down as part of this project and 26 will be encroached on and put at risk. (Initial Study at 9). In a recent meeting of the Studio City Neighborhood Council, one of the attorneys for Harvard-Westlake, Edgar Khalatian, stated that at least a similar number of unprotected old growth trees and native plants will also be removed from the wooded site. Replacing these old growth trees with newer, smaller caliper trees of different species cannot ameliorate the detrimental biological impact of cutting down these wide caliper walnut and oak

trees, nor in any way address the destruction of the open space habitat for the local animal population.

The removal of these trees, plants and open space will significantly and negatively impact the biodiversity of the flora and fauna of the neighborhood and of the Santa Monica Mountains. This area is the home and temporary home of a variety of migratory birds and butterflies. Many other local birds, reptiles and animals, including protected species, make their home on this land that abuts the Santa Monica Conservancy. (Initial Study at 27.) The project may also break up a wildlife corridor in the mountains and detrimentally impact a water source for these animals. All of these issues must be fully considered in the EIR.

VII. Geology and Soils

The proposed project is likely to increase erosion in the area and increase the risk of landslides and mudslides. Although the geotechnical report that Harvard-Westlake submitted suggests that there is no evidence of a history of landslides, portions of the development site have been designated landslide and liquefaction zones by the state of California. (See Seismic Hazards Zones Map). It is also my understanding from local residents on Potosi Ave that the DPC has previously rejected building permits on the same hillside because of such dangers. According to these residents, Harvard-Westlake has purchased a residence at 3674 Potosi Ave. that the school intends to use in its construction plans for the parking garage and field. Much of the proposed development is either on part of this land parcel or adjacent to it and on similar geological foundations. On the basis of records that were submitted to me at the scoping meeting, there is evidence that the Mulholland Scenic Parkview Design Review Board and the DPC previously rejected construction of new homes on the 3600 block of Potosi because of the "proximity to parkland, the excessive grading, the dangers of erosion, and the fact that the project would not reserve the natural vegetation and ecological balance."

The proposed Harvard-Westlake project also violates city ordinance No. 176445 which governs retaining walls in the interest of community safety. The proposed retaining wall may well jeopardize the stability of the hillside and the residential properties both above and below it. I have been informed by residents of Potosi that exceptions to this ordinance and retaining wall height have been denied on that street by the city because of safety concerns. There is no basis to treat the Harvard-Westlake property differently. An unsafe area for building should not become safe simply because of the status of the applicant.

The rejection of these past building permits and the existence of governing safety regulations suggest knowledge by the city of the dangerous propensities of this hillside. City road maintenance records likely also indicate the longstanding history of mud and landslides on Coldwater Canyon caused by soil from the surrounding hillsides – the very same ones that Harvard-Westlake intends to build on. The cutting down of old growth trees and their replacement with younger, smaller caliper trees will also increase the mudslide and landslide dangers, as well as erosion in the area.

In light of this conflicting information, the city should prepare its own independent geological report to fully and independently vet the landslide and mudslide dangers on the

proposed project site. These issues must be fully evaluated in the EIR. Moreover, given this documented history, both the city and Harvard-Westlake are on notice of the likelihood of personal and property damages that may result if the city approves and Harvard-Westlake proceeds with this proposed development in its current form. Given the number of residences and lives that could be placed at risk by a hill collapse or mud or landslide any uncertainty on the stability of the land must weigh heavily in favor of rejecting any development plans.

VIII. Hydrology & Water Quality

Although the initial study does note that the proposed project would likely lead to significant erosion issues, it erroneously concludes that there is likely to be minimal impact or no impact on drainage patterns, run-off in the neighborhood, risk to people and structures from flooding, or inundation by a mudflow. (Initial Study at 34-35). The neighborhood surrounding and including the proposed development site is a hillside community in which water and storm run-off is an ongoing problem. The streets are filled with potholes, constant pools of water and some sinkholes resulting from hillside run-off. There are no sidewalks in the neighborhood and there is a history of some water intrusion in residences. Given this history of run-off problems, the DCP should reconsider this conclusion, and the potential for erosion and impacts on drainage should be analyzed in the EIR. The proposed development is likely to significantly worsen the run-off problem by eliminating open space where water is currently absorbed into the soil rather than running off into the neighborhood. The removal of existing, old growth, wide caliper trees and other native plants will also exacerbate the run-off problems caused by the proposed development. There is therefore a significant risk that the proposed garage will cause flooding in the neighborhood and substantial property damage. This increased run-off problem may also increase the likelihood of landslides and mudslides, as discussed above in Part VII.

There is also a record of storm drains in the neighborhood being insufficient and often clogged. The DCP may wish to review the flooding that occurred in the neighborhood as a result of the September 2009 water main break on Coldwater Canyon Ave., which flooded numerous residences on Dickens St. and (Little/South) Ventura Blvd. The Initial Study claims that the "adjacent street has an existing curb and gutter system." I am not sure which of the many adjacent streets are being discussed here, but most of the neighborhood streets either have **no** curbs whatsoever or only have them on one side of the street and many have no or only a very few gutters or drains. Van Noord Ave and Greenleaf, for example, have curbs on only one side of the road for most of their lengths and **no** drains whatsoever the length of the blocks from Coldwater Canyon to the South and Dickens to the North on Van Noord and from Van Noord to Valley Vista on Greenleaf. Dickens does have one storm drain – though it is often blocked – but the street **does not have curbs** on either side.

The proposed use of a catch basin and bio-swale for the first .75 inches of rain is woefully inadequate to handle the rain fall during significant storms, especially when combined with the entire run-off from Mulholland Drive down the hillsides into the Valley where flooding on Coldwater Canyon during routine winter storms is common place. Ventura Blvd and North on Coldwater (at Valleyheart & Moorpark) often have entire lanes (often the West-most lane) closed during such storms due to flooding. The conclusion that there is not a significant run-off or flooding issue in the neighborhood and that there is adequate drainage is unsupportable.

IX. Land Use and Planning

The Initial Study suggests that the development plan would have a "potentially significant impact" on local conservation plans and on the various zoning plans within the community, but then concludes paradoxically that the "project is not anticipated to conflict with any adopted plans" or "conservation plan." (See Initial Study at 37). Not only does the Initial Study contradict itself, but its conclusion that there is no conflict is unsupportable. First, the proposed development clearly does interfere with an existing conservation plan given that the land is a designated "desirable open space" in the city plan, as discussed at length in Part V. Harvard-Westlake does not have an adequate basis on which to seek to alter this designation. The purpose of this designation is to preserve an important natural habitat in the Santa Monica Mountains in the Studio City area adjacent to Santa Monica Mountains Conservancy property. In addition, the proposed development dramatically alters the land use plan for the neighborhood from a residential area to one with a 750-space parking lot and an active playing field. The proposed development seeks numerous exceptions to existing zoning and other building and safety ordinances that would fundamentally alter the character of the neighborhood in contravention of current zoning, the city plan, and the custom of the area. Moreover, the proposed development provides no benefit to the community and certainly no benefit that would justify such a flagrant violation of the neighborhood's and city's land use plan. Such a development would endanger the character of this exclusively single-family home neighborhood adjoining designated desirable open space and the Santa Monica Conservancy.

X. Noise

The parking lot itself will produce significant noise pollution in the neighborhood, including up to or after 11:30 p.m. and starting before 6:30 a.m. as the parking lot will be open during school hours. (Initial Study at 9). The engines, tire squeals, honks and other automotive sounds will replace the current sounds of birds chirping, crickets, owls and wind blowing through the canyon. The suggestion that current student parking causes noise pollution is not true, at least for residents west of Coldwater Canyon, so this would be a completely new and substantial source of noise in the neighborhood. Even if true, adding more noise pollution is unjustifiable. In the garage the traffic will be concentrated in a specific location and likely amplified by the concrete structure, producing noise of a much greater magnitude than street parking could possibly produce. This increase in noise will also be greater if the traffic to the lot is in fact greater than claimed, as discussed above in Part IV.

The field itself will also generate substantial noise from players, whistles, crowds and possibly loudspeakers. The current Harvard-Westlake field – Ted Slavin Field – is already a significant nuisance to the neighborhood causing disruptive noise pollution from **loudspeakers** that amplify announcers and music. Even without amplification, cheering teammates, coaches yelling at players, whistles, and players themselves can be extremely loud. The current field produces loud noise long past the 8 p.m. purported cut-off time and on game nights residents of the area are constrained in their use of their backyards and outdoor spaces and must close windows and doors. Even when windows and doors are shut many residents on multiple streets West of Coldwater Canyon still hear substantial noise from the field. DCP should speak in particular to residents of Coldwater Canyon, Van Noord Ave., Galewood and Blairwood. Many

of these houses are up the hill from the current field, but still hear substantial noise. The proposed field is closer to many more residences and given its higher altitude, the sound from the field is likely to carry even further from the field.

The environmental consultant hired by Harvard-Westlake and relied on by the DCP for the initial study seemed unfamiliar with important elements of acoustics. I have been told by one neighbor who is a professional musician, that the consultant suggested at the Scoping meeting that sound could not travel other than along sight lines (which is untrue) and that high frequencies travel further than low frequency sounds (the opposite is true). It therefore is incumbent upon the city to hire an independent sound expert and to fully vet the noise issue in the EIR.

XI. Hazards, Hazardous Materials & Emergency Access Roads

The Initial Study suggests that there is no impact on wildfire danger. (Initial Study at 33). This is a questionable conclusion. The neighborhood has been designated a Very High Fire Hazard Severity Zone in compliance with state law. Any development plan would need to conform with the requirements of such a zone. Moreover, meeting these regulations may limit the proposed landscaping in ways that defeat efforts to mitigate the damage to the aesthetics and biological resources that would result from the proposed development.

Not only should the location of the site in the Very High Fire Hazard Zone be analyzed in the EIR, but the fire dangers inherent in placing 750 vehicles with fuel directly adjacent to conservancy land and residences must also be considered. Using the land in this way may well be reckless, putting many lives and homes at risk. Not only would a fire that passed through the area grow immensely as a result of the fuel contained within the parking structure, but many wildfires have been sparked by vehicles themselves. In addition, Harvard-Westlake students might smoke in the parking garage, increasing the likelihood of igniting a devastating brush fire. Students are regularly spotted in our neighborhood, e.g. way up at the end of Galewood, smoking cigarettes and marijuana in their cars.

The Initial Study also suggests that the proposed parking structure would not emit hazardous materials. (Initial Study at 33.) However, the oils, transmission fluids and other car fluids that will run-off from the parking garage constitute hazardous materials that should be considered in the EIR.

The likely traffic congestion resulting from the proposed development, particularly at peak arrival and departure times may cause back-ups on Coldwater Canyon that inhibit emergency access. Harvard-Westlake admits that this may be a problem and has suggested that there may be a need to create a fire access road. Such a road might further encroach on the hillsides and residential properties, particularly on Galewood St. The pedestrian bridge itself may pose a danger if during a major earthquake it or debris from it falls on Coldwater Canyon and blocks this major roadway. Again, these concerns must be analyzed in the EIR.

The EIR must also consider hazards of balls entering the roadway from the elevated field and posing a significant safety hazard to drivers on Coldwater Canyon. This is particularly likely with soccer balls, given the height of the proposed netting.

XII. Alternatives

There are numerous alternatives to the proposed development. I enumerate several below each of which the DPC must seriously consider in lieu of the proposed development.

• **Alternative Transportation:** Encourage environmentally preferred modes of transportation to campus: carpooling, school buses, bicycles, walking and public transportation.

• **Off-Site/Satellite Parking:** Use parking lots in nearby commercial areas with parking lots and provide shuttles to campus. I note that this is the plan during the nearly three year construction of the proposed garage and therefore has already been determined viable by the school. (See Initial Study at 14.) Given that the school can easily find satellite parking and valet and/or shuttle students to and from these lots, there is no need to destroy the designated open space and intrude on a serene residential neighborhood.

• **Alternative On-Site Parking, On Site of Current Parking Lot**: Build a parking garage on the site of their existing parking lot above or below ground. The reason given by Harvard-Westlake (per John Amato and their attorney, Jeffrey Haber) for not doing so is that it would be "inconvenient" during the time of construction because there would be minimal on-campus parking during the construction period.

• **Alternative On-Site Parking, Contiguous with Current Campus**: Build on one or several of their many other properties on the east side of Coldwater which are not desirable open spaces, some of which can be accessed without adding to the traffic congestion on Coldwater Canyon. For example, an entrance to a parking lot could be off of Avenida Del Sol which would avoid traffic congestion and delays on Coldwater Canyon, in addition to producing a much smaller environmental impact.

Given these alternatives there is no basis on which to approve the development on the proposed project site which would cause significantly more environmental impact.

Even if such a project goes forward on the proposed development site, there are a number of alternatives that must be considered, including:

• **Build the Garage Underground**. The EIR should consider whether the land will support an underground option. Given that the requested amount of parking far exceeds the school's needs, a more modest underground option may be sufficient; so having only one level underground may be adequate.

• **Eliminate the Field** on top which will generate substantial noise and light pollution

• **Eliminate the Bridge** and use sidewalks and traffic signals instead. Students could walk to Ventura Blvd. and cross there if there is a concern about adding to traffic delays on the canyon road. Otherwise, students, faculty and visitors can use the existing traffic signal at the entrance to the campus. Adding **sidewalks** on Coldwater Canyon would also facilitate walking from Ventura Blvd., and increase student and neighborhood safety, as well as the use of public transportation. Sidewalks would also eliminate the need for the bridge which poses serious safety risks and is a visual blight on the canyon.

• **If there is a Field, Prohibit Lighting Towers and Loudspeakers** which both will significantly and negatively impact the community.

• **Eliminate Parking Lot and Have Field at Ground Level.** Some local residents with information from the Harvard-Westlake community have suggested that what the school really wants is an additional field. If this is true, then the parking is unnecessary and the field could be built at ground level which would have a less significant impact on the neighborhood and the aesthetics.

Again, these last five options are vastly inferior to the enumerated alternatives above, but all alternatives have a lesser environmental impact than the current proposal.

XIV. Notice Problems

There have been significant notice problems. Harvard-Westlake has been working on this project since at least 2010 (See Initial Study at 32, n. 3), yet many residents of the affected neighborhood still have **not** received notice of this project. Only a few residents received notice on or about April 12, 2013. Although the city appears to have complied with the 500-feet rule, such a rule in this setting is woefully inadequate. As Ms. Emily Dwyer acknowledged in our discussion at the Scoping Meeting, because of the topography of the land parcel very few of the houses likely to be affected by the project received notification. This does not meet the constitutional standards for due process.

I therefore respectfully request that a 45-day extension of the time to file comments in advance of the review and preparation of the draft EIR be granted. Given that Harvard-Westlake has had years to prepare various reports, some of which are suspect, and the affected neighborhood has not been fully notified of the project, it is more than appropriate to grant such an extension. Furthermore, to the extent that the neighborhood has received notice, its residents have not had sufficient time to make comments and retain and prepare expert reports to challenge the veracity of the school's reports. Such a 45-day extension is necessary to comply with the legal requirements of due process.

XV. Bad Faith Actions by Harvard-Westlake

Harvard-Westlake has been misleading residents about the scope and nature of their plans and therefore the DCP should not be deferential in reviewing their submissions. Here are several examples that have been brought to my attention. First, Harvard-Westlake purposely delayed

engaging with the neighborhood about their plans for the site even though such plans have been in the works since at least 2010. (Initial Study at 32, n.3)

Second, as discussed above, there are many reasons to be skeptical about the school's claims that they do not seek to expand the campus or enrollment given their purchasing plans and refusal to build on the existing parking lot or other properties contiguous with their current campus.

Third, in the pamphlets handed out to several neighbors who were deemed in the zone deserving of actual notice, the school either used old or altered photographs of the current campus. In particular, and of significant note, the photograph of the campus showed the current Ted Slavin Field without lighting towers and loudspeakers, and with a smaller number of bleachers than currently exist at that location. The school has expanded the bleacher capacity on the field, added lighting towers and loudspeakers to the field. This is not a recent change, but instead one that has been in place since 2007. Given that the school is trying to underplay the impact of the noise and lighting on the neighborhood of the new proposed parking garage, field atop it and lighted bridge, it is particularly suspect that it chose to hide the existing lighting towers, loudspeakers and bleachers that currently cause a nuisance in the neighborhood.

Fourth, the school suggests that they are doing the neighborhood a service with this project (e.g., calling the bridge from the parking lot a "Gateway to the Community"), but no one in our neighborhood with whom I have spoken (thus far more than 30 individuals) has complained or has complaints about neighborhood parking (including two residents of separate homes on Coldwater Canyon). The School has proposed a solution—convenient for its interests—to a problem that does not exist.

Finally, when representatives from Harvard-Westlake visited my street, Van Noord Ave., and were asked why the school could not build a garage on the location of its existing parking lot they told several residents that there were unused sewer pipes under there and that the DWP would not allow such construction. When pressed on this issue at the Scoping Meeting, both John Amato (Vice President of Harvard-Westlake) and Jeffrey Haber (attorney representing the school) conceded that the school could in fact build a parking garage on that location, but did not want to because it would "inconvenience" students during the time of construction of the lot.

XVI. Conclusion

In sum, the proposed development is unnecessary, both because additional parking is not needed and because many less detrimental alternatives are available to the school even if additional parking is justifiable. The proposed development would significantly and negatively affect the aesthetics and character of the neighborhood and the scenic canyon road, the air quality and cause an increase in traffic congestion. The development would also cause substantial noise and light pollution, increase the risk of wildfires, risk flooding from storm run-off, and jeopardize the geological stability of the hillside. The proposal seeks myriad exceptions to longstanding and vital city regulations and ordinances. I strongly urge the department of city planning to recognize and appreciate the vast damage that this project could work on this idyllic neighborhood and open space in Studio City and to recommend against approval of the project.

I also again respectfully request a 45-day extension of the Notice of Proposed Development Comment Period in light of the notice problems. Please inform me or Save Coldwater Canyon! (email: savecoldwatercanyon@gmail.com) about the status of this requested extension.

Sincerely,

Jennifer E. Rothman, Esq.
Submitted on behalf of Save Coldwater Canyon!

cc: Diana Kitching, L.A. Department of City Planning
Paul Krekorian, City Council
Karo Torossian, Director of Planning and Land Use, Council Member Krekorian
Damian Carroll, District Director for Council Member Krekorian
Lisa Sarkin, Land Use, Studio City Neighborhood Council
Board, Studio City Neighborhood Council
Board, Studio City Residents Association

Enclosures: CPC-2006-2375-PAD Determination Letter
California Seismic Hazard Map
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, General Plan Land Use Map

From: **Sonia Choi Johns** <sonia.choi.dc@gmail.com>
Date: Tue, May 14, 2013 at 4:01 PM
Subject: Harvard Westlake Parking Structure
To: emily.dwyer@lacity.org

Dear Ms Dwyer,

I am writing you to express my opposition to the current plans for the parking structure Harvard Westlake has proposed. Is it really necessary to the operation of Harvard Westlake to have that much additional parking? And is there really no where else to build it?

Aesthetically the value of Studio City comes from the charm of its natural surroundings combined with it's central location. I could afford a much more extravagant house in other parts of the valley but I choose to live here in Studio City for those combined amenities and the lifestyle that comes with it. The impact to our environment here in this neighborhood is subjective if you value the wildlife and serenity of these hills. Right now we have owls in our trees and deer on our hill. The wildlife is part of the landscape and we enjoy it as much as our view and the privacy. No one wants to live next to a parking lot, not deer, not owls and not people who value this peace. The reason why no one wants to live next to a parking lot is because of the air and noise pollution that comes with it. And no matter how much care you invest in the design of a parking lot it will never look better than a natural hillside, which we already have.

On a personal note, we purchased this home two years ago and the building of the parking structure certainly would have affected our decision to buy in this location, we can only assume it would impact the value of our property to other buyers in the future if we decide to sell.

Structurally I am concerned about the impact it will have to stability of our hill. All these homes already suffer from drainage problems and instability under its foundations.

The natural environment we have here is a limited commodtiy and any destruction of it should be for a really good reason. I am not convinced extra parking for occasional school events is necessary or more valuable than the hillside presently there.

Thank you for your consideration.

Sincerely,

Sonia Choi Johns
12966 Galewood Street,
Studio City, CA 91604

917-538-0152

From: **joan chu** <joanchu8@gmail.com>
Date: Thu, Apr 25, 2013 at 9:17 AM
Subject: HW Parking Garage Comment for Upcoming Meeting
To: Emily.Dwyer@lacity.org

Hello Emily,

I posted this to the comments section of your article but I thought I would email it to you as well for the meeting:

Currently, parking at Harvard Westlake spills out into the local community often and at every major event. This impacts the local community. Not only that, but students then walk along/sometimes cross Coldwater Canyon which is a very busy street. An accident is bound to happen one day. This structure would alleviate the safety concerns as well as give back community residents a LOT of street parking. The school has taken pains to include a pedestrian bridge so traffic will move completely unimpeded. The project description specifies that the number of students will not change. ALL that changes is where they park, whether clogging up the community's streets or in a safe structure. These cars are already traveling to the area, properly housing them is the responsible thing to do.

Thank you Emily for the opportunity to input. Also I would say that the school has done a great job keeping their campus well-maintained and additive to community value as opposed to destructive. The proposal looks well-thought out and I would expect it to likewise be a positive addition to the neighborhood in addition to the benefits cited above. There is ample open land around the proposed site which is already partially graded and disturbed as pointed out in the report issued. The garage actually represents a way to control the traffic pollution in terms of oil/chemicals as it can be cleaned up and removed from the garage rather than running off into the city streets.

Sincerely,
Joan Reese

--

From: **Harvey Coldwater** <coldwaterresidents@gmail.com>
Date: Mon, Apr 22, 2013 at 8:57 AM
Subject: Harvard-Westlake Garage
To: Emily.dwyer@lacity.org

Emily,

I have been canvassing a number of sources on this project over the past week and this is what I have come up with, which deserves meaningful attention by the planning department:

** The planning department's thorough, initial EIR was not shared with any of those to whom you mailed the initial notice of the forthcoming meeting. The Coldwater community deserves complete transparency, and not having this initial EIR available to us is a disservice to us as stakeholders and tax payers in the community (of H-W is not a property tax payer).

Please consider having this preliminary EIR available at the Thursday meeting.

** Three Coldwater Canyon residents talked to Paul Edelman at the Santa Monica Conservancy, who had NO IDEA this project was going on. None. HW's claim that they are being transparent with all affected is not the case.

** This entire proposal brings into play all of the use permits that H-W now has in place, in particular the idea that they are able to utilize their athletic facilities until 8pm at night, which is utterly beyond reason for a private school located in a residential community.

** Judging by the lack of transparency and expert finesse that H-W has applied to this process, we now must bring into question the entire approval process that was initiated to have the lighting towers installed on the school's football field in 2006. Just what was that approval process? I know of no one on the Eastern or Western facing slopes of Coldwater that were alerted.

** At a minimum, H-W will need to abide in the future by the precedents set by their own CUP at their middle school in Holmby Hills, and by the comparable CUP at the Buckley school. Specifically, all athletic activity ceases as DUSK.

I trust that you will be receiving significant feedback on this - and the entirety of Coldwater Canyon wants to be heard.

That H-W finesses the placement of the radius circle for notification on its plans hints at the lengths that it will go to see that this project gets pushed through.

Please take these comments into consideration and have the entire Coldwater Canyon residents notified via US mail and include the preliminary EIR that was prepared. Should the canyon residents not care to have their voice heard, so be it. But they must be given the chance.

In my own personal view, right now what is going on is a facile attempt at transparency by the school when it's no more than limiting the scope of the notifications.

Thank you,

Harvey.

To Ms. Emily Dwyer
Planning Assistant
Planning Department
City of Los Angeles,
200 North Spring Street,
7th Floor, Los Angeles,
California, 90012

William L. Dean
14577 Round Valley Drive,
Sherman Oaks, CA. 91403
Ph. (818) 784 2837
"e' mail wldeanpe@sbcglobal.net
May 6, 2013

Reference: Harvard- Westlake Parking Proposal
Coldwater Canyon Avenue, Studio City.

Dear Ms. Dwyer,

As a fifty five year resident with my family in Sherman Oaks/Studio City, I write of our concern regarding plans submitted to your office by the Harvard - Westlake organization
This organization requests that our city issue several variances to our city's codes and regulations to allow them to construct a large automobile parking and sports structure along scenic Coldwater Canyon Avenue in Studio City

I join with the many millions of citizens of this city, and in particular the thousands of residents that either reside or regularly use this scenic thoroughfare to request the planning commission that the Harvard –Westlake applications be immediately denied. We, the residents, of this area feel that any special privileged changes (Variances) to our existing codes and planning requirements be denied.

As a long time registered engineer I know the amount of work and knowledgeable effort has been performed by many of our wise citizens to create our well written codes and regulations. I often ask why these guideline codes be varied at the whim of a developer or a high wealth organization to nullify the intent of the code.
As an engineer I feel that our codes for safety in design for industrial equipment and its use must never be given a variance. If the Los Angeles Planning commission is to grant the variances requested by Harvard- Westlake then I ask 'Why have codes and regulations at all when the privileged in our society can easily be provided with a variance?

Your action to this request for denial of Harvard-Westlake applications is requested.

Yours sincerely,

William L. Dean P. E.

From: **Eliza Diliberti** <ediliberti@gmail.com>
Date: Sat, May 11, 2013 at 1:59 PM
Subject: Regarding the Coldwater Canyon Parking Structure Proposal
To: emily.dwyer@lacity.org

Dear Ms. Dwyer,

I am writing to voice my opposition to the parking structure on Coldwater Canyon Avenue that has been proposed by Harvard-Westlake School. I am a resident of Studio City and an active member of St. Michael and All Angel's Church located next door to the school.

I have many concerns about the proposed project, but perhaps my greatest is for the environment. Coldwater Canyon is a beautiful, open space, and a delicate ecosystem. With the possibility of wildfires, mudslides, earthquakes, and other natural disasters, it is extremely important that we do everything in our power to both prepare for and prevent these catastrophes. Digging out a hillside will significantly impact the landscape and environment of the area. I anxiously await the Environmental Impact Report (EIR) that will be conducted. However, is there any doubt that such an extreme change in the landscape would have some negative consequences? Let's us remember, also, that once the hillside is gone, we cannot put it back.

Further, the two-year construction period will be an aggravating nuisance for *all* residents in, and commuters through, Coldwater Canyon, not just those who will be benefiting directly from the parking structure's construction. The school estimates that 100 dump truck trips (50 in and 50 out) each day will be required to carve out the area of the hill in order to build the parking structure. Not only will the quantity of trucks create traffic, but neighboring residents will have to deal with the enormous amount of dust that will be released into the air, with no compensation for cleaning expenses or consideration of health. During the recent LADWP project on Coldwater, dust from the construction site infiltrated the organ at St. Michael's, requiring a delicate clean up. Additionally, St. Michael's church is the location for a preschool, with young children inhaling the air of the canyon. I can only imagine how much more dust will blow onto the church's property and cause problems when an entire hillside is being dug out.

I recently attended the Studio City Land Use Committee meeting, where the parking structure proposal was introduced to the committee, and where Vice President of Harvard-Westlake, Mr. Amato, explained that the primary reason for the structure was to alleviate student street parking along Coldwater, which has, he alleges, become dangerous for students. However, if student safety was such a concern, why then did the school recently build on land that could have been used for parking structures? Recently, the school built a large swimming pool and added sizable additions to its gymnasiums, each time asserting that parking on campus was adequate. If there has truly been no increase in enrollment (and according to the school, it does not intend for there to be), and the safety of students was such an urgent matter, why was a parking structure not proposed for those spaces of land instead? Perhaps the school should instead consider more busing or a shuttle from a parking lot at another location.

Harvard-Westlake is a private school. The environment and residents of Coldwater Canyon have no obligation to accommodate the school's desire for more parking and an additional practice field. Additionally, the school asks commuters and residents to make sacrifices regarding traffic, the environment, noise, pollution, and scenic views, without promising a single definite benefit in return. It seems as though Harvard-Westlake has suddenly convinced itself that something it wants is something is needs. Studio City residents, Coldwater Canyon commuters, and Angelenos, in general, will not look kindly upon this project.

Sincerely,
Eliza Diliberti

From: **Geneva DuVall** <geneva.betty2@gmail.com>
Date: Mon, May 13, 2013 at 12:44 AM
Subject: Harvard-Westlake Parking Proposal
To: Emily Dwyer <emily.dwyer@lacity.org>

Dear Emily,

I am now retired and live in Panorama City. I have attended St. Michael and All Angels Episcopal Church on Coldwater Canyon in Studio City since 1988. And I still have several friends living in the Studio City area.

I am concerned about the excavation of the hillside causing landslides and excessive storm run off as well as other natural disasters. Also the 9 months worth of excavation *with* hundreds of dump trucks; more traffic [at the same times of the day]; environmental pollution; disincentives to carpooling and public transportation; loss of open space & the scenic vistas and more noise pollution disturbing the residents areas with this large parking structure.

The potential alternatives could be car pooling; metro transportation; shuttling from a satellite parking and/or building a smaller structure on the existing parking lot.

Please consider this proposal as another 2 years 9 months of construction will also be extremely hard on the area traffic, as shown with the DWP construction that just occurred on north side of Coldwater Canyon Blvd., just above Ventura Blvd.

Thank you for considering my email,

Geneva E. DuVall

--

Geneva "Betty" DuVall
818-425-2989

From: **Lisa Sarkin** <lsarkin@studiocitync.org>
Date: Mon, May 13, 2013 at 1:21 PM
Subject: Fwd: Harvard-Westlake Parking Structure
To: Emily Dwyer <emily.dwyer@lacity.org>, Renee Schillaci <renee@greerdailey.com>, "Amato, John" <jamato@hw.com>

FYI
---------- Forwarded message ----------
From: **Geneva DuVall** <geneva.betty2@gmail.com>
Date: Mon, May 13, 2013 at 12:46 AM
Subject: Harvard-Westlake Parking Structure
To: SCNC Board <board@studiocitync.org>

Hello,

I am concerned about the excavation of the hillside causing landslides and excessive storm run off as well as other natural disasters. Also the 9 months worth of excavation *with* hundreds of dump trucks; more traffic [at the same times of the day]; environmental pollution; disincentives to carpooling and public transportation; loss of open space & the scenic vistas and more noise pollution disturbing the residents areas with this large parking structure.

The potential alternatives could be car pooling; metro transportation; shuttling from a satellite parking and/or building a smaller structure on the existing parking lot.

Please consider this proposal as another 2 years 9 months of construction will also be extremely hard on the area traffic, as shown with the DWP construction that just occurred on north side of Coldwater Canyon Blvd., just above Ventura Blvd.

Thank you for considering my email,

Geneva E. DuVall

Geneva "Betty" DuVall
818-425-2989

Lisa Sarkin
Lisa Sarkin, Vice President
Studio City Neighborhood Council Board Member
Chair Land Use Committee
CD2 Appointee - Ventura/Cahuenga Blvd. Corridor Specific Plan Review Board

SCNC office (818) 655-5400 Home office (818) 980-1010
FAX (818) 980-1011 Cell (818) 439-1674
www.StudioCityNC.org

From: **SHIRLEY ENGEL** <shirleyaengel@yahoo.com>
Date: Mon, Apr 29, 2013 at 2:37 PM
Subject:
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>

I have lived on Greenleaf St. just east of Valley Vista for more than 50 years, yes, fifty. I have a great love for this area and do not want to see it harmed. I am AGAINST the proposal of Harvard Westlake. The most dangerous part of their plan is the building of the BRIDGE over Coldwater Canyon. I do not exaggerate when I say that the bridge will be an ATTRACTIVE NUISANCE. The worst thing that will undoubtedly happen is that some deranged person will get on it with a rifle and shoot down on the traffic below. You may put up what you think is adequate protection along the sides of the bridge but nothing will stop a shooter from breaking it down and getting a weapon through. It will also be impossible to stop people who are using the bridge from dropping all kinds of debris on it, especially food particles from kids eating lunch. This will surely attract animals, such as squirrels and RATS. Homeless people will sleep on and under the bridge no matter what signs you put up. Some people who park in the new structure west of CC will cross the street on foot and not use the bridge. They will be a hazard to drivers and to themselves. Building a tunnel under CC will only create similar problems with derelicts and animals. The solution is to expand parking space on the EAST SIDE of CC.

From: **SHIRLEY ENGEL** <shirleyaengel@yahoo.com>
Date: Thu, Apr 18, 2013 at 9:20 AM
Subject: Harvard-Westlake Expansion
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>,
"jeffrey.berk@sbcglobal.net" <jeffrey.berk@sbcglobal.net>,
"councilmember.krekorian@lacity.org" <councilmember.krekorian@lacity.org>

April 18, 2013

We are strongly opposed to the proposed plans by Harvard Westlake School for the following reasons:

1. The area south of Ventura Blvd. between Coldwater Canyon and Fulton Ave. has a special ambience to it. It is a composed of single family homes. There are no sidewalks, street lights or tall buildings. It is intended to project a more rural, uncrowded atmosphere than the ordinary city neighborhood by drawing on the rural background of the San Fernando Valley. It is this atmosphere which encourages the maintenance of the property and protects its value. It is this atmosphere which creates the sense of community, civic pride and well-being that its residents feel. The proposed structures are completely opposite of these values and destructive of the neighborhood.

2. The traffic in the neighborhood will be greatly affected by these plans. As it is through traffic on Coldwater Canyon in the morning and evening travel hours is bumper to bumper. South bound traffic is backed up beyond Moorpark in the morning. In the evening North bound traffic backs up into the city. More parking spaces will not alleviate the problem nor will additional traffic lanes. It will increase it by inviting more cars. It is certainly a questionable presumption that they will ease parking on surrounding streets or that through traffic will flow better when the exact opposite is possible. More people will come to the events because more parking is available. The proposed additional traffic lanes will be clogged as cars maneuver for position in them . What if the school continues to grow and need more land?

As it is traffic on the surface "feeder" streets--Greenleaf and Dickens--is bumper to bumper on many days in spite of no-left turn signs on Valley Vista. It is hazardous for those of us who walk to try to do so when the morning rush is on. We welcome vacation periods at the school so that we can walk safely.

3. The height of the structures, the light poles, the bridge and the roof-top athletic field would increase the noise level and disturb the tranquility of the neighborhood. As it is, when athletics events are held at the school now, the noise can be heard for blocks around.

4. The construction would once again disrupt the neighborhood. We have been subjected to noise, inconvenience and upset in our daily lives by the ongoing necessary construction for the city. This proposal does nothing for the city--it only benefits Harvard-Westlake and hurts its neighbors.

5. When the merger of Harvard and Westlake was first announced the neighbors were assured that the nature, quality and tranquility of the neighborhood would not be disturbed; that the school would not change. What assurance is there that in due time the school's needs will again call for new land to be used for more facilities and parking and more encroachments into our residential neighborhood?

Shirley and Harold Engel

From: **SHIRLEY ENGEL** <shirleyaengel@yahoo.com>
Date: Sat, May 4, 2013 at 10:36 AM
Subject:
To: "lsarkin@studiocitync.org" <lsarkin@studiocitync.org>,
"Emily.dwyer@lacity.org" <Emily.dwyer@lacity.org>,
"savecoldwatercanyon@gmail.com" <savecoldwatercanyon@gmail.com>,
"alan.dymond@studiocityresidents.org" <alan.dymond@studiocityresidents.org>

A. ESTHETIC CONSIDERATIONS--HARMONY WITH THE COMMUNITY:

THE SIZE AND NATURE OF THE PROPOSED CONSTRUCTION IS INCOMPATIBLE WITH THE EXISTING NATURE OF THE COMMUNITY. IT INVADES A RESIDENTIAL AND NATURE CONSERVATORY AREA WITH A FOUR STORY BUILDING AND A BRIDGE. LANDSCAPING WILL BE ALTERED, TREES CUT DOWN AND RETAINING WALLS BUILT. THE NATURAL BEAUTY OF THE AREA WILL BE VIOLATED.

CONSTRUCTION WILL ADVERSELY AFFECT ALL RESIDENTS IN THE AREA WITH NOISE, HEAVY EQUIPMENT AND TRAFFIC SNARLS.

B. NOISE FROM THE ROOF TOP ATHLETIC FIELD AND THE TALL LIGHTS WILL DISTURB THE RESIDENTS EVEN MORE THAN EXISTS NOW WHEN EVENTS TAKE PLACE ON THE EXISTING FIELD.

C. GRAFFITI AND JAY WALKING:

THE BRIDGE WILL INVITE GRAFFITI. EVEN THE BEST OF EFFORTS DOES NOT STOP GRAFFITI. JUST LOOK AT THE FREEWAY BRIDGES AND SIGNS. GRAFFITI EXISTS IN SPITE OF SPIKE COILED WIRES AND OTHER METHODS ATTEMPTED TO PREVENT IT.

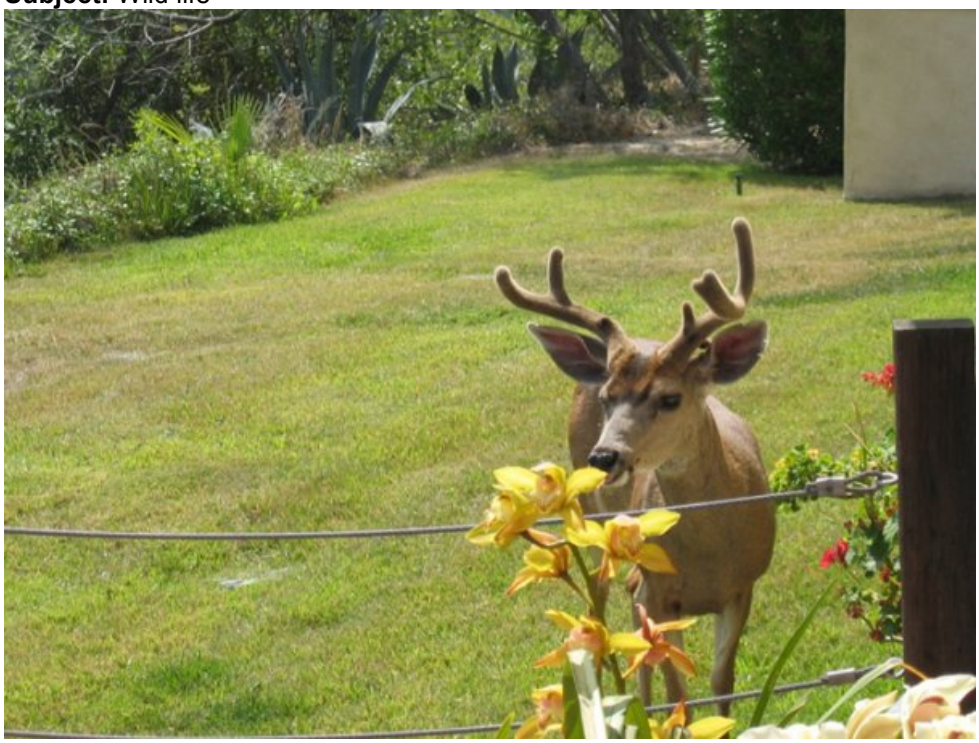
THE GARAGE WILL SERVE 750 CARS. MOST CARS WILL HAVE MORE THAN 1 PERSON IN THEM. MOST PEOPLE WILL ARRIVE AND LEAVE WHEN CLASSES START AND END OR AN EVENT BEGINS AND ENDS. THAT MEANS THAT THE ELEVATORS WILL BE JAMMED AND INADEQUATE TO GET THE PEOPLE ACROSS THE BRIDGE IN A TIMELY MANNER. IMPATIENT STUDENTS AND OTHERS WILL JAY WALK AND CAUSE PROBLEMS FOR THROUGH TRAFFIC.
IT IS AN INVITATION FOR TROUBLE.

From: **AFS** <afiskeservices@sbcglobal.net>
Date: Wed, May 8, 2013 at 9:55 AM
Subject: Fw: Wild life
To: Emily Dwyer <emily.dwyer@lacity.org>

hopr u get this. this will end shortly. al. thats my side yard. al
----- Original Message -----
From: AFS
To: Sari & Arden Rynew
Sent: Tuesday, May 07, 2013 6:21 PM
Subject: Fw: Wild life

can you foward this to Emily at planning board ? al
----- Original Message -----
From: AFS
To: studio12
Sent: Monday, May 06, 2013 1:53 PM
Subject: Fw: Wild life

next to deck
----- Original Message -----
From: Tabatha Sheltra
To: Alan Fiske
Sent: Friday, May 03, 2013 11:49 AM
Subject: Wild life



From: **Lisa Sarkin** <lsarkin@studiocitync.org>
Date: Wed, May 8, 2013 at 9:29 AM
Subject: Fwd: harvard westlake PLEASE READ
To: Emily Dwyer <emily.dwyer@lacity.org>, "Amato, John" <jamato@hw.com>, Renee Schillaci <renee@greerdailey.com>

FYI

---------- Forwarded message ----------
From: **AFS** <afiskeservices@sbcglobal.net>
Date: Tue, May 7, 2013 at 6:15 PM
Subject: harvard westlake PLEASE READ
To: lsarkin@studiocitync.org

Lisa, I can t remember if I have e-mailded you already. My name is Alan Fiske. I live at 12920 galewood st. studio city. Ive lived here for twenty years. I do not want the parking structure in my back yard! I oppose it in any way shape or form!My backyard is directly over the project. Not only will it be a eyesore, but a AUDIO SORE as well! The school already has swim meets early sunday morning, And it has football games and P.A. systems going off as well.We as a street oppose the project and, are going to question anyone who signs or aproves that 750 car exuast cluster very closley. I believe that the people coming on board that oppose this thing are going to look real hard at who approves this deal, and it will end up on a political chopping block.This is just another case of a big for profit corp. bulling the little canyon I moved too to get away from this very action. This is wwwwwwwwwwwwaaaaaayyyyyyyy tooooooo Much!!!! Please take this e mail as a formal letter of protest of the project. Alan Fiske (the house directly next to, and over it)

--

Lisa Sarkin
Lisa Sarkin, Vice President
Studio City Neighborhood Council Board Member
Chair Land Use Committee
CD2 Appointee - Ventura/Cahuenga Blvd. Corridor Specific Plan Review Board

SCNC office (818) 655-5400 Home office (818) 980-1010
FAX (818) 980-1011 Cell (818) 439-1674

From: **AFS** <afiskeservices@sbcglobal.net>
Date: Tue, May 7, 2013 at 5:42 PM
Subject: harvard westlake
To: emily.dwyer@lacity.org

emily, how are u? Its your 12920 Galewood guy!... Alan Fiske. This is just another letter to remind you that I, Al Fiske wants to remind you of the fact that the havard project on coldwater canyon, is a disaster. I can t keep up with all the formal meetings. I hope this will at least keep me on the list of opposing the prodject. so, if there is a deadline of sorts that i need a letter opposing the prodject i missed, please use this.Again, thank you Alan Fiske (The guy that the project is in his back yard) Help!

--

From: **AFS** <afiskeservices@sbcglobal.net>
Date: Mon, May 13, 2013 at 8:06 PM
Subject: Re: harvard westlake PLEASE READ from alan fiske
To: Emily Dwyer <emily.dwyer@lacity.org>
Cc: Sari & Arden Rynew <rynew@roadrunner.com>

Emily, this the third attempt at sending you an e mail tonight. it keeps erasing this thing. anyway to sum up: WHERES THE CERTIFACATE OF OCCUPANCY FOR THE CURRENT NUMBER OF PEOPLE AT HARVARD? AND WHY CAN T WE DO WHAT THE COASTAL COMMITEE DOES ? They make them put up poles and rope so the people can see the size and elavation of prodject.If they won t show a c of o for their current number of people that they have parking problems with, or there was never one approved.
This problem is over. Meaning they can t expand if they don t have even the cert. for how they got this big. Again i oppose anything that is going up behind my house. If they really cared about the neighbors, They would of held forums a long time before they invested millions on plans and geos etc. This project is maybe to right there c of oct. problems, maybe, I can t find a c of oct on file. That does not mean there isn t one but.... lets see it.before they open up the west side for a new campus. we all know that. Its really amazing how they don t give a care about the people like me that paid twenty years of mortgage payments to live out our lives in peace. They are wolves in little maroon blazers ! I know they have the money and politicans to help them, and Im sure they will get what they set out for.But if anything, at least we can bring out the facts and people that can serve up 750 exaust pipes and the the word enviroment in the the same report.Alan Fiske 12920 galewood st. studio city.

From: Emily Dwyer
To: Lisa Sarkin
Cc: afiskeservices@sbcglobal.net
Sent: Wednesday, May 08, 2013 10:11 AM
Subject: Re: harvard westlake PLEASE READ

Good Morning,

Thank you for forwarding this comment. I will ensure that it gets incorporated into the publc record for the Harvard-Westlake School Parking Improvement Plan (ENV-2013-0150-EIR).

Thank you again,
Emily

On Wed, May 8, 2013 at 9:29 AM, Lisa Sarkin <lsarkin@studiocitync.org> wrote:
FYI

---------- Forwarded message ----------
From: **AFS** <afiskeservices@sbcglobal.net>
Date: Tue, May 7, 2013 at 6:15 PM
Subject: harvard westlake PLEASE READ
To: lsarkin@studiocitync.org

Lisa, I can t remember if I have e-mailded you already. My name is Alan Fiske. I live at 12920 galewood st. studio city. Ive lived here for twenty years. I do not want the parking structure in my back yard! I oppose it in any way shape or form!My backyard is directly over the project. Not only will it be a eyesore, but a AUDIO SORE as well! The school already has swim meets early sunday morning, And it has football games and P.A. systems going off as well.We as a street oppose the project and, are going to question anyone who signs or aproves that 750 car exuast cluster very closley. I believe that the people coming on board that oppose this

thing are going to look real hard at who approves this deal, and it will end up on a political chopping block.This is just another case of a big for profit corp. bulling the little canyon I moved too to get away from this very action. This is wwwwwwwwwwwwaaaaaayyyyyyyy tooooooo Much!!!! Please take this e mail as a formal letter of protest of the project. Alan Fiske (the house directly next to, and over it)

Lisa Sarkin
Lisa Sarkin, Vice President
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From: **Karl Gerber** <kgerber@emplaw.net>
Date: Sun, Apr 14, 2013 at 6:19 PM
Subject: Harvard Westlake Expansion
To: emily.dwyer@lacity.org

I live on 13011 Galewood and have heard about a proposed four-story parking structure that would be built on the west side of Coldwater. With or without a bridge, with or without as many as 750 cars, it is one of the worse ideas I have heard about since the plan to build a freeway through Laurel Canyon.

The west side of Coldwater is residential. The land is a beautiful canyon. The pollution from a 750 car parking structure will be terrible. The esvacation and drilling for cassons will jolt the neighbor for years. It will probably crack foundations, landscape walls, and the street.

The football games at Harvard Westlake are already noisy enough.

Having Harvard Westlake in our neighborhood is not a benefit to the community. The admission standards and pricing are so stringent that it is not an alternative for my sons. The actual number of students who attend is small.

While the school operates as an elitist institution for people in the entertainment industry, and various lineages to persons who were famous at one time, it only serves approximately 1,600 students. Why they cannot build parking on their existing campus is unclear.

As things are, it is common to see a car of students on Galewood Street. Often, they are smoking marijuana, cigarettes, or doing something illicit. The presence of their cars can be frightening. People ask if there are stalkers in the cars, or what is going on. If there is any potential that Galewood could be accessed through the parking structure, Galewood will be turned into a street for bong smoking, crack pipes, and liquor.

Needless to say, adding parking spaces to a route close to Ventura and Coldwater will create even more traffic. Now, it is impossible to use Coldwater Canyon in the morning. The commute to Century City or Beverly Hills is a minimum of one hour. Traffic backs up to Moorpark. The traffic makes it difficult to make a left onto Coldwater to get to the freeway. It makes it difficult to cross Coldwater.

Widening Coldwater for a short distance will lead to accidents and road rage. That part of the development plan is a red-herring.

In this area the only bridges across streets are one in Century City wherein that bridge was designed to be there and one by the Beverly Hills police station. There are a few in downtown in high density areas that were designed for non-residential purposes when Bunkerhill was flattened. There is no precedent, nor justification for imposing a bridge across a Canyon road when the road has had other purposes for almost 100 years, especially when the bridge would serve a limited number of private persons. One also must wonder whether the bridge would get covered with graffiti, or be used by homeless people if it were opened to the public.

Karl Gerber, Esq. & Los Angeles Historian

818-783-7300

Planning Environmental Review <planning.envreview@lacity.org>

Case #ENV-2013-0150-EIR

1 message

usateacher2004 <usateacher2004@yahoo.com> Sun, May 12, 2013 at 9:30 PM
To: planning.envreview@lacity.org

This is regarding the Harvard-Westlake Parking Improvement Plan:

My name is Keith Henry and I live on Galewood Street in Studio City. I'm a homeowner who lives about a 1/2 mile from the proposed parking structure and bridge.

The key issue that should be looked at is how this structure and bridge will affect the aesthetics of Coldwater Canyon. The views of many residents in the canyon will be greatly affected. The impacts on wildlife is also a concern.
The main entrance to the structure will be controlled by a traffic signal but the south entrance will not be so controlled. I understand that certain turns will not be permitted at this smaller entrance but I feel signs alone will not be enough to regulate traffic here. I feel physical barriers should be in place to prevent illegal turns.

Since a playing field is to be built on top of the structure the impact of noise generated from whistles and bullhorns that would be used by the coaching staff must be studied. The impact of bright lights from the light stands on the field should also be looked into.

Thank you for considering the above issues.

-Keith Henry

From: **Lisa Sarkin** <lsarkin@studiocitync.org>
Date: Wed, May 8, 2013 at 9:48 AM
Subject: Fwd: Harvard Westlake Parking Garage, Bridge, and Practice Field
To: "Amato, John" <jamato@hw.com>, Emily Dwyer <emily.dwyer@lacity.org>, Renee Schillaci <renee@greerdailey.com>

There are so many rumors, I have started writing back in that fashion and asking them to attend tonight. LS

---------- Forwarded message ----------
From: **Patrick Holder** <holder_patrick@netzero.net>
Date: Wed, May 8, 2013 at 9:33 AM
Subject: Harvard Westlake Parking Garage, Bridge, and Practice Field
To: lsarkin@studiocitync.org

Dear Ms. Sarkin,
I am a resident of Sherman Oaks and an active member of our community. I am an active member of a local church. I am an active member at a public school where my 9 year old attends. I am an active member in volunteer work with several city wide and international organizations.

I have heard this week about the upcoming proposal by Harvard Westlake to construct a new facility for their campus. This facility, as I understand it thus far, has not been allowed a thorough review by all affected for its proposed construction. It also appears that the research provided to present to LA politicians by Harvard Westlak for the Project's approval has not been accurate in facts, or at least needs fair reviews by all parties affected.

I am writing to you to respectfully request a more accurate review of this proposal by our elected officials, specifically in the project's impact on our rapidly diminishing environment, our neighborhood(s), our ongoing traffic problem, and most importantly our children and their safety.

Presented with the facts known thus far, strategically released by Harvard Westlake with little or no time for review, I am opposed to the Building Proposal by Harvard Westlake. I am opposed on the very basic level of trust since it appears that even the very presentation of the project to the community has been done in a vague and misleading way by Harvard Westlake, with all focus on allowing little or no time for the community's expression of opinion. I am also opposed, most importantly, because it appears that Harvard Westlake is requesting to change solid, time proven ordinances for building and zoning that protect our community's safety and ultimately property.

On the most basic level of trust, this speaks volumes about the direction and intentions of Harvard Westlake's proposal. I hope you and your colleagues will consider delaying the passing of this proposal until further review by the community is complete and an agreement is mutually shared.

I find it ironic that much of this Project centers around sports, which is all about teamwork, playing by the rules, and a group effort in working to achieve a goal for all to enjoy.

Thank you for your service to the community and for all of your hard work.

Sincerely,
Patrick Holder

_____

1 Odd spice that FIGHTS diabetes
Can this unusual "super spice" control your blood sugar and fight diabetes&#63
http://thirdpartyoffers.netzero.net/TGL3231/518a7e8fd3fa17e8f4b86st03vuc

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Lisa Sarkin
Lisa Sarkin, Vice President
Studio City Neighborhood Council Board Member
Chair Land Use Committee
CD2 Appointee - Ventura/Cahuenga Blvd. Corridor Specific Plan Review Board

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From: **Tom Holland** <tomholland480@gmail.com>
Date: Sun, May 12, 2013 at 10:00 PM
Subject: Harvard Westlake
To: Emily Dweyer <emily.dwyer@lacity.org>

Ms. Dwyer,

We live at 12952 Blairwood Drive. We will be most directly impacted by the building of the 3 story garage, and especially the playing field on top. We look down on it. We will be having dinner, looking out the window to see the glow of the field at night. We will hear the cries of the playing teens in our kitchen and family room. They will be loud. Sound travels directly up the hillside.

We've talked to John Amato and other school people involved in the project. They are very nice. However, we have lived in this house for 26 years and have enjoyed the privacy, peace and quiet and the animals on Nicholson Ridge behind us. The playing field, the lights, keeping them on to eight o'clock, would severely and directly impact our lives and the value of our property. The garage is bad enough. The size is bad enough. The playing field is too much. The lights, directly or otherwise, would be horrible.

Also, the coyotes and the mule deer come directly down the ridge behind us, and cut down to where the parking lot is below. They cross there, and have the three decades we've been here. The animals trails are easy enough to see. I am more than happy to give you a walking tour, if you would hike a little. We have mule deer, coyotes, rattlesnakes, wood rats, rabbits, possum, wildcat, wood squirrels, hawks, and owls. (I've probably missed some). The mile deer are especially hard pressed as more and more people fence off the hillside.

In short, I am very concerned about the impact this garage/playing field will have on my house and the hills behind me. Door's open anytime to you if you want to look. Harvard/Westlake came up, so should you.

Thank you.

Tom and Kathi Holland

From: **Joanna Ikeda** <jojopanda7@gmail.com>
Date: Thu, Apr 11, 2013 at 7:05 PM
Subject: EIR No.: ENV-2013-0150-EIR
To: emily.dwyer@lacity.org

Harvard-Westlake School Parking Improvement Plan.

Our address is 3956 Coldwater Canyon. Our concern is the traffic flowing on Coldwater Canyon. What will be done to curb the speed limit and flow of traffic? We are currently experiencing heavy traffic that hampers us from entering and exiting our driveway. Will there be traffic signals at the parking structure? Will they be regulated to stop the continuous flow and speed of traffic?

From: <VELAONE@aol.com>
Date: Mon, May 13, 2013 at 1:12 PM
Subject: Written comment regarding the Harvard Westake Parking Improvement Plan
To: envreview@lacity.org
Cc: Emily.Dwyer@lacity.org

RE: Harvard Westlake Parking Improvement Plan 5/13/2013

I am writing this letter in regards to the written comment form upon environmental issues and impacts in regards to the Harvard Westlake proposed parking garage and bridge construction.

As a resident of Studio City and as a person who enjoys living in the the natural open area close to the proposed parking garage I would like to say that I'm am adamantly against such a construction project taking place.

I do not understand how such a large project with such a significant destructive impact upon the environment and surrounding residents can be considered given that we have yet to ascertain WHAT, if any, are in fact are Harvard Westlake's true additional parking needs.

A large parking garage would negatively impact the natural surroundings which is Coldwater Canyon as it is completely out of character with its surroundings. Whether we like it or not, all of us who reside in the area, including Harvard Westlake, are located within a natural space and by residing and/or operating in this area, must adhere to rules which primarily preserve such a natural space. Even at the cost of curtailing operations, Harvard Westlake as well as anyone who lives or runs a business in the area, must be compelled to operate within the natural limitations of it's surroundings, not the other way around. First and foremost, we must protect our precious natural surrounding which we all encroach and make sure that we conduct ourselves and make decisions that are based on the premise that we must make make the minimal negative impact on these surroundings. If such option cannot be found, then maybe a reduction in enrollment or a satellite operation for the school will be necessitated. In this day and age, when greater sensitivity towards environmental preservation reigns, this proposal is goes completely against this awareness and is insensitive to the wildlife, neigbors and visitors to this precious area.

As for as aesthetics are concerned, I don't believe that any sort of construction to this size and magnitude of this project can have any redeeming aesthetic value whatsoever. How can you match nature's beauty with man made construction? You can cover things up, place faux greenery all around it, but at the end of the day, this structure will occupy thousands of square feet and be 45 foot high, and will contain 750 Co2 billowing automobiles. In addition the constructing of 85 foot retaining walls will contribute to making this construction project aesthetically undesirable.

As far as its impact upon on the natural landscape, the construction of this garage will necessitate the removal of 135,000 cubic yards of soil as well as destroy over 200 mature trees plants and brushes. This will have a devastating effect upon Coldwater Canyon. The removal or the hill side and its vegetation will destroy natural animal life and scar the mountain side. The removal of the of such natural resources will have a negative impact upon the natural ecosystem of the area that tens of thousands wild animal depend on.

As far as the garages impact on the surrounding air quality, the surrounding area which has been deemed an "open space" is very green and all of its inhabitants are very dependent upon the gift of oxygen provided by this surrounding vegetation. I believe the construction of the parking garage in the canyon will be counterproductive to the air quality in the area. The fact that 750 Co2 emitting automobiles car will be replacing the loss of oxygen providing mature trees and greenery, we have a double degradation of air quality through the loss of tree's O2 producing qualities being replaced by an Co2 producing vehicles via parking and increased traffic. This poses a devastating effect to the health of surrounding plant , animal and of course, human life.

As far as the biological impact, I believe the construction of such a parking garage will be wreak havoc upon the natural habitation of areas surrounding this parking garage. Whether it relates to the air toxicity, toxic car fluids leaching into the surrounding soil or just simple earth vibrations from the automobiles and the increase in traffic to these areas, they will have a definitive negative impact to the hypertensive natural habitat which includes those animals who currently occupy the area surrounding this proposed construction site. The wild animal's natural habitat, will be disrupted by this concentrated toxic car pollution and as a result, their numbers will diminished greatly.
Is it imperative to try and maintain the canyon's natural beauty for our forthcoming generations. The cultural impact in keeping such an open space as it was planned many years ago, is paramount. Building on open space such as what is being proposed by Harvard Westlake will have an irreversible and damaging impact upon any future generation's understanding what exactly an open space is as this garage and bridge will destroy such an open space presentation this beautiful canyon currently conveys to us.

The geological and soil impact of the construction of such a parking garage will be deleterious. Any alterations to the natural topography of the space will not only be damaging to the ecosystem located there but also cause risk of soil instability and failure. Being that some of surrounding area of the proposed construction project will be right below the hill abutting Potosi Avenue, this has already been deemed as a natural earthquake landslide area. Thus any activity that upsets the natural topography of the designated area will be like playing with fire. The areas rock formations have already been created and should not be tampered with for by doing so, the risk of subsequent soil destruction and consequential damage to surrounding life and property is very possible and likely.

As far as the soils that are located in this area, I believe the toxins that are contained with these automobiles that are proposed in this parking garage will have significant impact upon the high water table which is contained in the canyon area. These fluids leach into soils and our water table can have a long term impact upon the health of future generation's use and dependency on such resources. Such is the case at the Rocketdyne plant in neighboring, Chatsworth. This is where years of testing and subsequent soil toxicity has led to toxins being detected in the water table and soil in the adjacent inhabited areas. As a result, this has led to concerns that this maybe be the cause for higher than normal health ailments to the neighboring residents.

The greenhouse effect from gas emissions from the congregation of 750 vehicles in one place will be have a stock stack effect to the surrounding area's air quality. This is a natural space, populated with O2 creating trees. These trees have thrived to counteract the negative impact of CO2 emissions from automobiles. Building this garage containing 750 CO2 emitting toxic vehicles will not only counteract the important role of this open space area and would be counterintuitive as to what the purpose of the canyon is. These opne natural areas represents the lungs of the San Fernando Valley and nothing threatening their important role to our health, should be be allowed, at any costs.
As far as the concrete materials that are being used to construct in the proposed location, these materials including the lighting and artificial field are not germane and sensitive to the surrounding area.

As far as the water quality is concerned, the leaching of the automobile fluids which have been determined to contain cancer causing carcinogens, including oil, gasoline, and misc. car fluids that leak from a vehicle will eventually find their way into the surrounding soil and effect and poison the areas that were previously free of such toxins. I believe that the effects of this happening is too serious and a grave cost to pay for trying to find a few more parking spaces for a school. As far as what the proposed construction area has been zoned for, it is important to understand that determined zoning areas comes from many years of research and a long term desire to preserve certain areas in a certain manner. It is for this reason that no commercial construction has been permitted on the west side of Coldwater as Harvard Westlake is proposing. We as residents of Studio City desire an open space and areas free of construction, this is the reason why we desire to live here. Please do not allow a private schools desire for an extra few parking spaces allow the exception of zoning rules that have been put in place to protect this natural space for everyone, from all walks of life and from all economic strata, to enjoy. The noise that will radiate from such a construction will be disruptive and completely out of character from the area. This is a green area with very little canyon noise other than the vehicles who travel up and down the 2 lane

canyon. The construction of such a parking garage and the subsequent expansion of lanes in the immediate area will create a constant noise to the surrounding neighborhood, and the increased traffic with change the natural peace and tranquility of the area. It's impact on wildlife, those animals who sensibilities and senses are in a much lower threshold than ours will definitely be impacted negatively as well. The vibrations, the noise, the congestion, and of course the toxic pollution will alter this peaceful area and will become unbearable for all those who live near the proposed construction site. The construction of 750 parking spaces in a concrete parking garages proposed to Harvard Westlake is way more spaces than they actually need. 750 new parking spaces would create a bottleneck of traffic the likes of which we have never seen. Constant ingress and egress coming in and out of the school parking area throughout the day and on weekends as the schools remains open for practices special events etc. etc. will change the naturally tranquil make up of the area

While Harvard Westlake concerns for safety of the student who park along Coldwater may be valid, it hardly equates to an expansion of parking to this magnitude. Yes, surrounding streets have many student vehicles parked along the residential streets. This problem can easily be avoided if the high school would enforce those students illegally parked. With that being said it's hard to find any high school that has doesn't have students park in the surrounding streets. This includes neighboring Notre Dame High School as well as the nearby Los Angeles City College.

Rather than approaching the devastating affects of building 750 space parking garage on an open natural area deemed vital by the City of Los Angeles, I believe Harvard Westlake should look into other solutions to it's parking issues. This includes carpooling programs and utilizing satellite parking areas. I think Harvard Westlake can revisit some of its on campus practices in order to find the extra spaces they need. For example, the school reserves each student's parking space so that if that students does not show up that day that parking space is left empty so no other student on the campus grounds can use it. For example , in order to preserve the natural make up of their surroundings, the Hollywood Bowl has chosen to utilize park and ride locations as well as stacked parking for events. They have been responsible in trying to accommodate parking, yet by doing so by not disrupting the natural integrity of its surroundings. By determined Harvard Westlake true need for more parking to curtail safety issues, I think we could find those solutions without the undertaking the most destructive option which would be constructing on a natural space and thus permanently scaring this beautiful canyon.

At the end of the day, we must realize that it is US who are visitors in our natural surroundings and not the other way around. Just like the Hollywood Bowl, maintaining such a natural surroundings must be paramount in when considering the options for Harvard Westlake's quest for more parking. I think it is important to first ascertain how much parking is actually needed before any proposals on altering our natural landscape is even considered. I hope you will help save the natural wonder which is Coldwater Canyon.

Sincerely Yours,

Alex Izbicki
12927 Galewood Street
Studio City CA 91604
Tel. (818)613-0177

From: **Jeff Jacobs** <jjacobs9@aol.com>
Date: Sat, May 11, 2013 at 2:03 PM
Subject: Harvard-Westlake Proposed Plan for a 750 Car Parking Garage
To: Emily Dwyer <emily.dwyer@lacity.org>

May 10, 2013

Emily:

Thank you for your prompt response.

I attended the May 8, 2013 meeting regarding the Harvard-Westlake proposed plan.

There were about 5 neighbors in the area who have or had children who attended Harvard-Westlake. They were all in favor of the plan. The rest of the neighbors, maybe 30 or so, were against the plan.

Harvard-Westlake gave two main reasons for the structure: **safety** (because parking on Coldwater Cyn. by the students might be dangerous) and problems with **parking** in the neighborhood (complaints by homeowners near the school). They expressed this information about the parking lot: that Coldwater Cyn. would be widened and that the traffic will flow smoothly into and out of the parking lot. To help with this, all students would be exiting the parking lot making a right turn (south on Coldwater). They stated that there will be no traffic light at the street entrance to the parking lot, but they didn't state whether or not there would be a stop sign.

Here are my concerns about the proposed parking structure and what was said by those in favor of it:

- Traffic issues and potential unsafe situations:
  - In the morning, students traveling North on Coldwater would have to make a left turn into the parking lot – which would be unsafe and create a traffic nightmare for other people traveling North on Coldwater Cyn..
  - Leaving the parking lot in the afternoon, we were told by the Harvard-Westlake people that the students could **only** turn right, going south on Coldwater Cyn.. We're pretty sure that all of the students don't live South of the Harvard- Westlake (in Beverly Hills or the city), so where are the students that live north of the school going to go? This means that they would have to make a u turn on Coldwater, **not very safe**, and then go north on Coldwater? Because there will not be signals or traffic signs, there will a backlog of cars on Coldwater Cyn, either because of the cars turning left or because of the cars turning right into the parking lot. **Remember there will be 750 cars**, all trying to get into the lot at the same time, most doing so during peak travel times during the days. Even if there is a traffic signal, how many cars will be backed up on Coldwater? Plenty! Maybe more than there are now with DWP working constantly on Coldwater Cyn.
- Neighborhood parking. How many students actually park on Coldwater Cyn. or the surrounding neighborhood? I live on Van Noord across the street from Harvard Westlake and walk my dog in the mornings in the neighborhood. Where do the students park? I haven' t seen may cars? Is this really about safety and getting the cars off of the neighborhood streets! Or do they have **bigger plans** to cause more traffic, sound, and destruction of this beautiful area?
- Variances. Harvard-Westlake also indicated that they are not asking for any variances. Is that true? Can anyone put a private bridge across a public street!

- Landscaping/Look of Neighborhood. Harvard-Westlake indicated that all the new landscaping would

be beautiful, but couldn't tell us how mature the trees would be when they plant them and what kind of trees. How long would it take for them to look as beautiful as they look now?

- Sound/ Emission fumes from cars Nuisance. What would help to prevent the sound from reverberating throughout Coldwater Cyn. and the neighborhood off of a three level **concrete parking lot** with 750 cars going in and out of the parking lot with engines roaring, radios blasting, burning of rubber and screeching of tires circling around the structure, and smoke barreling out of the rears of cars? What about all the other cars traveling on Coldwater Cyn.?
- Harvard-Westlake Current Non-Compliance with Lighting and Sound Restrictions. In addition to the above, Harvard-Westlake also indicated that they previously would shut lights off at 8:00pm on weeknights and not have a sound system that would blast the neighborhood. Well, the **lights are on later than 8:00 pm**, especially during football season, and their sound system, whatever it is, **blasts** through the neighborhood during daytime, nighttime and weekends. What happened to that agreement?

These are some of my thoughts that I would like the planning board to consider.

Cordially,

Jeff

Jeffrey S. Jacobs

Attorney at Law

Phone: 818-995-3399

Fax: 818-907-0711

jjacobs9@aol.com

From: **Susan Jacobs** <susanj719@roadrunner.com>
Date: Sun, May 12, 2013 at 9:17 AM
Subject: Harvard-Westlake Proposed 750-Car Parking Garage on Coldwater Canyon
To: Emily Dwyer <emily.dwyer@lacity.org>

Dear Emily:

I attended the May 8th meeting regarding the Harvard-Westlake proposed parking structure plan with my husband Jeff. We have lived in the neighborhood for forty years and are very concerned about how this structure and future plans by Harvard-Westlake would negatively impact the area.

Those at the meeting said that a big reason for the new parking structure was to prevent students from parking on Coldwater which they deemed unsafe. **I don't believe this is a valid reason:**

1. I've crossed Coldwater Canyon to jog at Harvard-Westlake for over 30 years and I've never seen more than 10 – 15 cars parked on Coldwater Canyon. That doesn't seem to be a sufficient number to build a parking lot for 750!
2. Also, I don't think it's as dangerous to park on Coldwater and get out of your car as it is on Ventura Blvd. Coldwater is very wide near Harvard-Westlake and typically the cars only use one lane on each side, forming two lanes on each side only at the Ventura Blvd. stoplight. Getting out of a car on any other street is much more hazardous because the cars are passing much closer to the parked cars than is the case on Coldwater Canyon. It's difficult to assess the traffic now, because of the construction, but even so, it is simple to see how wide the street is.

My next concern is that I believe the parking structure is just the beginning of a plan to greatly increase the size/enrollment of Harvard-Westlake:

1. As I mentioned above, it doesn't make sense to build a parking structure for 750 cars to alleviate a problem with about 10 – 15 vehicles.
2. Other elements of the math simply don't add up. There are currently 400 parking spaces for Harvard-Westlake now. With 750 added spaces, that means 1150. There are a little over 900 students and about 200 in faculty and staff (although not all of them full-time). That would require 1100 parking spaces if every single person drove his/her own car. The Harvard-Westlake people, however, said that only about half of the students are old enough to drive – so that reduces the number of student drivers to about 450 + 200 staff is 650. Why do they need 1150 parking spaces? My guess is to use their current parking spaces for additional structures and increased enrollment – a very big concern for traffic, congestion, noise – well beyond the current situation.
3. We've also been told that they are buying additional property in the neighborhood – for what purpose?

Finally, I see this plan as only benefiting Harvard-Westlake and being a detriment to the neighborhood, homeowners, and commuters. We'll be left with the unsightly appearance of a huge parking lot (one for 750 cars is unimaginable in this area; I recently counted the cars at the parking lot for Weddington Tennis and Golf; the two lines of parking bordering Whitsett has about 70 spaces and it's a fairly large lot – I can't even imagine the size of a structure for 750), disturbance, disruption, increased traffic, air pollution, noise, lights, potential flooding and earthquake issues, and possibly unstable hillside above us – and the likely decrease in property values near the school. There is absolutely no benefit to the neighborhood, so why should we suffer these consequences? I've been told that the school doesn't even have to pay property taxes – so there is no benefit to the community in any way. They are obviously managing with

their current parking situation; I'm sure that with just a little creative thinking, or building on top of their current parking spaces, they can come up with a better idea than a 750 space parking structure cut into the hills!

We appreciate your help on this matter.

Sincerely,

Susan Jacobs
3950 Van Noord Ave.
Studio City, CA 91604

Susan Jacobs
818-995-3388
susanj719@roadrunner.com

From: **Lisa Sarkin** <lsarkin@studiocitync.org>
Date: Mon, May 13, 2013 at 1:22 PM
Subject: Fwd: Harvard-Westlake Proposed 750-Car Parking Garage on Coldwater Canyon
To: Emily Dwyer <emily.dwyer@lacity.org>, Renee Schillaci <renee@greerdailey.com>, "Amato, John" <jamato@hw.com>

FYI
---------- Forwarded message ----------
From: **Susan Jacobs** <susanj719@roadrunner.com>
Date: Mon, May 13, 2013 at 11:34 AM
Subject: Harvard-Westlake Proposed 750-Car Parking Garage on Coldwater Canyon
To: board@studiocitync.org

SNSC Board:

I attended the May 8th meeting regarding the Harvard-Westlake proposed parking structure plan with my husband Jeff. We have lived in the neighborhood for forty years and are very concerned about how this structure and future plans by Harvard-Westlake would negatively impact the area.

Those at the meeting said that a big reason for the new parking structure was to prevent students from parking on Coldwater which they deemed unsafe. **I don't believe this is a valid reason:**

1. I've crossed Coldwater Canyon to jog at Harvard-Westlake for over 30 years and I've never seen more than 10 – 15 cars parked on Coldwater Canyon. That doesn't seem to be a sufficient number to build a parking lot for 750!
2. Also, I don't think it's as dangerous to park on Coldwater and get out of your car as it is on Ventura Blvd. Coldwater is very wide near Harvard-Westlake and typically the cars only use one lane on each side, forming two lanes on each side only at the Ventura Blvd. stoplight. Getting out of a car on any other street is much more hazardous because the cars are passing much closer to the parked cars than is the case on Coldwater Canyon. It's difficult to assess the traffic now, because of the construction, but even so, it is simple to see how wide the street is.

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1. As I mentioned above, it doesn't make sense to build a parking structure for 750 cars to alleviate a problem with about 10 – 15 vehicles.
2. Other elements of the math simply don't add up. There are currently 400 parking spaces for Harvard-Westlake now. With 750 added spaces, that means 1150. There are a little over 900 students and about 200 in faculty and staff (although not all of them full-time). That would require 1100 parking spaces if every single person drove his/her own car. The Harvard-Westlake people, however, said that only about half of the students are old enough to drive – so that reduces the number of student drivers to about 450 + 200 staff is 650. Why do they need 1150 parking spaces? My guess is to use their current parking spaces for additional structures and increased enrollment – a very big concern for traffic, congestion, noise – well beyond the current situation.
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Finally, I see this plan as only benefiting Harvard-Westlake and being a detriment to the neighborhood, homeowners, and commuters. We'll be left with theunsightly appearance of a huge parking lot (one for 750 cars is unimaginable in this area; I recently counted the cars at the parking lot for Weddington Tennis and Golf; the two lines of parking bordering Whitsett has about 70 spaces and it's a fairly large lot – I can't even imagine the size of a structure for 750), disturbance, disruption, increased traffic, air pollution, noise, lights,

potential flooding and earthquake issues, and possibly unstable hillside above us – and the likely decrease in property values near the school. There is absolutely no benefit to the neighborhood, so why should we suffer these consequences? I've been told that the school doesn't even have to pay property taxes – so there is no benefit to the community in any way. They are obviously managing with their current parking situation; I'm sure that with just a little creative thinking, or building on top of their current parking spaces, they can come up with a better idea than a 750 space parking structure cut into the hills!

We appreciate your help on this matter.

Sincerely,

Susan Jacobs

3950 Van Noord Ave.

Studio City, CA 91604

Susan Jacobs

818-995-3388

susanj719@roadrunner.com

Lisa Sarkin
Lisa Sarkin, Vice President
Studio City Neighborhood Council Board Member
Chair Land Use Committee
CD2 Appointee - Ventura/Cahuenga Blvd. Corridor Specific Plan Review Board

SCNC office (818) 655-5400 Home office (818) 980-1010
FAX (818) 980-1011 Cell (818) 439-1674
www.StudioCityNC.org

From: **Jeffrey** <jjacobs9@aol.com>
Date: Sat, May 4, 2013 at 11:27 AM
Subject: Harvard Westlake
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>
Cc: Ice Susan <susanj719@roadrunner.com>

We live on Van Noord near Harvard Westlake. There has been a steady increase in noise and traffic during our 40 years living here. This obviously is the biggest venture by Harvard Westlake. The noise, traffic, and destruction of trees and scenic beauty is too much. Please do not accept this proposal

Jeffrey and Susan Jacobs

From: **Mary Ann Jacobson** <houseof8paws@gmail.com>
Date: Tue, May 14, 2013 at 12:39 PM
Subject: Proposed "Parking Structure" on Coldwater Canyon
To: emily.dwyer@lacity.org

Hi there...

I am sending you my opinion regarding Harvard Westlake's proposed construction of a 3 level parking structure riight across the street from my Church, St. Michael and all Angels.
I am totally opposed to the project.

The DWP construction project currently being completed on Coldwater has had an incredible impact on the surrounding community.....traffic gridlock. The DWP project was an imperative repair to a current city system....the proposed Harvard Westlake parking structure is not imperative...it is a convenience and there should be alternative solutions considered.
During the DWP project, traffic has been paralized throught the Sherman Oaks, Van Nuys and Studio City areas. To contemplate that obstruction for a period of up to a year and a half is unthinkable.
And, there is the instability of the proposed location of the structure to be considered.

I would hope that Harvard Westlake can find an alternate solution to their parking problems.

Sincerely,
Mary Ann Jacobson
Sherman Oaks

Monday, April 29, 2013

Emily Dwyer
City of Los Angeles Department of City Planning
200 North Spring Street, room 750
Los Angeles, CA 90012

RE: EVN-2013-0150-EIR
"Harvard-Westlake Parking Improvement Plan Project"

Ms Dwyer,

We are writing to express our concerns regarding the proposed expansion of the Studio City Campus of the Harvard-Westlake School herein referred to as "the Company" (because it is without a doubt a for-profit business).

My wife and I live in the 3900 block of Van Noord Avenue approximately two blocks north of the Company's Studio City campus. This proposed "parking improvement project" would be on our side of Coldwater and thus most directly impact our immediate neighborhood. It would be the first and only commercial development on our side of Coldwater Canyon Blvd in what is now "Coldwater Canyon Open Space" as designated by LA Parks & Recreation.

Building this structure would impact our neighborhood as follows:

Aesthetics: Would anybody prefer a parking structure to the open space as it currently exists?

Ag & Forest Resources: They are asking to remove several old and protected trees from designated "open space" land and they should not be granted that request.

Air Quality: Encouraging students to drive their own cars will impact our air quality.

Greenhouse Gas Emissions: Again, a parking structure does little to encourage car-pooling or alternative transportation so auto emissions would rise.

Hydrology & Water Quality: Is there not some toxic chemical runoff from a parking structure of this size?

Land Use and Planning: Obviously the Company needs a variance on the current RE-40 zoning of this property. This land is not developed for a reason. We DO NOT feel this proposed development is appropriate usage of this land.

Noise: Our neighborhood easily hears the noise (and sees the lights) of "the Company's" football games and other events which use their outdoor PA system. The proposed "practice field" atop this new structure would most certainly be audible to our street even

if, as promised, they do not install a PA system. They propose using this facility "only" until 8pm weekdays plus on weekends. We would find very disruptive. Also, none of these "promises" are written into their proposal so they are somewhat empty.

Traffic: Greenleaf and Dickens Streets are already used by many morning commuters as short cuts to Coldwater, sometimes at dangerous speeds with total disregard for the safety of residents. This new parking facility would only encourage more young drivers to do the same. Coldwater itself has tremendously high traffic already. The Company claims it will include improvements to Coldwater to help traffic flow but what they propose is only a short lane leading into their parking structure. This would do nothing to alleviate local traffic volume or congestion.

Utilities: Obviously any new building will be a further use of power & water. The Company has shown absolutely NO SIGN WHATSOEVER of encouraging conservation or the use of alternative sources of energy.

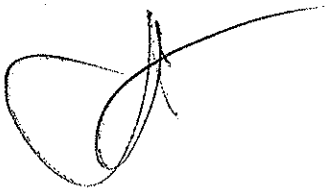
Alternative ideas to would lessen the impact on the local environment:
The most obvious would be for the Company to build a parking ramp on the footprint of their existing parking lot. When I asked a H-W representative canvasing our street last week why they didn't simply do that his answer implied that there was a DWP system beneath the lot which precluded them from building there. This turned out to be UNTRUE. It's more likely they simply don't want the disruption of building on campus. They would rather disrupt the neighbors…

The Company owns a surprising amount of land surrounding the campus already so perhaps some of that could be turned into parking?

What about underground parking to lessen the impact to the neighborhood?

We fear that this project is going to be steamrolled through the system despite anything we say or do to protest it. So we ask for your assistance in assuring that the *applicant's hired consultant* properly prepare the EIR and it be thorough and all-inclusive of our concerns.

Thanks for your help,
J. Johnson & L. Nitta



Wednesday, May 15, 2013

Emily Dwyer
City of Los Angeles Department of City Planning
200 North Spring Street, room 750
Los Angeles, CA 90012

RE: EVN-2013-0150-EIR
"Harvard-Westlake Parking Improvement Plan Project"

Ms Dwyer,

We live on the 3900 block of Van Noord Avenue about two city blocks north of Coldwater Canyon Blvd and on the west side. We are on the same side of Coldwater being considered for this development.

We consider this to be a terrible use of this parcel of land and strongly urge the City to reject the application for variances needed to build such a structure.

Harvard-Westlake School may have a good reputation as a place of learning but they do not act as good neighbors or contributing members of our community. The extremely high tuition is a reflection of the exclusivity with which they conduct business.

Now this for-profit entity is asking the City to grant it variances on several existing zoning and conservation regulations. They want their own rules and are proceeding as if they are entitled to them.

In the scoping meeting and other public presentations the school has repeatedly said they are NOT planning to expand enrollment. If this were true then the addition of 750 parking spaces would seem ludicrous. Furthermore, it was revealed in the City's documents that the school owns a staggering $16,000,000 worth of property surrounding their campus, all of which is zoned for residential use only. We fear this parking structure is only the first in a long series of requests for "special use" of the land they own.

We know it's not within your office's power but if the school wanted to act as good citizens they could sell some of this property and use the funds to enclose their current sports field (eliminating noise and light pollution), install solar power arrays, invest in low-emission busses, and use the remaining money to bring tuition to within reach of more local families.

Please do not allow this application to pass unchallenged. They do not deserve their own set of rules but should work within the community's guidelines as all the rest of us are expected to do.

Thanks for your help,
J. Johnson & L. Nitta

From: **Peter Juzwiak** <pjuzwiak@jlpfirm.com>
Date: Mon, Apr 29, 2013 at 1:47 PM
Subject: Harvard-Westlake Parking Proposal
To: emily.dwyer@lacity.org

April 29, 2013

Dear Ms. Dwyer,

I am writing to express my opposition to the new, 4-story parking structure, playfield and sky bridge on Coldwater Canyon Avenue in Studio City that have been proposed by the Harvard-Westlake School. I have been a resident of Studio City for 18 years. In addition, my business, a law firm, is located in Studio City; I am a long-time member of St. Michael & All Angels Episcopal Church, which is located directly adjacent to Harvard-Westlake; and both of my children attended Carpenter Elementary School. As someone who lives, works and is very active in the area, I believe this project would be highly detrimental to our community.

The project poses numerous potential environmental hazards, including:

- The potential to destabilize the hillside and cause landslides and water damage. As someone who previously commuted to Century City over Coldwater Canyon for 10 years, I have seen this happen in numerous, unexpected places;

- Elimination of beautiful, native, old-growth trees and installation of new, smaller trees that will take years if not decades to adequately replace the existing landscape;

- More traffic resulting from the additional students, teachers, parents and other campus visitors who will be offered parking in this facility. Harvard-Westlake is promoting this project as a traffic solution, but it is the exact opposite. The additional parking will be a material disincentive to engage in carpooling and use public transportation, and more cars than ever will be traveling Coldwater Canyon Avenue to reach Harvard-Westlake. Within a few short months after this project is completed, the traffic will be worse than ever;

- The destruction of designated open space in a city with little remaining open space. Harvard-Westlake knew when it acquired this property that it was not zoned for a project of this type, and it should be required to use the land only in the manner permitted when the land was purchased; and

- Additional loud noises and glaring lights from the playfield. Coldwater Canyon Avenue is a small canyon road surrounded by residences. The lights and noise from a playfield raised four stories in the sky would constitute a public nuisance that is completely incompatible with surrounding properties.

It also seems clear that Harvard-Westlake has not properly considered less invasive and disruptive alternatives to this project, such as:

- Building a garage on the existing parking lot on the east side of Coldwater Canyon Avenue. At the public environmental meeting, I asked a Harvard-Westlake representative about this alternative. He told me the school could not afford to lose the existing parking spaces during the two years of construction of a new lot. As a result, rather than address this short-term parking issue by another means (e.g., the use of satellite parking and shuttle buses), the school has proposed a project that irrevocably and permanently changes the environment and character of Coldwater Canyon;

- Building underground parking and an underground tunnel;

- Using satellite parking with shuttles to the campus;

- Providing additional incentives for carpooling and use of public transportation; and/or

- Proposing a smaller, less disruptive project. Harvard-Westlake has not sufficiently explained why it needs more than 500 new spaces (and it seems unlikely that it does). What seems more likely is that the school would like to address all of its parking needs with this one massive and unsightly building, thereby leaving the existing lots available for future development of other buildings and facilities and yet more expansion.

For these reasons, the proposed Harvard-Westlake project is environmentally hazardous, unnecessary to address existing parking issues, incompatible with the surrounding community and permitted uses of the property, disruptive and offensive to neighbors, and aesthetically a blight on a beautiful California canyon.

I urge you to oppose this project, as I do.

Sincerely,

Peter Juzwiak

Peter Juzwiak
Home: 4109 Shadyglade Avenue
Studio City, California 91604
(818) 763-1619
Business: Juzwiak & Lee Partners, LLP
12240 Ventura Blvd., Suite 101
Studio City, CA 91604
Phone: (818) 358-3400
Fax: (818) 691-0589
Mobile: (818) 284-3444
Email: pjuzwiak@jlpfirm.com

*****

From: **Peter Juzwiak** <pjuzwiak@jlpfirm.com>
Date: Wed, May 8, 2013 at 2:59 PM
Subject: ENV-2013-0150-EIR - Harvard Westlake Parking Project - Request for Withdrawal and Revision of Initial Study and/or Extension of Deadline for Comments - Comments
To: emily.dwyer@lacity.org
Cc: board@studiocitync.org, lsarkin@studiocitync.org, SCRAboard@studiocityresidents.org, Councilmember.Krekorian@lacity.org, karo.torossian@lacity.org, damian.carroll@lacity.org, "Bruce J. Lurie" <brucelurie@lurie-zepeda.com>

Dear Ms. Dwyer,

I wrote to you (as well as to the others copied on this email) previously in opposition to the above-referenced parking proposal by Harvard-Westlake.

In addition to the comments I previously made, I would like to join in the much more detailed and thoughtful analysis submitted by Mr. Lurie, which is copied below. While agreeing with all of his points, I want to call particular attention to the notice and response period he highlights. It appears your notice was given to the community on April 12, 2013, with a response date no later than May 13, 2013 – one month. The CEQA Initial Study is a 44-page, single-spaced, tiny-font document, full of a mind-boggling array of complicated concepts, data, maps, theories, arguments and conclusions, often with inadequate or specious support (as noted in the letter below). It is difficult even to read and understand this document within such a short time frame, much less analyze it, research it and prepare thorough responses to it. Moreover, it appears the notice, assuming it was even properly given, was given to the smallest possible circle of neighbors of Harvard-Westlake. I would contend this project is of such huge proportions that it impacts all of Studio City and jeopardizes the entire community, not just the school's immediate neighbors, though they will certainly be most harmed by it.

It may be that the notice complies with the most narrow and technical requirements of the law – that remains to be seen and will certainly be challenged and is not conceded here. But with a project of the incredible magnitude of this one, affecting so many people now and in the future and with such devastating consequences to the environment and the community, we would expect our government officials to comply with both the letter and the spirit of the law. When public officials intentionally construe legal requirements in a limited fashion that disenfranchises the public they serve, it creates the impression they are serving not the public but only the special interests who have the money, power and influence to dictate terms to the rest of the community. I sincerely hope and trust that is not the case here, and you could easily demonstrate that by extending the date for response to this proposal, as requested in Mr. Lurie's letter.

Thank you for your consideration of these comments and my prior ones.

Peter Juzwiak
4109 Shadyglade Avenue
Studio City, CA 91604

[A copy of the comment from Bruce Lurie was attached to this comment.]

From: **Rosemary Leibowitz** <rleibowi@sbcglobal.net>
Date: Mon, May 6, 2013 at 4:42 PM
Subject: Harvard Westlake parking expansion.
To: emily.dwyer@lacity.org
Cc: board@studiocitync.org, lsarkin@studiocitync.org, Councilmember.Krekorian@lacity.org, karo.torossian@lacity.org, damian.carroll@lacity.org

Dear Ms.Dwyer,
I am a resident of Sherman Oaks, who has been attending St.Michael and All Angels Church in Coldwater Canyon for the last few years. It has come to my attention that Harvard Westlake School is planning a major expansion into the canyon with a road widening, a parking structure and a playing field on the top. I am writing to express my concern that this is an ill considered plan and that an alternative should be sought.

My first concern is about the destruction of the canyon side, and the flora and fauna that are there. Oaks and walnuts have a protected status and, as the Vice President of the San Fernando Valley Audubon Society, I am fully aware of drastic effect on native wildlife at loss of any habitat. A manicured playing field will not make up for nesting and foraging areas lost. Also, to project into a likely scenario in the future, night-time flood lights for evening games on the playing field will cause more disruption to the fauna.

Another aspect of this proposal that concerns me is the need for so much parking! I understand the school at present has 568 parking spaces for a school of 200 faculty, 30 coaches and (presumably as I don't have the figures) at least 150 other employees.This should still leave plenty of space for school visitors. While I understand that many of the older students may have their own cars, I might hope that a progressive educational establishment would demonstrate concern about the environment and encourage students to get to school on the buses provided or by public transportation. (I use public transportation to get to the church on occasion and the buses along Ventura Blvd are frequent and punctual and the walk up the hill is less that ten minutes.)

As a driver and church-goer, the idea of another major disruption along Coldwater Canyon fills me with horror! I am also perturbed at the idea of widening the road in one place, which might cause a bottleneck each side of it. St.Michaels does not need this. We have a new leader and he is reaching out to the community and building up the congregation. The present road works have taken a toll (that is the reason I started to walk up the hill!)

I hope you will consider my points and discuss alternatives with the school.
Rose Leibowitz
4245 Sepulveda Blvd
Sherman Oaks
Ca 91403

From: **Bruce J. Lurie** <brucelurie@lurie-zepeda.com>
Date: Wed, May 8, 2013 at 11:40 AM
Subject: ENV-2013-0150-EIR - Harvard Westlake Parking Project - Request for Withdrawal and Revision of Initial Study and/or Extension of Deadline for Comments - Comments
To: emily.dwyer@lacity.org
Cc: michael.logrande@lacity.org, councilmember.Krekorian@lacity.org, karo.torossian@lacity.org, geoffrey.yazzetta@lacity.org, Jamato@hw.com

Dear Ms. Dwyer:

Introduction.

I am the owner of a residential property on Blairwood Drive in Studio City. My property abuts both Blairwood Drive and Galewood Street.

I am writing concerning the above-referenced EIR and the proposed Harvard-Westlake Parking Project (the "Project). Although I am a lawyer and both I and my firm have considerable experience with real estate matters, including those involving land-use issues, and real estate litigation, I am writing you in my capacity as an individual homeowner and member of the community involved and, unless I advise you otherwise, I am not acting as the legal representative of anyone else. However, I have been in touch with members of the community, and I anticipate that others will concur in, to whatever extent they choose, the comments that I will make to you, both below and in future communications.

I also want to mention, at the outset, that I, and many other members of the community, recognize that Harvard-Westlake is a member of our community and that, aside from whatever issues may arise regarding this proposed Project, we appreciate the contributions that Harvard-Westlake makes to our community. Also, when you consider the students, faculty, administrators and staff as well as the many alumni and their parents who have a relationship with the school, I, along with many other residents in the community can count many friends, family members and acquaintances amongst those affiliated with Harvard-Westlake. So, on my part, and on the part of many who may join in my comments, we have no ill will towards Harvard-Westlake and, to the contrary, are supportive of their core educational mission and other activities that benefit the community. All of my comments in this communication, and hereafter, will be focused solely on the proposed parking Project and matters related to that issue. I also am confident that of the many thousands of people affiliated with Harvard-Westlake, there are a considerable number of people who have enormous objections to the proposed parking Project that the school administrators are advocating but, because of their relationship with the school, are not in a position to speak openly against this poorly-thought-out, destructive, wasteful, costly and ill-advised proposal – although I would encourage anyone with an interest in this matter to speak out.

I have seen your April 12, 2013 Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting (the "Notice") as well as the April 12, 2013 California Environmental Quality Act Initial Study and Checklist for what is referenced as Case No. ENV-2013-1950-EAF (the "Initial Study"). For some reason, which is not clear, the Initial Study references a different case number than the EIR number referenced in your Notice, although both apparently refer to the same EIR for the same project.

The purpose of this communication is as follows:

1. To request that you withdraw your Initial Study and re-issue it with necessary revisions, as explained more fully below; and, in addition, or, alternatively,

2. To request that you extend the deadline for comments to be submitted "regarding the environmental impacts of the proposed Project and the issues to be addressed in the EIR," (quoting from your Notice), for the reasons stated below.

I. Defects and Omissions in your Initial Study.

A. Information About Authorized Enrollment Needs to Be Included in Your Initial Study and the EIR.

1. You Must Determine Authorized Enrollment in Order to Analyze Parking Needs.

At the heart of their proposal, Harvard-Westlake is claiming that they need more parking places. So it is essential to analyze and challenge the validity of that claim. The threshold issue which must be addressed in evaluating the claim that more parking is needed, and that, as a result, it is purportedly necessary to build the proposed massive parking garage, including its environmental impacts, is: How many people need to access the Harvard-Westlake campus and park a vehicle, both on a regular basis and on an occasional basis? Without an in-depth analysis of the number of people who access the campus, your report, comprehensive as it may be in a number of respects, is fundamentally flawed and deficient.

At the core of Harvard-Westlake's proposal, there is an inherent contradiction: Harvard-Westlake claims that there will be no increase in enrollment associated with the request to build a parking garage. Yet there is no coherent explanation, if, indeed, there is to be no increase in enrollment, as to why Harvard-Westlake needs additional parking. As discussed more fully below, the 436 parking spaces Harvard-Westlake is required to have has previously been determined by the City to be adequate. Harvard-Westlake has 568 parking spaces – 132 spaces in excess of the amount that has been determined to be adequate. Nothing specific has been presented by Harvard-Westlake or in your Initial Study to explain why, if there is truly no intention to increase enrollment, additional parking is needed.

2. Your Initial Study Does Not Discuss Authorized Enrollment.

Your Initial Study is 44 pages long and goes through the lengthy checklist discussing numerous issues. You are to be commended for spending so much time and effort and for considering so many different and important environmental issues – although I disagree with certain categories where you do not find significant impacts. Overall, I congratulate you for recognizing that, in so many ways, this proposed Project would have significant environmental impacts and that an EIR is most definitely required.

However, your Initial Study, while enumerating a lot of the prior permitting history of the Harvard-Westlake upper division campus site, completely misses the forest for the trees, so to speak (no pun intended). You do not cite to specific numbers in prior approvals which set the limits on how many students, faculty, staff and administrators that Harvard-Westlake has been ***allowed*** to have as a condition of their continued use of their property. While you have cited prior approvals which firmly established that Harvard-Westlake was not allowed to have any ***increase*** in enrollment or capacity, you have not discussed what specific level of enrollment was previously ***authorized.*** Nor have you commented as to whether Harvard-Westlake has been in compliance with those enrollment and capacity limitations that were imposed on Harvard-Westlake by the City. I have had great difficulty in finding what those specific capacity limitations were from the documents available in your (otherwise very helpful) online document access system. Perhaps the relevant documents are older documents on microfiche. Since it is essential to deal with this very crucial issue, I ask that you revise your Initial Study to elaborate on what enrollment and capacity limits were previously set by the City and that you cite to the relevant underlying

documents and make those documents available.

What you do state in your Initial Study regarding the ***actual*** enrollment (as opposed to the ***authorized*** enrollment) raises more questions than it answers. At pages 8-9 of your Initial Study, you state:

> The Upper School has an enrollment of approximately 900 students and employs approximately 200 faculty and staff plus about 30 coaches (approximately six of whom are part of the regular faculty) per season after 2:30 p.m.

You do not state the source of that information. While the 900 student figure is somewhat inconsistent with the 879 student figure given by Harvard-Westlake at their website, it is significantly different from the enrollment figure cited in the March 4, 1994 approval of the Chief Zoning Administrator. While you refer to that March 4, 1994 approval, at page 18 of your Initial Study (see below), you omit to mention that the 1994 approval refers to the Crain Study which concluded that the then-current enrollment was 815 students.

These omissions leave open the following crucial questions: Was Harvard-Westlake operating at, or near, their authorized capacity in 1994 when they had 815 students? If so, are they operating in excess of their authorized capacity now? When, and in what document(s), did the City set the enrollment/capacity limits for Harvard-Westlake, and what were those limits? What, in fact, is the current enrollment? Is it 879 students, as Harvard-Westlake says on their website or is it, as you say, "approximately 900 students"? Or is it some other number? Has the City set specific limits on the number of allowed faculty and staff – or does the City just assume that the number of faculty and staff will be in some reasonable relation to the number of allowed students?

Because a fundamental premise underlying the proposed Project is Harvard-Westlake's assurances that they will not be increasing their enrollment, these questions need to be answered as part of your Initial Study. And, of course, the EIR will need to deal with these issues as well.

B. **Your Initial Study Needs to Discuss the Number of Parking Spaces Actually Needed.**

In your Initial Study you jump to a conclusion on the $64 question in this matter as to whether Harvard-Westlake actually needs additional parking. At page 10 of your Initial Study, you state:

> The existing supply of parking is insufficient to accommodate existing parking demand during regular school days, as well as in conjunction with school-related activities that occur outside regular school hours such as football games.

You reach the above-quoted conclusion without any foundation, explanation, findings, prior history or basis for that conclusion whatsoever.

1. **The City Has Already Found That Harvard-Westlake Has More Than Adequate Parking.**

Your unsupported conclusion that parking is insufficient is surprising and is contradicted elsewhere in your Initial Study. In referring to the 1994 approval of the Chief Zoning Administrator, at page 18 of your Initial Study, you state as follows:

> The Findings of Fact indicate that a campus parking study was completed by Crain and Associates in December 1992 that ***found that the 436 parking spaces currently provided on the campus were adequate to meet the parking needs for the campus*** . . . [Emphasis added.]

You also cite from the 1999 ruling which in turn referred to the determination in the 1992 ruling that the parking was adequate and which went on to state:

> Since no additional enrollment results from this action, these observations still hold and no additional parking is required to be provided.

You also say at page 10 of your Initial Study:

> A total of 568 parking spaces are currently provided on the existing Harvard-Westlake Campus.

There is, also, of course, the July 19, 1997 Letter of Clarification, referred to at page 18 of your Initial Study, which states that Harvard-Westlake was not allowed any increase in enrollment ***and that its parking was adequate***.

If the City examined the issue of what amount of parking was adequate in 1992 and, based on a professional study, determined that 436 parking spaces were adequate to meet the parking needs for the campus, and if the maximum enrollment has not increased, then why isn't the current 568 parking spaces more than adequate today? The 568 existing parking spaces results in Harvard-Westlake having 132 parking spaces in excess of the number of parking spaces that were previously determined by the City to be adequate. If the current level of available parking has already been determined to be more than adequate, and there have been no valid material changes, then Harvard-Westlake does not need any more parking and they certainly do not need an elaborate, massive parking garage and pedestrian bridge system, with the attendant major environmental impacts. You have failed to address this most fundamental issue – and you should.

The Crain Associates campus parking study is no doubt a very important document that should be studied and made available. For whatever reason, the Crain Associates study is not available through your online document system, as far as I can tell. I would appreciate your making that document available by incorporating it in your Initial Study and making it available online. (While the Planning Department online document system is a wonderful improvement from the pre-Internet days of physically going to your offices and digging through old documents, it almost seems arbitrary as to what your Department puts online and what is not available. For example, in some cases, prior rulings refer to attachments or exhibits, and it is crucial to know what those attachments or exhibits say because they are part of the ruling, yet those documents are not available. They should be made available if it all possible.)

2. <u>In Addition to the Fact That Authorized Enrollment Has Not Changed, There Has Been No Other Change of Circumstances That Warrants a Change in the City's Prior Determination That Parking Is Adequate.</u>

The only thing we have heard from you and/or Harvard-Westlake as to the supposed reasons for the need for increased parking is:

(1) There has purportedly been an increase in certain programs for the students which has resulted in a small staff increase. [There is no discussion in your Initial Study as to whether those increases in programs and staff have in fact occurred, what the extent of those increases are, whether any such increase in programs and staff actually result in more parking demand or merely a shift of existing students from one activity to another, what hours of the day are impacted, what is the effect of bringing in coaches later in the day and for only for limited-duration sports seasons (noting that your Initial Study states that a net of about 24 coaches {30 coaches less 6 coaches already on staff} arrive later in the day when other personnel are no doubt

leaving) ***and whether any such program and staff increases are in compliance with existing capacity limitations***];

(2) Additional parking is needed to eliminate the use of local streets by students and visitors. [Here, again, other than stating as an unsupported conclusion that school-related vehicles regularly park on residential streets, your Initial Study does not deal with the issue of whether, and to what extent, the local streets are indeed impacted; what streets are impacted and to what extent; whether, and to what extent, Harvard-Westlake has taken, can take, and should take, actions in mitigation to avoid and/or limit use of local streets (see much more on this, below); whether Harvard-Westlake's policy of allowing seniors to leave the campus during the day contributes to parking on local streets and whether that problem will continue notwithstanding any new parking garage; and whether, and to what extent, limited and controlled use of local streets is an acceptable compromise as opposed to building the proposed massive parking structure and all of the problems, expense and massive environmental impact that it entails].

(3) Students are more likely to drive given that they come from different parts of Los Angeles (from Harvard-Westlake brochure promoting the Project). [This is nothing new – students attending Harvard-Westlake have always come from widespread parts of the Los Angeles area. What may be new is Harvard-Westlake's increasing willingness to pander to the demands of students and their parents for driving themselves, without carpooling, to campus and having reserved parking – see below.]

3. <u>The Real Reason Harvard Westlake Has a Self-Created Parking Problem: They Permit Juniors and Seniors to Have Private, Reserved Parking Spaces.</u>

Your Initial Study does not deal with the most basic reason why Harvard-Westlake has a parking problem – if indeed they do have a problem: Harvard-Westlake permits juniors and seniors to have their own private, reserved parking spaces. While Harvard-Westlake gives lip service to promoting carpooling, they, in fact, distance themselves from any serious effort to promote carpooling and in fact cater to, and indulge, the desire of their privileged and wealthy clientele that the students be able to drive themselves to school, without the effort that would be entailed in picking up and dropping off other students on a daily basis if student drivers were induced to carpool. That factor, more than anything, has created the supposed artificial shortage of parking at the Harvard-Westlake campus. Attached are copies of the 2011-2012 and 2012-2013 parking applications for Harvard-Westlake. I seriously doubt that Harvard-Westlake has shared these documents with you before, because they are an embarrassment to Harvard-Westlake. While trying to convince you and the rest of Los Angeles that Harvard-Westlake promotes social and environmental responsibility and is conscientious about being a good neighbor, the attached documents reveal that Harvard-Westlake's basic reason for promoting this parking Project is to pander to the lack of responsibility, environmental awareness and social sensitivity of its students and parents who insist that these children must drive their own cars, by themselves, to campus every day and have their own personal, private reserved parking. Among other things, the attached documents state as follows:

> ***Harvard-Westlake provides parking for the convenience of its students. Students issued a permit <u>are guaranteed a reserved space</u>.*** The permit fee partially defrays the cost of hiring enforcement personnel to ensure that spaces are occupied only by those assigned to them. [Emphasis added.]

Thus, Harvard-Westlake goes out of its way to make sure each of their privileged students who get to drive their own car to campus every day will have their reserved spaces open and available to them. Obviously, if the student is off-campus for any reason, the reserved space sits unused and empty, unnecessarily adding burden to the school's parking requirements.

The attached information from Harvard-Westlake also states:

> There are seven lots with 400 spaces available for juniors and seniors.

Thus, out of Harvard-Westlake's 568 parking spaces, 400 are allocated to juniors and seniors to park in their "reserved" parking spaces. That is amazing. That leaves only 168 spaces available for administrators, faculty and staff, along with visitors, etc. No wonder Harvard-Westlake is experiencing parking problems. Based on the figures discussed above of 200+ faculty and staff, and allowing some parking for visitors, and even assuming that some faculty or staff carpool, it is understandable why the remaining 168 spaces available after the students are assured their reserved parking spots is not sufficient. Because Harvard-Westlake is catering to, and codling, the desire of so many students, enabled by their parents, to drive their own cars – by themselves – to campus and have reserved spaces, there are not enough spaces left for faculty, staff and visitors. We would certainly like to hear more analysis from you and from Harvard-Westlake regarding the parking requirements for faculty, administrators and staff. What better way could there be to mitigate environmental impacts than to conclude that Harvard-Westlake does not really need additional parking in the first place but needs only to use reasonable methods of managing their parking.

While the rest of Los Angeles is carpooling, buying smaller and more economical cars, taking buses and rapid transit, using bicycles, getting rides, finding parking in unreserved parking facilities, tandem parking, using stacked parking , using parking attendants as needed and doing whatever is possible to adjust to limited parking availability, the demand of these children and their parents for private, reserved parking is what is driving this request to excavate an entire open-space hillside with a massive construction project. Is this what an education at Harvard-Westlake is about – teaching the children that they have an entitlement to such extravagant preferential treatment and that they must have their own car to keep up with their peers – no matter how much the environment, their neighbors and everyone else passing through that part of Coldwater Canyon suffer as a result?

If Harvard-Westlake followed their own rules and policies, there would be no routine, campus-related parking on neighborhood side streets. The attached parking documentation from Harvard-Westlake also reveals that they are speaking out of both sides of their mouth when they claim that there is a parking burden on surrounding streets, that they wish to resolve that issue and that they want to have good relations with their neighbors. The attached documents also state:

> Harvard-Westlake is committed to maintaining a positive relationship with its neighbors. ***Security Personnel will make frequent checks of surrounding streets and respond to residential parking complaints involving student vehicles.***
>
> ***Students are expected to limit their on-street parking to Coldwater Canyon Ave. As stated in our letter to parents and students: if we are to maintain a harmonious relationship with our neighbors, students must not park elsewhere.*** Any student who parks in violation of the rules may be sent home immediately and missed time will be considered an unexcused absence. [Emphasis added.]

Thus, Harvard-Westlake's stated policy is to not permit students to park in residential neighborhoods, claiming they will have security personnel enforce the rule. If Harvard-Westlake were enforcing their stated policy, there would not be a problem of students parking in residential neighborhoods. If, and to the extent, Harvard-Westlake is claiming that they need additional parking because parking is spilling over into residential neighborhoods, it is because they are not enforcing their own stated rules and, contrary to their stated intentions, are not working to

"maintain a harmonious relationship" with their neighbors.

Harvard-Westlake does little or nothing to promote carpooling. While Harvard-Westlake gives lip service to promoting carpooling, the attached documents show that they are doing very little to bring that about. An annual parking permit for a student is $739 "for an assigned space with no riders." A student is offered a savings of only $110 per year if they carpool with one other student, a savings of only an additional $120 per year if they take on a second student passenger and a savings of only an additional $50 per year if they agree to carpool with a third student. For parents paying in the neighborhood of $40,000 per year for tuition, fees and related expenses at Harvard-Westlake, the miniscule sums offered as discounts in exchange for carpooling is a meaningless gesture. I would be surprised if very many students carpool. Harvard-Westlake should be providing figures as to how many students carpool and with how many riders. There cannot be many students who carpool; otherwise, there would be no parking issue and this parking Project would be unnecessary and an obvious waste of time and money on that basis alone.

Harvard-Westlake's website states that they currently have 879 students at the upper division campus. (Again, is that in compliance with current capacity limitations imposed by the City?) I have not seen figures as to how many students are in each class. We should be given that information, and it should be part of your analysis. If we assume that, say, 300 students are sophomores, that would leave 579 students who are juniors and seniors, entitled, under Harvard-Westlake's scheme to the reserved parking. If, on average, every one of those 579 students drove to campus and carpooled with one other person, Harvard-Westlake would need a maximum of only 290 parking spaces to accommodate all juniors and seniors on campus. That would open up an additional 110 spaces for faculty, staff and visitors. Even more spaces could be made available by doing away with reserved parking. If Harvard-Westlake has set aside 400 parking spaces for juniors and seniors, and if Harvard-Westlake is saying that the 400 spaces are not adequate to service all of the juniors' and seniors' needs for parking, it is obvious that most of the juniors and seniors are driving themselves to school and are not carpooling.

There is another, related issue: Harvard-Westlake, to its credit, makes financial aid available to people in need. According to their website, 18% of their student body get financial aid, averaging $24,000 per year. It is unclear what the statistics are when broken down and applied to the upper division campus. Of course, the other 82% are paying full tuition and you would assume that the students who can afford to drive come from that group – which, theoretically, should be about 82% of the estimated 579 juniors and seniors or approximately 475 students. (If each of those 475 students carpooled with one other student, on average, only about 238 spaces of the 400 reserved spaces would really be needed, leaving approximately 162 additional spaces for other purposes.) A secondary question here is whether, and to what extent, the students receiving these large sums for financial aid are turning around and using some of that largess to buy or use cars to get to campus. While we congratulate the scholarship winners for their achievements, it would be rather unseemly that the community is being asked to go along with this monstrous parking garage proposal because underprivileged students are indirectly getting and using enough scholarship money so that they can afford to obtain cars to drive themselves to campus alone and get their own private, reserved parking spaces – and keep up with the non-scholarship students – when there are other ways they can get to campus consistent with their purported limited financial means. Is this happening and compounding the parking problem?

Curiously, the attached documents show that starting in 2012, around the time that the proposed parking project began to take shape, Harvard-Westlake changed its parking application by adding an additional first page. Apparently, Harvard-Westlake began to become a little concerned that it might become public that they were catering to the extravagant needs of Harvard-Westlake's wealthy clientele to have their children to be able to drive themselves to school without carpooling

and have a reserved parking space, so they added the sentence: "We give priority to those who carry passengers." However, other than that sentence, Harvard-Westlake expends most of their effort in this new version of their parking application on making sure students know that the school assumes no liability for risks involved with carpooling. Moreover, their fee structure has not changed. Imagine what a difference it would make if Harvard-Westlake *required* students to carpool and only made exceptions for hardship or where a really significant additional payment were made for the privilege of having a parking spot, reserved or otherwise, with no carpooling. We recognize that a policy would have to be adopted with regard to students who are restricted from driving teenage passengers during the first 12 months after they get the license, but there is no doubt that problem could be addressed in a number of ways.

We don't know to what extent juniors and seniors are driving themselves alone to school to such an extent that some of them must park on the street. We also don't know whether there are sophomores who decline busing or parent drop off and drive themselves to school once they achieve driving age and get a license. Does the school require all sophomores to take advantage of busing if they are not dropped off by parents or other transportation? Why can't the school use other standards, such as community service or grades, to restrict or manage parking for juniors and seniors and thereby control the demand for student parking? We have also not seen any information as to how many students come to school by bus and how many are dropped off by parents or other means.

It is great that you focused on such things as having anthropologists and paleontologists and myriad other methods of mitigating environmental impacts, yet there is no discussion or factual information regarding this most basic question of whether there is, or needs to be, a parking problem in the first place.

Harvard-Westlake's stated policy is to teach students to be "more environmentally conscious" and to "contribute to the greater good" by being a green, environmentally friendly, climate conscious campus, seeking to lessen their carbon footprint. Yet they do exactly the opposite by promoting excessive driving and, now, by seeking to compound the problem by the impact of a massive construction project which will destroy natural open space and by bringing a huge increase in cars to the campus. Here is what Harvard-Westlake ***say*** they believe in at their website:

Being Green at Harvard-Westlake

Although more focus is being put on things we can do to be more environmentally conscious, being green is not a new idea at Harvard-Westlake. It's been going on for a long time, and you can read more about the school's history in this area by reading, Being Green: Trend or Tradition, in the HW Green News section of this site.

At the start of the 2008-09 school year, Head of School Jeanne Huybrechts announced that Harvard-Westlake would be implementing a series of environmentally conscious policies, collectively known as "HW Green."

"Harvard-Westlake teachers strive to prepare students for their future and to contribute to the greater good," said Huybrechts. "Our mission statement says it best: We want our students to 'learn the habits of mind and self-discipline necessary to live with integrity and purpose as contributing members of society.' That's why we believe it's important to adopt practices at school that contribute to environmental sustainability. It's the right thing to do."

A committee comprising faculty and staff was formed on each campus to investigate

ways the school can lessen its carbon footprint on the environment. Middle school performing arts teacher and Harvard-Westlake alumna Carrie Green '99, and upper school math teacher Kent Palmer, are leading the green initiatives on their respective campuses.

Harvard-Westlake is a charter member of the Green Schools Alliance (GSA), which is a nationwide consortium. According to its website, "Launched on World Environment Day June 5, 2007, the alliance recognizes and will support the leadership role that schools, as a critical mass, can play in solving our environmental and climate challenges."

Source: http://www.hw.com/green/BeingGreenatHW.aspx

What Harvard-Westlake ***actually*** does, as opposed to what they claim is their policy, is to promote as much carbon emission as possible by going out of their way to enable students to drive themselves alone to campus. And the proposed Project, which entails ripping up a large section of an open space hillside by means of a huge construction project with major environmental impacts and introducing many more cars coming to the campus on a regular basis shows a complete lack of regard for the environment, climate control or reducing their carbon footprint. On these issues, Harvard-Westlake is a hypocrite and does not practice what it preaches. They should be held to their own standards and their own creed, and this proposed Project should be rejected.

As you can see, this entire parking proposal is a massively expensive, unnecessary, contrived boondoggle, proposed to meet a supposed parking need that in fact would not actually exist if Harvard-Westlake took reasonable and moderate steps to manage their parking, enforced their own rules and policies and stopped facilitating their students becoming materialistic social climbers and environmentally irresponsible.

II. I, and Other Members of the Community Need Significant Additional Time to Address the Issues Raised by Your Initial Study.

There are many, many issues concerning the environmental aspects of this project which I, and many other residents, would like to address. However, before we are required to reach those issues, you should revise your Initial Study to deal with the fundamental issues I have discussed above about whether there is really a parking problem and how Harvard-Westlake is handling its student parking and whether Harvard-Westlake is manufacturing a problem which need not exist.

You should extend the deadline for submitting comments for a minimum of 120 days after you issue a revised Initial Study or 120 days after May 13, whichever is later.

The Notice is dated April 12, 2013 and was received by only a minuscule portion of the community thereafter. A "Scoping Meeting" was held on April 25, 2013 – less than two weeks after the date of the Notice. Even though my house is only five houses away from the proposed development site, I only learned about this pending project a couple of weeks ago after one of my neighbors on Galewood told me about it and forwarded a copy of the Notice. I did not receive the Notice directly from the City. Although you may feel this is subject to a technical 300 foot or 500 foot notice requirement and that a mere 3-4 weeks' notice is sufficient, that is hardly in the spirit of the way notice is given with respect to major developments in cases like this. This is a massive project with major implications for the environment and traffic and public safety and is of concern to everyone in the general vicinity.

You did other things that have made responding to your Notice, even for those who receive it, more difficult. Your Notice advises people that the Initial Study is available for inspection at your offices downtown during certain offices. Yet, on April 9, four days before the date of your Notice, you apparently had already put a copy of the Initial Study online, as you should have, yet you failed to tell people in the Notice that all they had to do to read the Initial Study was to go to the online link. This smacks of an attempt to discourage people from getting information about the proposed project. I hope that was not your intent, but it looks that way and had that effect.

My problem now, and the problem others have also, is that (1) the original delivery of the Notice and the amount of notice given were insufficient in the first place; and (2) the late notice that I and others received is even more deficient. You are dictating that comments must be submitted by May 13 at 5:00 PM, i.e., in less than a week. That is grossly insufficient considering the number and scope of issues raised by this project and referenced in your Initial Study. While Harvard-Westlake has obviously been working on this project for many months, and while you and the City have been working on this project since at least early this year, you are giving the people affected by this project only days to respond to your already-deficient notice. That is simply unfair. I, along with other people in the community, need time to assess each of the issues in detail, consult with experts, engage counsel and be in a position to prepare thoughtful, well-document responses. The process will be better served by your agreeing to continue the comments deadline.

In any event, if you fail to continue the comments deadline, I believe it would be a gross violation of due process. I am sure that neither the City nor Harvard-Westlake wants to go all the way through this process, which will probably include several Planning Department hearings, City Council hearings and, in all likelihood, litigation, only to find out that the process was tainted at the outset by faulty notice and lack of due process. In that case, notwithstanding the merits, the City and the developer might be ordered to start the whole process all over again making sure the next time around that everyone concerned is afforded due process. Why not make sure that the matter is handled appropriately now so that we can all have a fair chance to be heard on the merits.

Significant Additional Time Is Needed to Comment on Numerous Issues

Without having the time to deal adequately with the remaining environmental issues on the merits, I will simply point out some of the items which will require in-depth comment in order to give you the benefit of the point of view of members of the community concerning the proposal by Harvard-Westlake:

1. <u>The Project Would Be in Violation Of Open Space Requirements.</u> The Project proposes an enormous alteration and excavation of existing, natural, legally protected open-space with a gargantuan excavation of the natural hillside and construction of massive footings and retaining walls to build a huge 750 car parking garage, a facilities building, an athletic field on the roof with very high fences and lights, a pedestrian bridge over a public roadway and related height and setback alterations, access driveways, road alterations, reduction in parking and realignment of driveways on the existing campus and related support facilities and utilities. The Project site is presently zoned about 1/3 R-1-15 and 2/3 R-1-40 which presently would permit a maximum of four residences. Some of the property is already within the Coldwater Canyon Open Space and very close to the Mulholland Corridor buffer zone. As you pointed out in your Initial Study, at page 4, the southern 2/3 portion is located within the Desirable Open Space Special Boundary, which, under the General Plan is intended to be preserved as open space. The construction site itself overlaps the legally protected open-space, and cannot be built, as a matter of law, without violating the General Plan.

2. <u>The Application Cannot Be Processed As a Mere Conditional Use Application or As a Vesting Conditional Use Application.</u> It is inappropriate for this matter to be considered as only a Conditional Use Application or as a Vesting Conditional Use Application for a number of reasons. This is not typical of Harvard-Westlake's previous applications, where they sought to alter the buildings or features of their existing development. Rather, they are seeking to build something entirely new on undeveloped land that is not contiguous with their existing campus site, but, instead, is on the other side of a major roadway. This matter should be required to be submitted as a zone change, rather than as a Conditional Use Application. This is a very obvious attempt to build a parking building in a location that is separate and distinct from Harvard-Westlake's existing location and is tantamount to operating a distinct facility and business, separate from the school, and this application should be treated as an application for a zone change to a PB zone. We could then deal more appropriately with all of the attendant issues about whether such a zone change is in compliance with the General Plan, the plan for this Community District and all of the other considerations that affect whether this kind of zone is appropriate adjacent to, and within, minimal use residential zones and the Desirable Open Space Special Boundary. By treating this as a Conditional Use Application or a Vesting Conditional Use Application, the City is ducking some of the analysis that should be applied to a project of this scope in this location. The fact that Harvard-Westlake is a school and schools are often allowed to use the Conditional Use procedure should not apply when a school is attempting such a huge project on a completely different, unattached separate area of land. Furthermore, because at least portions of the development rights sought by Harvard-Westlake require City Council approval (more on this below), their application for a Vesting Conditional Use is premature and deficient unless application for approval for all other development rights have been prepared and filed at or prior to the filing of the application for a Vesting Conditional Use. See Los Angeles Municipal Code Section 12.24-T(3).

3. <u>This Project Will Make Traffic Worse and Create Hazards.</u> The stated purpose of this project, aside from the parking issue, is that it will, supposedly, alleviate traffic on Coldwater Canyon. That is a complete myth. If this project were to go forward, traffic would be entering Coldwater Canyon from both sides of the street, instead of one side, controlled by a traffic light, as is presently the case. Traffic would get worse, not better. In addition, this project facilitates, and encourages, more cars than are necessary to be on campus. More cars equals more traffic, particularly at the peak morning and afternoon traffic times. Moreover, the extension of the additional southbound through lane as is proposed as part of the Project, while beneficial north of the traffic light, is of limited value, because the road narrows just south of that point to one lane anyway. We need to not only see the previous Crain traffic and parking study, we need to see any current studies, and we need time to have experts analyze and critique the developer's traffic analysis and to study the traffic implications independently.

4. <u>The Pedestrian Bridge Is Not Feasible.</u> The proposed pedestrian bridge is some kind of architect's grandiose fantasy. It is beyond comprehension that Harvard-Westlake can seriously propose building a huge pedestrian bridge over a public roadway to satisfy its private concerns. This is such an extraordinary proposal, it requires a comprehensive response. And, again, a Conditional Use Application is not a proper remedy for vacating the City's air rights over the roadway. That can only be done by action initiated with the Los Angeles City Council and then referred to the Planning Commission. (See Section 556 of the Los Angeles City Charter.) Since, as far as we know, no such proceeding has been filed with the City Council, although, as noted above, the developer is required to do so, this entire application for a Conditional Vesting Use is premature (although we assume that the City Council would defer the matter pending an EIR as to the entire Project). You have thus far not commented on the merits of the proposed pedestrian bridge and its environmental impacts, other than noting the dimensions that are proposed. We would like to see an analysis of when, if ever, the City has ever permitted a private pedestrian bridge over a public roadway. Other than the public

pedestrian bridges connecting public buildings downtown, we are not aware of any such scheme ever being approved by the City. Similar situations outside City of Los Angeles are rare. The Glendale Galleria and related shopping areas are connected to a parking garage by a pedestrian bridge over Central Avenue, but that is an exceptional case in downtown Glendale, where there are multiple accesses to surrounding buildings. That project is not in a residential or open space area or in the mountains on a winding road with limited access and it serves the general public. There are enormous issues involved with the proposal to vacate the public airspace above the roadway and reduce the setbacks in order to permit such a bridge to be built. Will the bridge be high enough and wide enough to cover the need to move special equipment, such as emergency equipment, drilling rigs, cranes, houses or buildings and other large movements? Who will maintain the bridge in perpetuity? What are the risks and liabilities, and who will step in should the bridge fail during an earthquake? What is the effect of reducing setbacks on the long-term potential that Coldwater Canyon may need to be widened in the future? Does the pedestrian bridge really reduce risk of pedestrian injury – or does it increase the risk, knowing that out of every 100 students who cross over the road by taking the bridge, there will always be some who are late or will take a chance and run across the road anyway to avoid going up to the bridge on one side and down on the other – but, in this case, without even the benefit of a controlled crosswalk because of the misguided assumption that none will be needed?

5. The Project Proposes Unlawful Removal of Protected Trees. Your Initial Study shows on its face that the proposal intends to remove 104 protected trees, including oak trees. The trees are protected under the City's Protected Tree Ordinance. The ordinance is there to protect those trees for a reason. There has been too much history of developers destroying natural vegetation and wildlife habitat. California and particularly Southern California has moved aggressively to protect what open space is still left and to protect plant life and animals from further encroachment. There has to be an extraordinary public purpose involved before this natural environment is further encroached upon. Any attempted mitigation seems grossly inadequate.

6. The Construction of the Project Will Cause Enormous Environmental Disruption and Hazards. The construction project that is proposed is massive, beyond all reason and common sense. The proposal calls for the removal of 135,000 ft.^{3} of material. We are told that each truck will carry approximately 14 yd.^{3} As a result, if these figures are correct, there will be approximately 10,000 round-trip truck movements of 70 miles each. The excavation time is estimated to be nine months, but that projection seems way too optimistic based on the amount of material proposed to be removed and allowing for holidays, rain delays and other normal construction delays. We are told little of the enormous and expensive footings that will be required by the Grading Department. And your Initial Study says essentially nothing about the enormous retaining walls that will have to be built to buttress the hillside and enable the structure to be built. You state that the height of the Parking Structure will be almost 45 feet to the top slab. Therefore the retaining wall together with the required footings will be even higher. The construction of the retaining walls themselves is an enormous undertaking. The construction of the hardscape features after the excavation will probably stretch out at least another two years. The proposal calls for construction between 7:00 AM and 5:00 PM each weekday, thereby interfering with and impeding traffic during both the morning and afternoon rush hours on an already very congested street. The dirt removal aspect of this project alone will, no doubt, cost Harvard-Westlake upwards of $10 million, with total site preparation costs probably in the range of $15-$20 million or more. When you add in the costs for the offsite improvements, including the bridge, and the parking garage and related buildings, this project will probably cost Harvard-Westlake at least $25-$30 million and, perhaps, a lot more. If they have that kind of money to throw around or procure through fundraising, there are no doubt much better uses for those funds that will also better address whatever parking issues they may have. The sheer audacity of this proposal is mind-boggling.

7. <u>If the City Were to Reduce Setback Requirements, It Would Tie the City's Hands with Regard to Future Maintenance and Development of Coldwater Canyon.</u> If the City were to determine that it is inappropriate to reduce the setback because of potential further need for roadway widening and improvements, etc., then the parking garage would have to be set even further into the hill with a massive additional amount of material needed to be excavated. The alternative would be that, by reducing the setbacks, the City would be tying its hands from use of the setback area in any future eminent domain proceeding or would be setting itself for massive expense at some point in the future to take back the parking garage. Coldwater Canyon is a major cross-mountain roadway and arterial route as well as a scenic roadway and it should not be constricted by this massive proposed development. Harvard-Westlake has no automatic right to build in the setback area, and there is no reason to make an exception and a lot of reasons not to make an exception.

8. <u>There Are Risks Associated with the Project That Need to Be Evaluated.</u> There are a lot of issues concerning safety of the proposed parking garage next to a native hillside, such as fire risks and landslide and drainage issues which have not been adequately addressed, as yet, in the Initial Study, and which need to be addressed.

9. <u>There Are Many Issues Relating to Height of the Project and Aesthetic and Noise Issues.</u> There are many issues concerning the request to go beyond the permitted height restrictions. There are aesthetic and noise issues regarding the proposed athletic field and its usage and the lights that are proposed to be built.

These are just some of the issues which need to be addressed, and the community needs a reasonable amount of time to provide a thoughtful and careful response to each aspect of this proposal.

Conclusion.

In summary, we will be asking our friends at Harvard-Westlake to re-think their parking problem and whether this proposed project makes any sense whatsoever. Does it really make sense to get more parking spaces by first ***removing*** 192 spaces, leaving a net gain of 558 spaces out of the 750 spaces that they propose to build? The cost to Harvard-Westlake will be enormous. Many in the community, including many affiliated with Harvard-Westlake, would like to see Harvard-Westlake spend its money more on education, scholarships and long-term development of educational resources. On one level, this proposal seems like an incredibly stupid idea conceived by some incredibly smart people. However, we respect our neighbors at Harvard-Westlake way too much to ever really think they would do something so lacking in logic or common sense. Rather, it is apparent that those charged with decision-making for the long-term at Harvard-Westlake are concocting this grandiose scheme to try to bootstrap themselves into larger enrollments at some point in the future. If they could have their way, once they have this amount of parking – way more than they really need – they will then be in a better position to argue, in some future proceeding, that their enrollment should be allowed to increase significantly now that they have so much parking at their disposal. If Harvard-Westlake wants to propose an increase in parking and/or expand their campus resources, they can propose something that makes sense on their existing 23 acre site to build parking garages along with additional educational facilities, as needed. Whether they should be allowed at some point in the future to have additional facilities and/or enrollment under some other proposal is a decision that must be left to another day. So far, they are claiming they are only seeking to add more parking spaces for their existing enrollment. If so, they could propose an alternative plan and, with so much less expense, seek to accomplish that goal on their existing campus site, and the community will judge any further proposals on their merits.

Accordingly, I ask that you consider the foregoing and revise your Initial Study as needed to deal with the fundamental issues of the school's capacity and its parking needs and that you extend the time within which comments can be submitted in response to the Initial Study.

Thank you for your time and attention in reviewing this request.

Sincerely,

Bruce J. Lurie, Blairwood Drive
Lot 5 of Track 12375Studio City, CA 91604
Lurie, Zepeda, Schmalz & Hogan
9107 Wilshire Blvd., Suite 800
Beverly Hills, CA 90210
310-274-8700 Phone
310-274-2344 ext. 105 Phone Direct

From: **Bruce J. Lurie** <brucelurie@lurie-zepeda.com>
Date: Thu, May 9, 2013 at 8:10 AM
Subject: RE: FW: ENV-2013-0150-EIR - Harvard Westlake Parking Project - Request for Withdrawal and Revision of Initial Study and/or Extension of Deadline for Comments - Comments
To: Emily Dwyer <emily.dwyer@lacity.org>
Cc: michael.logrande@lacity.org

Dear Ms. Dwyer (Emily):

Thank you so much for your acknowledgment and reply and putting my comments in the public record. You may not have had a chance yet to fully review my (admittedly somewhat lengthy) email so you may have not yet noted that there are some things that I am requesting that seek immediate action, specifically:

1. I am asking for an extension of the May 13 comments deadline;

2. I am asking for revisions (or a supplement) to the Initial Study to deal with issues that have not been addressed;

3. I am asking for documents that are referred to but not available online to be made available and addressed in your Initial Study.

There are quite a number of people who are unsure as to whether the Planning Department will agree to an extension of the May 13 deadline, as requested, and who would like to see the missing documents and get the omitted information. Do you think you can address these issues before the end of the week in order that we know that we will have the requested information and so that there is clarity as to whether or not the deadline will be extended?

I greatly appreciate your attention to this.

Sincerely,

Bruce

Bruce Lurie

> **From:** Emily Dwyer [mailto:emily.dwyer@lacity.org] **Sent:** Wednesday, May 08, 2013 12:57 PM **To:** Bruce J. Lurie **Subject:** Re: FW: ENV-2013-0150-EIR - Harvard Westlake Parking Project - Request for Withdrawal and Revision of Initial Study and/or Extension of Deadline for Comments - Comments
>
> Good afternoon,
>
> Thank you for your comment. I will ensure that it gets incorporated into the publc record for the Harvard-Westlake School Parking Improvement Plan (ENV-2013-0150-EIR). I have also added your email address to the mailing list so that more information can be sent to you throughout the environmental review process.
>
> Thank you again,
>
> Emily

On Wed, May 8, 2013 at 11:47 AM, Bruce J. Lurie <brucelurie@lurie-zepeda.com> wrote:

Ms. Dwyer:

Duplicate copy sent to you separately with Request for Read Receipt – just to be sure you got this.

Thank you for your understanding.

Bruce Lurie

From: **Bruce J. Lurie** <brucelurie@lurie-zepeda.com>
Date: Fri, May 24, 2013 at 7:15 AM
Subject: Premature and Inaccurate Assessment of Harvard-Westlake Proposal - DOT Case No. SFV-11-072
To: sergiovaldez@lacity.org
Cc: emily.dwyer@lacity.org, Nicholas.Hendricks@lacity.org

To: Sergio D. Valdez, Transportation Engineer, Department of Transportation

From: Bruce J Lurie

Dear Mr. Valdez:

I am following up regarding the phone message I left for you earlier this week concerning DOT's traffic assessment for the proposed Harvard-Westlake school parking proposal (the "Proposal") at 3701 Coldwater Canyon Avenue, as set forth in your Inter-Departmental Correspondence dated April 30, 2013 (your "Assessment").

In my view, and in the view of other members of the community, your Assessment is premature, unwarranted and illogical for the reasons explained below and should be modified or withdrawn.

Your Assessment is premature in that it was issued prior to the preparation of an Environmental Impact Report ("EIR"). It appears that DOT may have been unaware that the Department of City Planning recently (on or about April 12, 2013) ordered that an EIR was required to be prepared and submitted by the applicant in order for the Proposal to be considered. There is no mention anywhere in your Assessment of the EIR nor is there the type of evaluation one would expect from DOT in conjunction with commenting on a proposed EIR. As you are no doubt aware, under the City's guide to CEQA projects in the City of Los Angeles, "DOT participates with another City department which acts as the Lead Agency." In this case, the Department of City Planning is the Lead Agency, and, before reaching any conclusions, you should be working with the Department of City Planning to review all input, including public input, as the EIR process progresses.

Under the circumstances, therefore, your conclusions, without taking account of public comment concerning traffic impacts of the Proposal, is not only premature, but unwarranted. Your Assessment states that DOT "has ***completed*** the traffic impact assessment for the [Proposal]." [Emphasis added.] Your Assessment also states that it is based on a traffic study prepared by Linscott Law & Greenspan Engineers on October 30, 2012. You apparently did not rely on any input from any other source, including members of the public, because, of course, no EIR has as yet been prepared and there has not, as yet, been an opportunity for public comment or input.

In your Assessment you acknowledge that the proposal calls for the development "of a new three-story parking structure consisting of 750 parking spaces."

Your Assessment then goes on to state:

> No increase in student enrollment, faculty, staff or guests for the Harvard-Westlake campus is being proposed as part of this project. The project is not proposed to increase the number of athletic and school events that may generate vehicular trips for the Harvard-Westlake campus either.

You take that information from Harvard-Westlake as being true, without questioning it or examining it, and then make an unsupported, unwarranted and illogical leap of faith and conclude:

> Therefore, the operational traffic generated by Harvard-Westlake will not change as a result of the project.

Mr. Valdez, your conclusion that operational traffic will not change does not make any sense. Harvard-Westlake is proposing to increase the number of parking spaces available to the campus from the current 568 parking spaces to 1126 parking spaces if the Proposal were approved. That will result in a net

increase in 558 parking spaces. Even though Harvard-Westlake is claiming there will be no increase in enrollment, Harvard-Westlake's stated purpose for building the proposed parking garage is to be able to bring hundreds of additional vehicles to the campus every day. The reason they are doing this – which was, no doubt, not disclosed to you – is to enable every student of driving age to be able to bring their own car to the campus and have a private reserved parking spot. Although the school would like you to believe that they are merely redirecting traffic that is parking on side streets to the proposed parking garage, that is not accurate. Harvard-Westlake already prohibits students from parking on side streets. The problem is that Harvard-Westlake does not enforce their own rule, resulting in some students bringing their own cars to campus and violating campus rules by parking on side streets. This school also supposedly encourages carpooling to reduce the number of car trips per day to the campus; yet they do very little to actually encourage or require carpooling. The purpose and effect of the Proposal would be a net increase in hundreds of cars coming to the campus every day during the peak traffic hours. Now instead of some students evading the rules by bringing some additional cars to campus, every student of driving age will be enabled to bring their cars to campus resulting in substantial additional vehicular trips to the campus every day.

So when you say that the operational traffic generated by the Proposal will not change, that is simply not true. If this Proposal were approved, hundreds of additional cars will be enabled to come to the campus every day generating significant additional operational traffic. For you to leap to the conclusion that there will be no changes in traffic, just because Harvard-Westlake says so is inappropriate, unwarranted and incorrect. You cannot reach a conclusion on this matter until there is a full airing of factual information about this issue following the EIR process and consideration of other information that will be brought to your attention during that process.

We can understand your providing preliminary information to the Department of City Planning concerning what types of issues will need to be considered in order to evaluate the Proposal. We can also understand that you could conclude that constructing a parking garage does not per se result in operational traffic impacts if the project were merely shifting cars from one location to another. But that is not the fact here and you do not have enough information to reach the conclusion that there are no operational traffic impacts.

We therefore ask that you modify and/or withdraw the conclusions reached in your April 30, 2013 Assessment and wait for the EIR process to work its course so that you will have the opportunity to evaluate other information that will show you there will be substantial impacts on the traffic on Coldwater Canyon and surrounding areas as a direct result of this Proposal. In view of the fact that Coldwater Canyon is already horrendously congested at peak rush hours, with traffic backing up in the morning all the way to the 101 freeway offramps and requiring traffic officers at the intersection of Ventura Boulevard and Coldwater Canyon, the last thing Coldwater Canyon needs is several hundred additional cars arriving and leaving the campus at peak hours. That could easily be the straw that breaks the camel's back, taking rush-hour Coldwater Canyon from near-gridlock to complete gridlock.

We would like the opportunity to review your files and, specifically, to obtain a copy of the Linscott Law & Greenspan Engineers traffic study as well as other documentation submitted to you by Harvard-Westlake. Please advise us as to how we can obtain copies of those materials.

We appreciate your consideration of this request to modify or withdraw your Assessment.

Sincerely,

Bruce

Bruce J. Lurie

Lurie, Zepeda, Schmalz & Hogan
9107 Wilshire Blvd., Suite 800
Beverly Hills, CA 90210
310-274-8700 Phone
310-274-2344 ext. 105 Phone Direct

Emily Dwyer <emily.dwyer@lacity.org>

Proposed Harvard-Westlake Parking Project - Other Construction

Bruce J. Lurie <brucelurie@lurie-zepeda.com> Tue, May 28, 2013 at 1:01 PM
To: emily.dwyer@lacity.org

Dear Emily,

Here are links to articles in the Harvard-Westlake newspaper that describe recent construction projects which were undertaken by Harvard-Westlake during the approximate time 2010-2012.

http://students.hw.com/chronicle/News/NewsArticlesX/tabid/1274/ctl/ArticleView/mid/3044/articleId/7330/A-work-in-progress.aspx

http://students.hw.com/chronicle/News/NewsArticlesX/tabid/1274/ctl/ArticleView/mid/3044/articleId/9019/August-construction-update-projects-nearing-completion.aspx

These projects include:

Construction of a new 50 meter swimming pool (the "Copses Family Aquatic Center") and related pool buildings and surge tank and related plumbing, retaining wall and related changes to the site, including demolition of 15 parking spaces.

Construction of the "Kutler Center" for interdisciplinary studies and related connections/bridge to existing buildings.

Construction work on Chalmers Hall.

Construction work on Mudd Library.

Renovation of the Senior Parking Lot (spring 2011).

We would like to know whether any submission was made to the Department of City Planning concerning any of these projects are whether there was any type of environmental assessment or permission was sought for these projects in connection with the school's Conditional Use Permit. Of course, we would like to see any documentation relating to those projects and any information that might have bearing on the current proposed Parking Project.

We have also looked at the Department of Building and Safety online permitting files and have seen permits relating to the pool construction. However, we have had difficulty finding permits for all of these projects. We are unclear as to how or why Building and Safety would issue permits without prior Planning Department authorization following the usual procedures.

We would appreciate any information you can provide about these projects and whether they were done in compliance with law and in your furnishing any related documentation.

I will get back to you separately regarding other issues.

Thanks very much,

Bruce

Bruce Lurie

Emily Dwyer <emily.dwyer@lacity.org>

Proposed Harvard-Westlake Parking Project - Other Construction

Bruce J. Lurie <brucelurie@lurie-zepeda.com> Wed, May 29, 2013 at 4:49 AM
To: Emily Dwyer <emily.dwyer@lacity.org>

Hi Emily,

Thanks so much for getting back to me so promptly on this. You suggested that I could let you know if I had any other questions. I do.

As you know, we have been attempting to work cooperatively with you to help both you and ourselves find all documents relevant to the permitting history inasmuch as each of them seem to have considerable bearing on issues relating to the pending proposed parking Project. You have been helpful in that endeavor, and we appreciate that, and I hope we have been helpful also.

With regard to these recent projects by Harvard-Westlake, we can attempt to do what you are suggesting by calling the public counter, but it is hard to imagine that these recent projects, probably costing in the range of $15 million, and constituting substantial and major improvements, would not have been subject to a full CUP modification review pursuant to LAMC §12.24M. How such major improvements could be considered "by-right" is hard to understand. Why would the installation of light poles in 2006 be the subject of a CUP modification proceeding, but the installation of a large swimming pool and related facilities and a new building not be subject to CUP modification? They are clearly major expansions beyond what was covered by the original CUP together with subsequent modifications. And if those improvements were added to an existing environmental review document, I don't know what existing environmental review document that could be and, in any event, the relevant documentation should show up in ZIMAS, correct?

The bottom line is that if there are Planning Department documents relating to these recent improvements, they can be expected to have important relevant information relating to the current parking proposal, and we should be able to see them. And if there are not Planning Department documents relating to these improvements, we should know that also. There may also be Building and Safety documents and/or plans that could be highly relevant.

Would you please ask those in your Department who are making these decisions to re-think this and see if you don't agree that we have a mutual interest in exploring the issue of finding documentation relating to approval and permitting for these recent construction projects? In any event, any advice or assistance you can give in directing us to specific people and their phone numbers and email addresses regarding such documentation would be very helpful.

Speaking of plans, one of the loose ends with regard to the prior CUP approvals/conditions is that we still have not seen the plans that were referred to in the prior approvals/conditions. Since the plans no doubt show parking layouts at various times, I think it is important to see them.

With regard to the Linscott, Law and Greenspan Engineers traffic study which we have requested to be produced, I ask that your Department reconsider its refusal to produce the report at this time. You have been so helpful with regard to making other documents available. The refusal to produce this particular document is inconsistent with the laudable cooperation you have given us with respect to many other requests for documents and wholly improper. We are entitled to the traffic study under the California Public Records Act, and we request production of the traffic study. The DOT assessment of April 30, 2013 states that it was completed "based on" the traffic study by LL & G. The traffic study is not some internal working document of DOT. It was prepared by an outside party and the April 30, 2013 assessment that was based on the traffic study was circulated to numerous city officials as well as the Fourth Council District and to the engineers themselves. There is no reason we should have to wait until the EIR phase to see the traffic study. An official assessment has already been issued (improperly, in my view) based on the traffic study. It will take considerable time for us and our experts to review the traffic study and prepare an appropriate response. Harvard-Westlake has apparently been working on this project for several years. The traffic study itself is dated October 30, 2012. There is no reason we should be restricted to only minimal time to review that important document. When it comes to document production issues in any situation, we always like to try to resolve them informally if it all possible, so I ask that those in the Planning Department who have initially decided not to produce the traffic study reconsider their position based on these comments.

Thanks for your continuing attention and assistance. I am sure we share a mutual interest in having a careful, well thought out analysis of the proposed parking Project.

Sincerely,

Bruce

Bruce J. Lurie

Lurie, Zepeda, Schmalz & Hogan

9107 Wilshire Blvd., Suite 800

Beverly Hills, CA 90210

310-274-8700 Phone

310-274-2344 ext. 105 Phone Direct

310-274-2798 Fax

Harvard-Westlake School

2011-12 Student Parking Information and Regulations

Paid Parking – What Is Included … and *What is Not*

Harvard-Westlake provides parking for the convenience of its students. Students issued a permit are guaranteed a reserved space. The permit fee partially defrays the cost of hiring enforcement personnel to ensure that spaces are occupied only by those assigned to them.

However, parking fees are sufficient neither to fund a full-time vehicle-protection security force nor to reimburse students for damage to or theft from their vehicles. Students park their vehicles at their own risk, as they would using comparably-priced metered parking. *This is not secure parking*. *Harvard-Westlake will not reimburse students for damage to or theft from vehicles.*

We therefore urge families to carry "comprehensive" coverage on their auto insurance policies and to elect a "deductible" that is manageable in case of loss. We also recommend that no valuables be left inside parked automobiles. In case of theft or vandalism, a student should contact HW Security immediately. Security will contact the police and assist in completing a police report.

Student Parking Lots

There are seven lots with 400 spaces available for seniors and juniors. Lots closest to campus center are reserved for seniors only. S*ophomores are not eligible for on-campus parking.*

Rules and Expectations

Each permit-holder is assigned a reserved space. That is the *only* space the student may use on campus. If he/she parks in another student's or faculty member's space, in a visitor space, or in a restricted area, his/her car may be towed (at student expense).

Parking at Harvard-Westlake is a privilege. Students who prove themselves unworthy of that privilege may lose it and may be reported to their dean for disciplinary action. *Infractions which may trigger such action include, but are not limited to, the following:*

- *Unsafe or reckless driving on campus*
- *Unsafe, reckless or illegal driving near campus (driving up the center lane of Coldwater, making prohibited turns onto Coldwater, speeding on neighborhood streets, etc.)*
- *Violation of school rules (leaving campus, activities in parking lot, etc.)*
- *Loud music in the parking lot or creation of other school/neighbor nuisance*
- *Consumption of two spaces (i.e. reserving a paid space but then parking on Coldwater)*

Non-Paid Parking and Other Neighborhood Relations Issues

Harvard-Westlake is committed to maintaining a positive relationship with its neighbors. Security Personnel will make frequent checks of surrounding streets and respond to residential parking complaints involving student vehicles.

Students are expected to limit their on-street parking to Coldwater Canyon Ave. As stated in our letter to parents and students; if we are to maintain a harmonious relationship with our neighbors, students must not park elsewhere. Any student who parks in violation of the rules may be sent home immediately, and missed time will be considered an unexcused absence.

HARVARD-WESTLAKE SCHOOL

2011-12 Parking Permit Application/Agreement

Due May 13, 2011

Name of Driver A: _____ Current Grade_____

Do you have your license? Yes / No If no, when will you receive it? ___/___/___

Driver License Number: _____Issue Date: ___/___/___

Vehicle: Year_____Make_____Model_____License Plate #_____

Name of Driver B: (If sharing) _____ Current Grade_____

Do you have your license? Yes / No If no, when will you receive it? ___/___/___

Driver License Number: _____Issue Date: ___/___/___

Vehicle: Year_____Make_____Model_____License Plate #_____

Annual parking permit fee: $739 for an assigned space with no riders, $629 for 1 rider plus the driver, $509 for 2 riders plus the driver, $459 for 3 or more riders plus the driver. Fees will be billed to the student's account. Carpooling & shared parking spaces are a private arrangement between families and students. Therefore, Driver A will be billed for the total cost.

Total number of carpool riders (both campuses … *driver excluded*) _____

Name of Rider #1 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature* _____

Name of Rider #2 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature* _____

Name of Rider #3 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature* _____

Name of Rider #4 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature* _____

IMPORTANT! PLEASE READ - Students & Parents: Your signatures below affirm that all of the above is true and correct and that any falsified information may result in disciplinary action.

STUDENTS:

I will abide by Harvard-Westlake driving and parking regulations as may be communicated to me via various media. I acknowledge and accept that I will park at my own risk. I will only park in my assigned space. If I park in a space other than my assigned space or in any restricted area, my car may be towed at my expense and/or my parking privileges may be revoked. If I am issued a space but do not use it, my parking privileges may be revoked. Should my parking privileges be revoked, I understand that there will be no refunds. I have verified that the carpoolers listed above are not listed on another driver's application or have not signed up for the school's bus service. I recognize that I must commit for a full year and that if I reduce the number of carpoolers, my space may be moved and I may incur additional cost.

Driver A Signature: _____**Date:**_____

Driver B Signature: _____**Date:**_____

PARENTS:

My signature below affirms that I have reviewed the above with the Student, along with all parking-related rules and other materials. I acknowledge that carpooling is a private arrangement and that the school does not check the driving records of those who are applying for parking spaces on campus nor do we ask for proof of insurance and that it is my option to do so.

Driver A Parent Signature: _____**Date:**_____

Driver B Parent Signature: _____**Date:**_____

2012-13 Student Parking

It is time to apply for on-campus parking. We do not have spaces for all licensed applicants. We give priority to those who carry passengers.

Rules of the Road

Please review the permit application, parking rules and other relevant information carefully, including the School's policy regarding financial responsibility for damage to or theft from student vehicles, before filling out the application.

Carpooling – Private Matters

Carpooling is a private arrangement among students and their families. Harvard-Westlake is *not* a party to these arrangements. HW neither checks the driving records of applicants nor asks for proof of insurance. Parents are encouraged to investigate the drivers' qualifications, experience, records and insurance. (Please note that the passenger-carrying rights of new drivers are legally limited.) To facilitate carpool planning, please use the carpool zip code look-up provided on the HW website.

Carpooling – School Matters

All applicants must confirm that their riders are not listed on another driver's application, as this would be grounds for refusing a permit to *both drivers*. Also, drivers may not list riders who have signed up for bus service. Space limitations require that both riders and drivers commit for a *full year*. If the number of students in a carpool changes during the year, the driver of the carpool may lose his/her permit if he/she does not notify the school. To report a change, please contact Jim De Matte, Director of Campus Operations, at jdematte@hw.com.

Cost

$739 for an assigned space with no riders, $629 for 1 rider plus the driver, $509 for 2 riders plus the driver, $459 for 3 or more riders plus the driver. Fees will be billed to the student driver's account.

Deadline – May 25th!

Please place applications in the Parking Box located in Mr. Preciado's & Mr. Crawford's office. Decisions will be made by early June; students will be notified by mail or e-mail soon after. *Space assignments will be final. Special requests must be submitted in writing along with your application and won't be considered after May 25th.*

Harvard-Westlake School

2012-13 Student Parking Information and Regulations

Paid Parking – What Is Included … and *What is Not*

Harvard-Westlake provides parking for the convenience of its students. Students issued a permit are guaranteed a reserved space. The permit fee partially defrays the cost of hiring enforcement personnel to ensure that spaces are occupied only by those assigned to them.

However, parking fees are sufficient neither to fund a full-time vehicle-protection security force nor to reimburse students for damage to or theft from their vehicles. Students park their vehicles at their own risk, as they would using comparably-priced metered parking. *This is not secure parking*. *Harvard-Westlake will not reimburse students for damage to or theft from vehicles.*

We therefore urge families to carry "comprehensive" coverage on their auto insurance policies and to elect a "deductible" that is manageable in case of loss. We also recommend that no valuables be left inside parked automobiles. In case of theft or vandalism, a student should contact HW Security immediately. Security will contact the police and assist in completing a police report.

Student Parking Lots

There are seven lots with 400 spaces available for seniors and juniors. Lots closest to campus center are reserved for seniors only. S*ophomores are not eligible for on-campus parking.*

Rules and Expectations

Each permit-holder is assigned a reserved space. That is the *only* space the student may use on campus. If he/she parks in another student's or faculty member's space, in a visitor space, or in a restricted area, his/her car may be towed (at student expense).

Parking at Harvard-Westlake is a privilege. Students who prove themselves unworthy of that privilege may lose it and may be reported to their dean for disciplinary action. *Infractions which may trigger such action include, but are not limited to, the following:*

- *Unsafe or reckless driving on campus*
- *Unsafe, reckless or illegal driving near campus (driving up the center lane of Coldwater, making prohibited turns onto Coldwater, speeding on neighborhood streets, etc.)*
- *Violation of school rules (leaving campus, activities in parking lot, etc.)*
- *Loud music in the parking lot or creation of other school/neighbor nuisance*
- *Consumption of two spaces (i.e. reserving a paid space but then parking on Coldwater)*

Non-Paid Parking and Other Neighborhood Relations Issues

Harvard-Westlake is committed to maintaining a positive relationship with its neighbors. Security Personnel will make frequent checks of surrounding streets and respond to residential complaints involving student vehicles.

Students are expected not to park in any space but their own, with neighborhood or street parking not allowed. As stated in our letter to parents and students, if we are to maintain a harmonious relationship with our neighbors, students must not park elsewhere. Any student who parks in violation of the rules may be sent home immediately, and missed time will be considered an unexcused absence.

HARVARD-WESTLAKE SCHOOL

2012-13 Parking Permit Application/Agreement

Due May 25, 2012

Name of Driver A: _____ Current Grade_____

Do you have your license? Yes / No If no, when will you receive it? ___/___/___

Driver License Number: _____Issue Date: ___/___/___

Vehicle: Year_____Make_____Model_____License Plate #_____

Name of Driver B: (If sharing) _____ Current Grade_____

Do you have your license? Yes / No If no, when will you receive it? ___/___/___

Driver License Number: _____Issue Date: ___/___/___

Vehicle: Year_____Make_____Model_____License Plate #_____

Annual parking permit fee: $739 for an assigned space with no riders, $629 for 1 rider plus the driver, $509 for 2 riders plus the driver, $459 for 3 or more riders plus the driver. Fees will be billed to the student's account. Carpooling & shared parking spaces are a private arrangement between families and students. Therefore, Driver A will be billed for the total cost.

Total number of carpool riders (both campuses … *driver excluded*) _____

Name of Rider #1 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature _____

Name of Rider #2 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature _____

Name of Rider #3 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature _____

Name of Rider #4 _____Current Grade _____

Specify AM/PM or Both _____ Parent Signature _____

IMPORTANT! PLEASE READ - Students & Parents: Your signatures below affirm that all of the above is true and correct and that any falsified information may result in disciplinary action.

STUDENTS:

I will abide by Harvard-Westlake driving and parking regulations as may be communicated to me via various media. I acknowledge and accept that I will park at my own risk. I will only park in my assigned space. If I park in a space other than my assigned space or in any restricted area, my car may be towed at my expense and/or my parking privileges may be revoked. If I am issued a space but do not use it and do not notify the School promptly, my parking privileges may be revoked. Should my parking privileges be revoked, I understand that there will be no refunds. I have verified that the carpoolers listed above are not listed on another driver's application and have not signed up for the school's bus service. I recognize that I must commit for a full year and that if I reduce the number of carpoolers, my space may be moved and I may incur additional cost.

Driver A Signature: _____**Date:**_____

Driver B Signature: _____**Date:**_____

PARENTS:

My signature below affirms that I have reviewed the above with the Student, along with all parking-related rules and other materials. I acknowledge that carpooling is a private arrangement and that the school does not check the driving records of those who are applying for parking spaces on campus; nor does the School ask for proof of insurance and that it is my option to do so.

Driver A Parent Signature: _____**Date:**_____

Driver B Parent Signature: _____**Date:**_____

From: **Markus, Rae** <rae.markus@my.csun.edu>
Date: Thu, May 9, 2013 at 3:23 PM
Subject: The Harvard Westlake Parking Improvement plan (ENV-2013-0150-EIR)
To: emily.dwyer@lacity.org

Ms. Emily Dwyer
Planning Assistant
Planning Department
City of Los Angeles

BY EMAIL: emily.dwyer@lacity.org

Dear Ms. Dwyer:

I am writing to express my opposition to the Harvard Westlake Parking Improvement plan. My reasons include aesthetics, effect on property values and city revenue, environmental concerns (flooding and landslide), and noise pollution, and are spelled out in detail in the attached document.

I will appreciate your taking these concerns into account.

Sincerely,

Rae Markus

Reasons for Opposition to Proposed Construction of Multi-Story Parking Structure with Athletic Field on the North Side of Coldwater Canyon Avenue by Harvard-Westlake School

I have attended, and been very involved in, St. Michael and All Angels Episcopal Church for six years, and recently moved from Northridge so that I could live closer to it, and the friends I have made there. While I value education highly and appreciate the quality of private education, to the extent that I graduated from, interned at, and worked at, five different private universities, and my daughter graduated from two, and my daughters attended private schools before that, I have a number of concerns about the proposed construction by Harvard-Westlake School of a multi-story parking structure with an athletic field on top on the west side of Coldwater Canyon Avenue.

Aesthetics

I have always particularly enjoyed the beauty of the local canyons, through which I have often driven to work in preference to the freeway because they make my lengthy commutes more tolerable, and even enjoyable. I am therefore appalled at the prospect of having a huge structure, designed with little regard for harmony with its surroundings, on Coldwater Canyon Avenue, within the canyon itself, desecrating its natural beauty, and with the destruction of irreplaceable old-growth trees, which, in addition to their beauty, help prevent erosion.

I was born and raised in Los Angeles, and have spent my entire life in Los Angeles County, most of it in the city of Los Angeles, and since 1999, in the San Fernando valley. I have seen areas which were originally very desirable places to live because of their natural beauty, such as Brentwood and Encino, become, because of their popularity, overbuilt and urbanized, destroying the very beauty that had drawn people there to begin with. I have seen similar overbuilding in parts of Studio City. Yet, until now, this has at least not taken place in the canyons. I am familiar with all the local canyons that traverse the hills between the valley and the city – Laurel, Coldwater, Sepulveda pass, Beverly Glen and Topanga – and can think of nowhere else where there is a large structure within or at the mouth of a canyon other than Skirball Cultural Center in the wider Sepulveda pass, which exists for the benefit of the entire population of Los Angeles, as well as tourists and visitors, unlike the proposed parking structure/athletic field, which would benefit only 900 students,plus staff, of a private school for the privileged. And because it is located where the hills are not as high and steep, and there is landscaping in front of much of it, it is not as "in your face" as the proposed structure would be.

Effect on property values, city revenue

This isn't "merely" a matter of aesthetics. Much of the reason people buy hillside homes has to do with the view, and this in turn influences property values. While there are other southern California cities that require a stick-and –string prototype for hillside construction, showing what the effect on other homes would be of building a proposed structure or increasing the height of an existing structure, an adequate number of days prior to any hearing, so that the people affected could have a tangible basis for providing informed input, Los Angeles apparently has no such requirement. This means that, at a time when the housing market has

Rae Markus • 5820 Hazeltine Avenue #12 • Van Nuys, California 91324 • 818-606-6895 • rae.markus@my.csun.edu

already been depressed, local hillside homeowners potentially face further reduction in the value of their homes. Not only does this affect the personal assets of residents, but this reduction in value in turn further erodes the already-eroded tax base of the city and county.

Environmental concerns – landslide and flooding

We have had an ongoing problem with flooding in Coldwater Canyon, caused by storm water runoff from the hills. (This is in addition to that caused by the burst pipes that finally caused the DWP to replace the old ones.) There is serious concern about the stability of the hillside site of the proposed construction. I understand that previously, people wanting to build had been denied permits because, they were told, the hillside was too unstable for residential construction; yet we are now being told that it is stable enough for commercial construction much larger in scope. There is concern that the hillside could come down, which could potentially damage or destroy St Michael's church, since it is adjacent to the street and is largely glass, and other area homes, cause damage to passing vehicles as well as injury or death to their occupants, and cause a complete closure of the canyon, which would not only inconvenience the people who live there or who customarily use it, but would also impact traffic through the other canyons, and the homes and businesses adjoining them, as well as the freeways.

Noise pollution

In addition to the effects on the land itself, there are also the effects on residents and on the members and guests of St. Michael's and the students of the school on its premises, of increased noise – not only during the prolonged anticipated construction period, but afterward, from increased traffic (more parking spaces = more vehicles), and particularly from athletic events. Having lived adjacent to a hillside, and not far from a high school, I am familiar with the effects of sound amplification in hillside areas, where noise is both amplified and projected as much as miles away from its source, and local residents have complained that noise from athletic events is already a problem with the existing athletic field. I am not aware of this factor being considered, or of any environmental test having been run for this factor. The city has strict noise regulation of such things as airport noise, construction and trash pickup before and after certain hours, and even leaf blowers – it is inconceivable to me that this factor, which could deprive people of the peaceful enjoyment of their premises – would be disregarded.

Conclusion

Based on the above, and considering the large potential for damage to the land and structures, as well as wildlife, and the impact on large numbers of people, in contrast with the minimal benefit to a relatively small number of people, I ask that the zoning variance requested by Harvard-Westlake be denied, and that other alternatives for or to increased parking for Harvard Westlake be explored. These could include building a similar structure on the site of the existing football field (after a study to determine that the effect on residents would be no worse than the existing situation), expanding the use of school busses; restricting student parking to students who carpool or need cars to get to jobs, and/or providing incentives for use of environmentally-friendly transportation such as bicycling and use of public transportation.

Rae Markus • 5820 Hazeltine Avenue #12 • Van Nuys, California 91324 • 818-606-6895 • rae.markus@my.csun.edu

From: **Gwyn McColl** <gwynmccoll@gmail.com>
Date: Wed, May 8, 2013 at 11:42 AM
Subject: Harvard-Westlake project
To: Emily.dwyer@lacity.org

Dear Ms. Dwyer,

I am writing to you as neighbor of the Harvard-Westlake campus. (I live on Blairwood Drive off of Longridge Ave.)

I am deeply concerned about the proposed parking structure and accompanying private bridge. We have already dealt with massive holdups on Coldwater Canyon in the past few years. The thought of dealing with an excavation and a build and the ensuing added traffic is almost too much to bear. The impact to the hillside (!!!) and to our community is HUGE, and no matter how hard they try I don't believe the school will ever be able to convince me otherwise.

Traffic, noise pollution, removal of trees, displacement of animals, annoying bright lights, a MASSIVE retaining wall. A private bridge over a public road???It's TOO MUCH. Surely there are other solutions to the parking problem the school claims to have.

Not to mention the fact that the school doesn't adhere to current restrictions in place regarding light and noise. Why are we to believe that they will start doing that with the new structure?

We live in a city that is already covered in concrete. Please help us save some of the beauty in Coldwater Canyon.

Thank you,
Gwyn McColl

Emily Dwyer <emily.dwyer@lacity.org>

Harvard-Westlake project

Gwyn McColl <gwynmccoll@gmail.com> Wed, May 8, 2013 at 1:04 PM
To: Emily Dwyer <emily.dwyer@lacity.org>

Thank you very much.

I also received a letter from my neighbor, Bruce Lurie, which I endorse completely.

please let me know if you need me to send my endorsement with a copy of the letter.

thanks,
gwyn
[Quoted text hidden]

From: **Vedra Mehagian** <vedra@artworksgallery.com>
Date: Mon, May 13, 2013 at 6:14 PM
Subject: ENV-2013-0150-EIR(Harvard Westlake)
To: emily.dwyer@lacity.org
Cc: diana.kitching@lacity.org

Hello Emily and Diana,

It was great to meet you both at the Sportman's Lodge meeting last month. Thank you for the time, patience and information.

Here are my comments for the EIR for Harvard Westlake proposed parking structure:

1. Trees: Removal of more green space and trees
2. Air Quality: Between many more years of construction, less trees and green, and the chemicals that they use on the AstroTurf fields
3. Hazardous Materials: Between the construction and the chemicals used on the track and field, get a list of what they do to treat and build the new field
4. Noise: The sound travels up and down the canyons, learned that more with meeting neighbors that live on the other side of Coldwater
5. More Stadium Lights: Rental of the existing field and parking lots, late nights games, conditional use, Sunday games, this will only get worse with another field.
6. Landslide and Earthquake area: Many neighbors are concerned with the excavation, and removal of dirt and what it will do to the hillside.
7. Sanity and Traffic: This will not alleviate any traffic, look at Campbell Hall, with the new buildings, Laurel Canyon is worse.
8. ENVIRONMENT: Do we need anymore construction on Coldwater Canyon, beyond the air quality, noise, constant dust and debris, what will this do
to the landscape of the canyon?
9. Conditional Use Permit: How many late night games can Harvard have? It's already too many, this is going to get worse. They already have games
and practice everyday of the week, and for the last 6+months they are renting the field on Sundays. This will be twice as bad. Two fields=double noise
If it's really a practice field, then why do they need stadium lights?
10. Alternatives: What are they? Carpools, Sportsman Lodge, Harvard needs to come up with a few.
11. Wildlife: We still have quite a bit in our canyons, this will change it dramatically, and some animals migrate through that side of Coldwater.
12. Harvard wants to expand enrollment, and they only way to do that is to have enough parking, this is their back way of doing that!

I'm sure there are a few more but this covers the main concerns of myself and many. There is another meeting on Thursday, will you both
be there? Or too much work to do.

Best,
Vedra
--
Artworks Gallery
59 W. Del Mar
Pasadena, CA 91105
Tel: (626) 229-0700
Fax: (626) 229-0715
http://www.artworksgallery.com
http://twitter.com/ArtworksLA

Hello Emily,

It was a pleasure speaking with you the other night at the Sportsman's Lodge meeting concerning the proposed development in Coldwater Canyon. I look forward to continuing to follow the developments in the planning process as I am a resident of the canyon and have many concerns about the proposal.

I live on Blairwood Drive, which is directly above the proposed structure. While I believe there are myriad reasons to be skeptical of this development, from the perspective of my particular vantage point, my particular concerns are as follows:

-The opening of Galewood to through traffic.
While I understand that this is not in the proposal as it is currently drafted, I don't think it takes much imagination to see that the added congestion in the canyon will lead to calls for a secondary access point to the structure. This, of course, would be a calamity for the neighborhood.

-Noise.
The playfield will send loud noise up the canyon and onto my doorstep until, as Harvard Westlake would have it, 8pm nightly.

-Light pollution.
Again, with the structure's proposed 8pm curfew there would be significant degradation of the views currently enjoyed by homeowners in the canyon.

-Unattractive eyesore.
Our neighborhood currently has a view of the undeveloped West hillside of the Canyon. The structure would see an end to that.

I believe that those of us who are opposed to this structure are even-tempered, community minded people, who are conscious of the needs of a growing private school campus. We understand that private property owners are necessarily going to have to endure some sacrifices for the greater good from time to time, but I believe that the sacrifices must be both within reason, and further worthy community goals, and the structure project fails on both counts. The school should dramatically reduce the size and scope of their proposal, or abandon it altogether, as the project in it's current state is clearly out of character with the current use of Coldwater Canyon, and asks too much in sacrifice from the school's neighbors. It is an arrogance, frankly. One only has to carefully look at the architectural drawings, as carefully "greened" as they are, to see this.

I'm sure you are aware of the various obstacles to the school's plans, from zoning issues, to cutting down protected trees, to piggybacking structure construction on the back of the 3-year sewer improvement construction project, so I'll spare you a review of these, but I do think it is important to note that there are very good reasons for opposing this construction beyond the self-interest of local homeowners who wish to protect their investments and quality of life.

Thank you very much for you time.

Best Regards,

Nate Mendel12965 Blairwood Dr.
Studio City, CA 91604
206 660-6357

From: **Bruce Pompan** <bpompan@yahoo.com>
Date: Mon, May 6, 2013 at 11:46 AM
Subject: Neighborhood Support For Harvard - Westlake Parking Lot Development
To: "councilmember.krekorian@lacity.org" <councilmember.krekorian@lacity.org>, "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>
Cc: "stboyd69@yahoo.com" <stboyd69@yahoo.com>, "greenleaf@watch2.org" <greenleaf@watch2.org>

Councilman Krekorian / Ms. Dwyer

I am a 20 year resident of the neighborhood immediately west of the Harvard Westlake campus in Studio City - having lived for eight years on Van Noord Street and at our current residence on Galewood Street.

Frankly, myself and many others informed about the project are disappointed by misinformation that has been disseminated by a few vocal neighborhood dissenters.

Harvard Westlake has been an excellent and respectful neighbor to the community. Its track, cultural events, sporting events are inclusive to its neighbors, including a very active summer program and camps for our youth. This high school is widely recognized as one of the finest in the country - where Sally Ride conducted science experiments, Jason Collins played basketball and learned how to speak up for himself, and Jake and Maggie Gyllenhaal refined their acting skills. This high school was located in Coldwater Canyon long before myself and nearly all of my neighbors purchased their homes - we all knew we were located in close proximity to a high school (which also has owned land on the west side of Coldwater for many years).

Frankly, as a homeowner, I am pleased that Harvard Westlake wants to invest in our community.

Now to the project….Let's compare some of what the few vocal neighbors are sharing with the community with the truth. DISSENTERS vs. FACT

DISSENTERS:

Harvard-Westlake believes this project will improve traffic flow - but we all know more cars equals more traffic!

FACT

This project does not create more traffic, but gets cars off of our streets, particularly when there are sporting and other events at the school.

The parking structure and improvements will ensure students do not park on nearby surface streets, buses do not park on the shoulder of Coldwater Canyon, and that students, faculty, and staff may safely cross Coldwater Canyon without holding up traffic. I understand that Harvard-Westlake will pay for and build significant traffic improvements along Coldwater Canyon, including new dedicated right- and left-hand turn lanes into Harvard Westlake's entrances, and two dedicated through lanes on Coldwater.

FACT

DISSENTERS:

The Project:
degrading the scenic vista & scenic resources
degrading visual character or quality
degrading air quality standards and water quality

FACT

More than 60% of the area dedicated for the parking structure will be landscaped. Landscaping in the parking structure area on the east side of Coldwater Canyon, will greatly improve the appearance of the street. There will be 4x as many trees planted as will be removed for the project. Frankly, the best indication of the landscaping we can expect around the parking structure is by examining the extensive vegetation and foliage at the campus currently. Also, my understanding is that the parking structure will not be visible to residents on Van Noord, Galewood, Longridge, and Blairwood (except perhaps for very few homes at the top of Blairwood).

There have been many more misrepresentations about the project including exageratting the height (four stories when it will be three) and the use of the field of the field on weekends (only to be used on weekdays). I am all for activism and discussion which enhances the strength and quality of our neighborhood. However, we need to approach the dialogue with the facts and appreciate that thoughtfully planned development is good for our community.

Respectfully submitted,

Bruce Pompan
bpompan@yahoo.com
Studio City

PARKING IMPROVEMENT PLAN: Harvard-Westlake Studio City Campus

FACT SHEET

The City of Los Angeles has initiated a public review process for Harvard-Westlake's proposed plan to construct a parking structure with a rooftop athletic field on school-owned property across the street from the Upper School campus on Coldwater Canyon. The parking improvement plan is designed to expand parking capacity on campus, eliminate parking on nearby streets and improve traffic flow in the community. Below are basic facts about the project.

- The parking structure is three levels and will house 750 spaces.
- A pedestrian bridge will connect the parking structure with the campus.
- The rooftop will have an athletic field with artificial, non-reflective turf that is similar in appearance to natural grass. The field will be used for practices only – no bleachers and no public address systems will be allowed.

- A new southbound lane and two dedicated turn lanes into the structure will improve traffic flow and safety.
- Use of field lights will be prohibited on weekends and after 8 p.m. on weekdays.
- Sixty percent of the 5.5 acre site will be landscaped, and the exterior of the parking structure will be heavily landscaped with trees and hanging vines. Fewer than two-acres will be used for the structure itself.
- There will be a net increase of 300 trees on the property: 185 protected trees will be preserved onsite, 104 trees (10 oaks and 94 walnuts) are proposed for removal, and 400 new trees will be planted on-site. More than 75% of the existing walnut trees are diseased and must be removed anyway.
- Coldwater Canyon will remain the only way to access both the east and west sides of the Harvard Westlake campus. There will be no access from Galewood Street or any other street in the community.
- The rooftop practice field will not be visible from homes on Galewood. It will sit 30 feet below the residential street.
- The proposed parking improvement plan is the entire project. Harvard-Westlake is NOT seeking to increase student enrollment, and the school is NOT seeking any other development approvals.

The City of Los Angeles will hold its first public meeting to provide more information on the proposed project and to seek comments about the scope and content of the Environmental Impact Report that is being prepared. The meeting will be held on April 25th from 6 p.m. – 8 p.m. at Sportsmen's Lodge located at 12825 Ventura Blvd. Studio City, CA 91604.

Neighbors are encouraged to contact Harvard-Westlake Vice President John Amato by email (jamato@hw.com) or phone (818) 487-6560 for more information. Please visit www.hwparking.com for more details about the Parking Improvement Plan and the city review process, and for official documents from the City of Los Angeles.

From: **Alexa Roman** <alexa.mariel@gmail.com>
Date: Sat, May 11, 2013 at 10:16 AM
Subject: About Harvard Westlake Parking Structure
To: emily.dwyer@lacity.org

Dear Emily,

As a resident of Studio City, I am very concerned about the parking structure proposed by Harvard Westlake.

I attend church at St. Michael's next to Harvard Westlake. We have been dealing recently with the road closures due to the LADWP work. Road closures on Coldwater have decreased the attendance of our church and will continue to do so if we have to endure 2 more years of it.

Aside from our church attendance, I am worried about:
-Sports equipment and balls flying into the road over the fence as is pretty likely with a sport like soccer or lacrosse where balls are thrown and kicked high
-Pollution levels in the canyon being raised
-Flooding and the stability of the hillside
-Overall traffic impact on Studio City as a whole as traffic backs into Ventura, Laurel and Beverly Hlen
-the loud noise from the field on Sunday when we attend church
-Destruction of Coldwater Canyon, especially on the Studio City side of the hill. It will destroy the view as you drive up the street especially with the sky bridge.

I am also concerned about Harvard Westlake's longterm plans. Our church was designed by A. Quincy Jones, an incredible LA architect and our adjacent parking lot belongs to Harvard Westlake. I am highly concerned about their expansion plans in Studio City which is becoming a nice, walkable city and has greater potential for that. This parking structure is just the beginning of their need for variances.

If you allow them to build this structure, we ask that they give back to the community - perhaps developing the close part of the LA river into a greenspace.

Thank you,
Alexa Roman
Studio City Homeowner and Parishioner at St. Michael and All Angels Church

From: **Jennifer Rothman** <jennifer.rothman@lls.edu>
Date: Fri, May 10, 2013 at 8:22 AM
Subject: Comments on NOP & Scoping for Harvard-Westlake Parking Plan
To: Emily Dwyer <emily.dwyer@lacity.org>

Dear Ms. Dwyer,

Thank you for the opportunity to provide comments on this proposed development in the Studio City area of Los Angeles. I am attaching my comment letter, as well as three attachments to that letter. I have also placed in the mail a hard copy of the letter and enclosures. Please let me know if you have any difficulty accessing the files or if I can be of further assistance in the process.

Best regards,

Jennifer Rothman

--

Jennifer E. Rothman
Professor of Law and Joseph Scott Fellow
Loyola Law School (Los Angeles), Loyola Marymount University

919 Albany St.
Los Angeles, CA 90015-1211
Tel: (213) 736-2776
Fax: (213) 380-3769
Email: jennifer.rothman@lls.edu
Alt. Email: jrothman@alumni.princeton.edu
Webpage: http://www.lls.edu/academics/faculty/rothman.html
Selected papers are available at my SSRN author page: http://ssrn.com/author=271592

From: **Jennifer Rothman** <jennifer.rothman@lls.edu>
Date: Fri, May 10, 2013 at 8:56 AM
Subject: Comments on Scoping and NOP of Proposed Harvard-Westlake Parking Plan
To: diana.kitching@lacity.org

Dear Ms. Kitching,

It was a pleasure to meet you at the Scoping Meeting the other week. You asked me to forward my comments for the scoping process to you as well as to Ms. Dwyer and I am doing so.

You may also be interested in the attached 2006 CUP for lights on Harvard-Westlake's current athletic field. Many residents of the neighborhood can attest to their experiences with lights and noise from the field that exceed the parameters of this CUP, suggesting that either Harvard-Westlake is violating the terms of this CUP or that the initial terms need to be modified to limit the negative impacts on the community.

Please feel free to contact me with any questions or if you have difficulty accessing the attached material. I very much appreciate your attention to this project.

Best regards,

Jennifer Rothman

--

Jennifer E. Rothman
Professor of Law and Joseph Scott Fellow
Loyola Law School (Los Angeles), Loyola Marymount University
919 Albany St.
Los Angeles, CA 90015-1211
Tel: (213) 736-2776
Fax: (213) 380-3769
Email: jennifer.rothman@lls.edu

Jennifer E. Rothman
Save Coldwater Canyon!
c/o Loyola Law School, 919 Albany St.
Los Angeles, CA 90015

May 9, 2013

Ms. Emily Dwyer
Major Projects
Los Angeles Department of City Planning
Los Angeles, CA 90012
Email: Emily.dwyer@lacity.org

Re: Comments on Notice of Preparation and Scoping Comments on Harvard-Westlake Parking Plan; Request for Additional Time to Provide Scoping Comments

VIA EMAIL AND U.S. MAIL

Dear Ms. Dwyer:

I am writing on behalf of myself and the organization, Save Coldwater Canyon!, to express our significant concerns with the proposed Harvard-Westlake Parking Plan, which rather than "improve" the neighborhood as Harvard-Westlake claims, will irrevocably alter one of the last remaining open spaces in Los Angeles, destroy a widely recognized "idyllic" neighborhood, exacerbate storm run-off and flooding, jeopardize the stability of the hillside, destroy native plant and animal habitats, add traffic congestion, increase wildfire danger, and produce significant air, noise and light pollution thereby causing a nuisance and health hazard. I and most of the over 80 members of Save Coldwater Canyon! are residents of the affected neighborhood in Studio City, CA. As such, I am well situated to comment on the likely impact of the proposed development.

My review of the Initial Study (IS) and Checklist dated April 12, 2013, reveals a number of concerns which do not appear to have adequately been addressed or that appear to misstate information about the surrounding neighborhood and project. Each of the issues I raise should be addressed in the draft Environmental Impact Report (EIR). In addition to addressing the likely environmental impact of the proposed development, the Department of City Planning (DCP) must also more fully investigate whether there is in fact a need for this project and consider fully the many environmentally superior alternatives to the current proposal.

I. Introduction

Harvard-Westlake's project does not conform to existing zoning. Rather, the applicant is asking for a large number of exceptions from city regulations, including, inter alia, zoning laws, setback and height limits, building on land that has been designated "desirable open space", and cutting down and encroaching on protected trees. The sheer number of exceptions sought itself shows that this project is inappropriate for this location and will alter the character of the

neighborhood and the customary building practices in the area. It also will split the school campus, leaving open the possibility of (and making more likely) further encroachment on this exclusively residential neighborhood. The DCP should be aware that Harvard-Westlake has been buying some residential properties in the neighborhood and there is therefore a real possibility that they intend more development on the west side of Coldwater Canyon. A number of Harvard-Westlake's statements and actions in this process also have suggested that they are acting in bad faith. In addition, there has been a significant notice problem with the most affected properties not receiving any notice of the proposal from either the city or Harvard-Westlake. This letter will first address the claimed need for additional parking, proceed to raise a number of environmental concerns, document the notice problems and some of the bad faith actions taken by Harvard-Westlake. Finally, this letter suggests numerous superior alternatives to the current proposal.

II. No Need for Additional Parking

Although Harvard-Westlake and the Initial Study have suggested that there is a "parking problem", this has not been established and as a resident of the neighborhood directly west of Coldwater Canyon and the school, I have had no problem whatsoever with parking spillover from the campus. In speaking with approximately 30 neighbors about this issue, none has suggested that this is an issue. Some residents of Coldwater Canyon itself have stated that they are not bothered by student parking. Most importantly, the evidence in the record suggests that Harvard-Westlake already has more than sufficient parking. The LAMC Zoning Code requires the school to have 436 parking spaces available. The school currently has 568 spaces. (Initial Study at 10.) The school therefore has over 130 more parking spaces than it in fact is required to have. The proposal without justification seeks to nearly double the number of parking spots to 1,126. (Initial Study at 10). This number far exceeds one spot per driving-age persons affiliated with Harvard-Westlake given that a number of the 900 students are under 16 years of age. (See id.)

Evidence before the city demonstrates that Harvard-Westlake has already conceded that it does not need additional parking. Harvard-Westlake has repeatedly claimed in its applications for approval of various building plans that it has more than sufficient parking. (See Initial Study at 18-19; see also ZA-1992-0579-PAD, ZA-1997-0377-PAD, ZA-1999-0093-PAD). For example, in a 1999 application by the school for the demolition of and replacement of several buildings, the school wrote that its own parking study demonstrated that the school already had "substantially more than the 436 parking spaces that were provided on campus in 1992 and that were determined at that time to be adequate to meet the parking needs of the campus." (See Initial Study at 19). The application continued to note that since there was no plan to increase enrollment there was no need for any additional parking. It is disingenuous now – having received approval for each of these building permits – to turn around and claim that those statements are not true and that more parking is needed. This sudden change of heart with regard to whether there is "substantially more" parking than the school needs also leads one to question the claim that the school does not intend to increase enrollment, which it stated in 1999 would be the only reason to increase parking.

In short, the proposed development will not solve a parking shortage because no such shortage has been documented. Instead, the development will increase traffic by encouraging driving by students and faculty, and also by likely increasing enrollment or attendance by third-parties at various athletic and other school events.

III. Aesthetics

A Designated Scenic Highway and Views from Residences

Coldwater Canyon is a Designated Scenic Highway. If the proposed development goes forward this wonderful view of the Santa Monica Mountains will be replaced by a large unsightly bridge and three-story parking structure destroying the view of the natural landscape that can be seen from both the South and North. No matter how architecturally attractive the bridge and parking lot, they will mar the unspoiled vistas. The cutting down of the old growth trees will also detrimentally impact the mountain landscape. Views of mountains, trees, native plants, and animals (such as deer, owls, butterflies and more) will be replaced with views of cars, a parking lot, a large crossing bridge and an artificial field virtually in the backyard of neighborhood residences. Such impacts will unquestionably substantially degrade, if not entirely destroy the scenic vistas, scenic resources, and the visual character and quality of the neighborhood and site.

Light Pollution and a Precedent of Negative Impact

The planned development will also cause significant impact from both lighting towers on the proposed field and glare and lights from bridge. Since 2007 (pursuant to a conditional use permit (CUP) that was not widely publicized to the neighborhood), Harvard-Westlake has added lighting towers to its existing field (the Ted Slavin Field). Since the addition of these lights, the field has had a significant and detrimental impact on the neighborhood. Many neighbors have witnessed the lights on long past the purported 8 p.m. cut-off. (See Initial Study at 24; CPC-2006-2375-PAD). Although the CUP does permit 8 days a year when the lights may be on until 11: 00 p.m., several residents of the community have suggested that the lights are on past 8 p.m. outside of these designated 8 days.

The lights shine into some neighborhood properties forcing people to vacate their backyards and close blinds. The lights also destroy the night sky. One of the most wonderful and prized aspects of living in the Coldwater Canyon neighborhood and the foothills of Studio City is that unlike most other neighborhoods in Los Angeles, residents can actually see stars in the night sky. When the field lights are on, residents can no longer enjoy the night sky.

Paragraph 7 of the 2006 CUP specifically states that the "light source" used on the field must be "designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties." This condition has been violated. Paragraphs 3 and 7 of the CUP, suggest that "state-of-the-art light reflector technology shall be used to minimize both horizontal light spillage and 'sky glow' upward light." (CPC-2006-2375-PAD). If this technology is in place – the same suggested for use on the newly proposed field – it is not working.

There is therefore good reason to conclude that Harvard-Westlake is in violation of its existing CUP for the Slavin Field and the DCP should investigate the parameters of this CUP and the school's compliance as part of this EIR process. If Harvard-Westlake has violated the CUP, that fact would be critically important in determining whether the school merits additional exceptions from existing zoning and city ordinances, and whether, if those were granted, it would comply with any conditions set by the CUP.

Even if Harvard-Westlake has complied with the specifications of the 2006 CUP, the neighborhood experience demonstrates that the light that emits from the field has a much greater impact than was initially thought. The neighborhood's actual experience with the lights from the Ted Slavin field must be included in the EIR.

Moreover, there is reason to conclude that the proposed field and lights will be even more detrimental to the aesthetics of the neighborhood. The field will be elevated causing more light to intrude into the neighborhood and houses, and obscuring the night sky. Although the Initial Study suggests that the proposed lights will be designed to limit the escape of light from the field (see Initial Study at 25), the neighborhood's prior and first-hand experience with the Harvard-Westlake use of lights at the Ted Slavin Field demonstrates the fallacy of such a conclusion. As noted above, these towers do emit light far from the field. This lights up resident's houses, backyards and ruins the enjoyment of these spaces, as well as of the night sky. We hope that as part of the EIR process, the DCP will speak with neighborhood residents, particularly those on Coldwater Canyon, Galewood, Blairwood, and Van Noord Aves to hear first-hand about the effect of the lighting from the current athletic field. We already know that the lights on the current field have a significant and detrimental impact. Given the greater proximity to residences and the height of the lighting towers on the proposed field, it is fair to conclude that the impact will be even greater. Given the past history, the City should consider revoking and/or modifying the 2006 CUP and certainly should be very cautious about authorizing any new lighting on a facility even closer to a large number of private residences.

In addition to the detrimental impact of the lights on the proposed field, the bridge itself would produce glare during the day and lighting pollution at night. The bridge will likely have sun reflect off of it in ways that may impair drivers' safety going up and down the canyon road and that will enter houses nearby. At night, the bridge will be operational until at least 11:30 p.m. (Initial Study at 9) and will be lit at least during these hours causing additional light to pour into people's houses, disturb viewing of the night sky and potentially impair drivers' vision.

Proposed Mitigation Measures Insufficient

Nor will the proposed landscaping mitigate the detrimental impact of the bridge, field or lighting. (See Initial Study at 21). None of these aesthetic harms is altered or affected by the proposed landscaping. Moreover, the proposed landscaped cannot in any way compensate for the aesthetic and biological loss of over 100 native old growth oak and walnut trees, as well as hundreds of other old growth trees, and other native plants. Replacing these old growth trees with newer, smaller caliper trees of different species will have a dramatically negative effect on the aesthetics of the canyon road and hillside.

IV. Air Quality, Greenhouse Gases & Traffic

Increase in Traffic Volume

The claims in the Initial Study and in Harvard-Westlake's materials circulated in conjunction with the proposed development are contingent on the conclusion that there will be no additional cars brought to the area as a result of the addition of the three-story parking garage. (See Initial Study at 26). This is a highly suspect conclusion. There are currently 568 parking spots available. After the construction there will be 750 additional spots for a total of 1,126 (given that some spots will be removed after the construction). This will lead to a net increase in parking spots of 558. The only way to conclude that there would be no net increase in traffic students, is if there are in fact over 500 cars from Harvard-Westlake students parked in local streets every day. This is not the case. It is only on occasional big event days, such as graduation or homecoming, that cars are parking en masse in our neighborhood. Instead of parking in the neighborhood, some students are being dropped off, carpooling, taking school buses, walking to school, riding their bikes and taking public transportation. Harvard-Westlake claims that 36% of its students on the Studio City campus take the bus. It is reasonable to conclude that the easy access to parking across from the school's current campus will encourage students to abandon these alternative modes of transportation and instead drive to school; thereby increasing rather than maintaining the number of cars traveling on Coldwater Canyon and in the surrounding neighborhood. Moreover, given Harvard-Westlake's prior claims that they have more than sufficient parking given their current enrollment, it seems likely that they either plan to increase the student body or to attract more attendees to various school events, particularly athletic events throughout the year. (See Initial Study at 18-19).

Permanent Traffic Delays, Congestion and Associated Greenhouse Gases and Reduction in Air Quality

Given that the school starts at the same time for most of its students and that this start time coincides with commuter rush-hour, the proposed parking structure will dramatically worsen already significant delays on Coldwater Canyon. The proposed turn lanes will be woefully inadequate to address the likely back up from students all trying to get to school at the same time. There are likely to be bottleneck problems as students and other Harvard-Westlake-bound cars wait to enter the turn lanes and as the added lane returns to a single-lane heading Southbound.

The increased number of cars, combined with the likely additional back up of cars waiting to turn into the parking lot, delayed commuter traffic, and the traffic in the parking garage itself will increase greenhouse gases and negatively impact local air quality. Given the residential character of the neighborhood, with the parking garage virtually in private residences' backyards, such additional air pollution could have significant health consequences, especially for the many children who live in the neighborhood and play outside during these times when there is likely to be a back up of idling cars.

The Initial Study does not consider the impact both short-term and long-term of discouraging students, faculty and the Harvard-Westlake community from using less damaging, alternative modes of transportation. The Initial Study also does not consider the ongoing harm of failing to set a good example for their students of what are acceptable environmental practices.

Harvard-Westlake is educating some of the future leaders of Los Angeles and the country and this development project teaches these students that designated open spaces, old growth trees, and animal habitats are valueless and that convenient parking is more important than any environmental concerns. The school is also teaching its students that being able to drive and park without needing to walk any significant distance to one's destination is preferable to alternative modes of transportation that are less damaging to the local and global environment. Jeffrey Haber, one of the attorneys representing Harvard-Westlake in this matter, informed me that students should not have the burden of walking the block or two from or to Ventura Blvd. from the campus.

Traffic Delays During Construction

Even if the project did not cause long-term traffic and air quality issues, the lengthy duration of the construction and its impact on traffic would warrant extreme caution in approving this proposal. The construction of the parking garage is estimated by Harvard-Westlake to last two years and nine months. (Initial Study at 11) After undergoing major construction and road closures on Coldwater Canyon for the last two years, the last thing the residents of Studio City and Sherman Oaks deserve is more of the profound traffic delays that have further burdened morning commutes and traffic on Laurel Canyon Blvd., Beverly Glen Blvd., Sepulveda Blvd, Cahuenga Blvd., and the 405 freeway. All of these traffic effects must also be taken into consideration before the city council approves what some have already called "Canyon-Geddon II."

More Development and Expansion Likely

Such traffic and air quality effects also will be exacerbated if Harvard-Westlake expands. Although the school and the Initial Study suggest that no expansion is planned, there is good reason to be skeptical of the claims that the school does not intend to expand. First, as discussed, Harvard-Westlake already has sufficient parking for its enrollment and does not need additional parking. It complies with all city laws with regard to having adequate parking given its school size. It also has both an existing lot on which it could build a parking garage, as well as other sites on the east side of Coldwater Canyon on which it could also build a parking garage, or even multiple garages. Why does the school not wish to build on this property that is contiguous with its existing campus which would be significantly more affordable and have less of an environmental impact? The only logical explanation is that they plan to expand the campus footprint, paving the way to expanding enrollment.

Harvard-Westlake may also be seeking to gain a foothold on the west side of Coldwater Canyon in an effort to seek further development there. The DCP should keep in mind that the school has already bought a substantial number of residences on the East side of Coldwater Canyon and is now buying property on the west side of Coldwater (for example, it is my understanding that Harvard-Westlake has purchased 3674 N. Potosi Ave). Residents of this street, Potosi Ave., informed me at the Scoping Meeting that Harvard-Westlake is "buying out Potosi"). The proposed development plan even includes putting bathrooms, coaches offices and perhaps other facilities in the parking garage, something that is not customary in parking garages and that further suggests some additional plans afoot. (See Initial Study at 32). In a recent hearing before the Studio City Neighborhood Council, John Amato, the Vice President of

Harvard-Westlake, referred to the proposed pedestrian bridge as the connector between its current campus and what would become the "other side of campus."

I do not have access to the school's ten-year strategic plan, but this should certainly be provided to the DCP and the public. The school has chosen a very expensive plan for building a parking lot despite cheaper alternatives on their current campus footprint. Again, one must ask why? The EIR must analyze the growth-inducing impact of this project.

The EIR should also consider if the school is illegally segmenting the project. Given the history of incremental building and conditional use permits that the school has sought, the DCP should be fully apprised of the complete scope of Harvard-Westlake's plans for its campus and for the 5.5 acres of designated open space that it seeks to build on, as well as the purchased neighborhood residences on both sides of Coldwater Canyon.

Other Impacts on Air Quality

In addition to the air degradation by an increase in the automobile emissions, the cutting down of old growth trees and replacement with younger, smaller caliper trees will harm the area's air quality and lead to further warming of the hillside communities.

V. Biological Resources and Destruction of a Designated "Desirable Open Space"

Full consideration must also be given to fact that 2/3 of the development site has been designated by the city as "Desirable Open Space" in the City Plan. (See Initial Study at 4 & 7; Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, General Plan Land Use Map (as of March 04, 2008) ("Community Plan"). This desirable open space is currently undeveloped and filled with natural habitat. The city has described "Desirable Open Space" as "land which should be protected" and that such a designation remains even if the property is "privately owned." (Initial Study at 4 & 7; Community Plan n. 7) The conservation of this desirable open space has been deemed by the city in its general plan as "needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community." (Initial Study at 4 & 7; Community Plan n. 7). Thus, the city has already assessed the importance of keeping this parcel of land as open space, and has concluded that it is vital for the community's health and safety. The impacts of making such an exception to designated open spaces will be felt not just in the local community, but citywide as such designations of desirable open space become meaningless.

The destruction of this open space and its replacement with a parking lot will not only have repercussions for human health, safety and aesthetics, but will also negatively impact the biological resources of the area. As the initial study indicates more than 100 old growth, protected trees will be cut down as part of this project and 26 will be encroached on and put at risk. (Initial Study at 9). In a recent meeting of the Studio City Neighborhood Council, one of the attorneys for Harvard-Westlake, Edgar Khalatian, stated that at least a similar number of unprotected old growth trees and native plants will also be removed from the wooded site. Replacing these old growth trees with newer, smaller caliper trees of different species cannot ameliorate the detrimental biological impact of cutting down these wide caliper walnut and oak

trees, nor in any way address the destruction of the open space habitat for the local animal population.

The removal of these trees, plants and open space will significantly and negatively impact the biodiversity of the flora and fauna of the neighborhood and of the Santa Monica Mountains. This area is the home and temporary home of a variety of migratory birds and butterflies. Many other local birds, reptiles and animals, including protected species, make their home on this land that abuts the Santa Monica Conservancy. (Initial Study at 27.) The project may also break up a wildlife corridor in the mountains and detrimentally impact a water source for these animals. All of these issues must be fully considered in the EIR.

VII. Geology and Soils

The proposed project is likely to increase erosion in the area and increase the risk of landslides and mudslides. Although the geotechnical report that Harvard-Westlake submitted suggests that there is no evidence of a history of landslides, portions of the development site have been designated landslide and liquefaction zones by the state of California. (See Seismic Hazards Zones Map). It is also my understanding from local residents on Potosi Ave that the DPC has previously rejected building permits on the same hillside because of such dangers. According to these residents, Harvard-Westlake has purchased a residence at 3674 Potosi Ave. that the school intends to use in its construction plans for the parking garage and field. Much of the proposed development is either on part of this land parcel or adjacent to it and on similar geological foundations. On the basis of records that were submitted to me at the scoping meeting, there is evidence that the Mulholland Scenic Parkview Design Review Board and the DPC previously rejected construction of new homes on the 3600 block of Potosi because of the "proximity to parkland, the excessive grading, the dangers of erosion, and the fact that the project would not reserve the natural vegetation and ecological balance."

The proposed Harvard-Westlake project also violates city ordinance No. 176445 which governs retaining walls in the interest of community safety. The proposed retaining wall may well jeopardize the stability of the hillside and the residential properties both above and below it. I have been informed by residents of Potosi that exceptions to this ordinance and retaining wall height have been denied on that street by the city because of safety concerns. There is no basis to treat the Harvard-Westlake property differently. An unsafe area for building should not become safe simply because of the status of the applicant.

The rejection of these past building permits and the existence of governing safety regulations suggest knowledge by the city of the dangerous propensities of this hillside. City road maintenance records likely also indicate the longstanding history of mud and landslides on Coldwater Canyon caused by soil from the surrounding hillsides – the very same ones that Harvard-Westlake intends to build on. The cutting down of old growth trees and their replacement with younger, smaller caliper trees will also increase the mudslide and landslide dangers, as well as erosion in the area.

In light of this conflicting information, the city should prepare its own independent geological report to fully and independently vet the landslide and mudslide dangers on the

proposed project site. These issues must be fully evaluated in the EIR. Moreover, given this documented history, both the city and Harvard-Westlake are on notice of the likelihood of personal and property damages that may result if the city approves and Harvard-Westlake proceeds with this proposed development in its current form. Given the number of residences and lives that could be placed at risk by a hill collapse or mud or landslide any uncertainty on the stability of the land must weigh heavily in favor of rejecting any development plans.

VIII. Hydrology & Water Quality

Although the initial study does note that the proposed project would likely lead to significant erosion issues, it erroneously concludes that there is likely to be minimal impact or no impact on drainage patterns, run-off in the neighborhood, risk to people and structures from flooding, or inundation by a mudflow. (Initial Study at 34-35). The neighborhood surrounding and including the proposed development site is a hillside community in which water and storm run-off is an ongoing problem. The streets are filled with potholes, constant pools of water and some sinkholes resulting from hillside run-off. There are no sidewalks in the neighborhood and there is a history of some water intrusion in residences. Given this history of run-off problems, the DCP should reconsider this conclusion, and the potential for erosion and impacts on drainage should be analyzed in the EIR. The proposed development is likely to significantly worsen the run-off problem by eliminating open space where water is currently absorbed into the soil rather than running off into the neighborhood. The removal of existing, old growth, wide caliper trees and other native plants will also exacerbate the run-off problems caused by the proposed development. There is therefore a significant risk that the proposed garage will cause flooding in the neighborhood and substantial property damage. This increased run-off problem may also increase the likelihood of landslides and mudslides, as discussed above in Part VII.

There is also a record of storm drains in the neighborhood being insufficient and often clogged. The DCP may wish to review the flooding that occurred in the neighborhood as a result of the September 2009 water main break on Coldwater Canyon Ave., which flooded numerous residences on Dickens St. and (Little/South) Ventura Blvd. The Initial Study claims that the "adjacent street has an existing curb and gutter system." I am not sure which of the many adjacent streets are being discussed here, but most of the neighborhood streets either have **no** curbs whatsoever or only have them on one side of the street and many have no or only a very few gutters or drains. Van Noord Ave and Greenleaf, for example, have curbs on only one side of the road for most of their lengths and **no** drains whatsoever the length of the blocks from Coldwater Canyon to the South and Dickens to the North on Van Noord and from Van Noord to Valley Vista on Greenleaf. Dickens does have one storm drain – though it is often blocked – but the street **does not have curbs** on either side.

The proposed use of a catch basin and bio-swale for the first .75 inches of rain is woefully inadequate to handle the rain fall during significant storms, especially when combined with the entire run-off from Mulholland Drive down the hillsides into the Valley where flooding on Coldwater Canyon during routine winter storms is common place. Ventura Blvd and North on Coldwater (at Valleyheart & Moorpark) often have entire lanes (often the West-most lane) closed during such storms due to flooding. The conclusion that there is not a significant run-off or flooding issue in the neighborhood and that there is adequate drainage is unsupportable.

IX. Land Use and Planning

The Initial Study suggests that the development plan would have a "potentially significant impact" on local conservation plans and on the various zoning plans within the community, but then concludes paradoxically that the "project is not anticipated to conflict with any adopted plans" or "conservation plan." (See Initial Study at 37). Not only does the Initial Study contradict itself, but its conclusion that there is no conflict is unsupportable. First, the proposed development clearly does interfere with an existing conservation plan given that the land is a designated "desirable open space" in the city plan, as discussed at length in Part V. Harvard-Westlake does not have an adequate basis on which to seek to alter this designation. The purpose of this designation is to preserve an important natural habitat in the Santa Monica Mountains in the Studio City area adjacent to Santa Monica Mountains Conservancy property. In addition, the proposed development dramatically alters the land use plan for the neighborhood from a residential area to one with a 750-space parking lot and an active playing field. The proposed development seeks numerous exceptions to existing zoning and other building and safety ordinances that would fundamentally alter the character of the neighborhood in contravention of current zoning, the city plan, and the custom of the area. Moreover, the proposed development provides no benefit to the community and certainly no benefit that would justify such a flagrant violation of the neighborhood's and city's land use plan. Such a development would endanger the character of this exclusively single-family home neighborhood adjoining designated desirable open space and the Santa Monica Conservancy.

X. Noise

The parking lot itself will produce significant noise pollution in the neighborhood, including up to or after 11:30 p.m. and starting before 6:30 a.m. as the parking lot will be open during school hours. (Initial Study at 9). The engines, tire squeals, honks and other automotive sounds will replace the current sounds of birds chirping, crickets, owls and wind blowing through the canyon. The suggestion that current student parking causes noise pollution is not true, at least for residents west of Coldwater Canyon, so this would be a completely new and substantial source of noise in the neighborhood. Even if true, adding more noise pollution is unjustifiable. In the garage the traffic will be concentrated in a specific location and likely amplified by the concrete structure, producing noise of a much greater magnitude than street parking could possibly produce. This increase in noise will also be greater if the traffic to the lot is in fact greater than claimed, as discussed above in Part IV.

The field itself will also generate substantial noise from players, whistles, crowds and possibly loudspeakers. The current Harvard-Westlake field – Ted Slavin Field – is already a significant nuisance to the neighborhood causing disruptive noise pollution from **loudspeakers** that amplify announcers and music. Even without amplification, cheering teammates, coaches yelling at players, whistles, and players themselves can be extremely loud. The current field produces loud noise long past the 8 p.m. purported cut-off time and on game nights residents of the area are constrained in their use of their backyards and outdoor spaces and must close windows and doors. Even when windows and doors are shut many residents on multiple streets West of Coldwater Canyon still hear substantial noise from the field. DCP should speak in particular to residents of Coldwater Canyon, Van Noord Ave., Galewood and Blairwood. Many

of these houses are up the hill from the current field, but still hear substantial noise. The proposed field is closer to many more residences and given its higher altitude, the sound from the field is likely to carry even further from the field.

The environmental consultant hired by Harvard-Westlake and relied on by the DCP for the initial study seemed unfamiliar with important elements of acoustics. I have been told by one neighbor who is a professional musician, that the consultant suggested at the Scoping meeting that sound could not travel other than along sight lines (which is untrue) and that high frequencies travel further than low frequency sounds (the opposite is true). It therefore is incumbent upon the city to hire an independent sound expert and to fully vet the noise issue in the EIR.

XI. Hazards, Hazardous Materials & Emergency Access Roads

The Initial Study suggests that there is no impact on wildfire danger. (Initial Study at 33). This is a questionable conclusion. The neighborhood has been designated a Very High Fire Hazard Severity Zone in compliance with state law. Any development plan would need to conform with the requirements of such a zone. Moreover, meeting these regulations may limit the proposed landscaping in ways that defeat efforts to mitigate the damage to the aesthetics and biological resources that would result from the proposed development.

Not only should the location of the site in the Very High Fire Hazard Zone be analyzed in the EIR, but the fire dangers inherent in placing 750 vehicles with fuel directly adjacent to conservancy land and residences must also be considered. Using the land in this way may well be reckless, putting many lives and homes at risk. Not only would a fire that passed through the area grow immensely as a result of the fuel contained within the parking structure, but many wildfires have been sparked by vehicles themselves. In addition, Harvard-Westlake students might smoke in the parking garage, increasing the likelihood of igniting a devastating brush fire. Students are regularly spotted in our neighborhood, e.g. way up at the end of Galewood, smoking cigarettes and marijuana in their cars.

The Initial Study also suggests that the proposed parking structure would not emit hazardous materials. (Initial Study at 33.) However, the oils, transmission fluids and other car fluids that will run-off from the parking garage constitute hazardous materials that should be considered in the EIR.

The likely traffic congestion resulting from the proposed development, particularly at peak arrival and departure times may cause back-ups on Coldwater Canyon that inhibit emergency access. Harvard-Westlake admits that this may be a problem and has suggested that there may be a need to create a fire access road. Such a road might further encroach on the hillsides and residential properties, particularly on Galewood St. The pedestrian bridge itself may pose a danger if during a major earthquake it or debris from it falls on Coldwater Canyon and blocks this major roadway. Again, these concerns must be analyzed in the EIR.

The EIR must also consider hazards of balls entering the roadway from the elevated field and posing a significant safety hazard to drivers on Coldwater Canyon. This is particularly likely with soccer balls, given the height of the proposed netting.

XII. Alternatives

There are numerous alternatives to the proposed development. I enumerate several below each of which the DPC must seriously consider in lieu of the proposed development.

• **Alternative Transportation:** Encourage environmentally preferred modes of transportation to campus: carpooling, school buses, bicycles, walking and public transportation.

• **Off-Site/Satellite Parking:** Use parking lots in nearby commercial areas with parking lots and provide shuttles to campus. I note that this is the plan during the nearly three year construction of the proposed garage and therefore has already been determined viable by the school. (See Initial Study at 14.) Given that the school can easily find satellite parking and valet and/or shuttle students to and from these lots, there is no need to destroy the designated open space and intrude on a serene residential neighborhood.

• **Alternative On-Site Parking, On Site of Current Parking Lot**: Build a parking garage on the site of their existing parking lot above or below ground. The reason given by Harvard-Westlake (per John Amato and their attorney, Jeffrey Haber) for not doing so is that it would be "inconvenient" during the time of construction because there would be minimal on-campus parking during the construction period.

• **Alternative On-Site Parking, Contiguous with Current Campus**: Build on one or several of their many other properties on the east side of Coldwater which are not desirable open spaces, some of which can be accessed without adding to the traffic congestion on Coldwater Canyon. For example, an entrance to a parking lot could be off of Avenida Del Sol which would avoid traffic congestion and delays on Coldwater Canyon, in addition to producing a much smaller environmental impact.

Given these alternatives there is no basis on which to approve the development on the proposed project site which would cause significantly more environmental impact.

Even if such a project goes forward on the proposed development site, there are a number of alternatives that must be considered, including:

• **Build the Garage Underground**. The EIR should consider whether the land will support an underground option. Given that the requested amount of parking far exceeds the school's needs, a more modest underground option may be sufficient; so having only one level underground may be adequate.

• **Eliminate the Field** on top which will generate substantial noise and light pollution

• **Eliminate the Bridge** and use sidewalks and traffic signals instead. Students could walk to Ventura Blvd. and cross there if there is a concern about adding to traffic delays on the canyon road. Otherwise, students, faculty and visitors can use the existing traffic signal at the entrance to the campus. Adding **sidewalks** on Coldwater Canyon would also facilitate walking from Ventura Blvd., and increase student and neighborhood safety, as well as the use of public transportation. Sidewalks would also eliminate the need for the bridge which poses serious safety risks and is a visual blight on the canyon.

• **If there is a Field, Prohibit Lighting Towers and Loudspeakers** which both will significantly and negatively impact the community.

• **Eliminate Parking Lot and Have Field at Ground Level**. Some local residents with information from the Harvard-Westlake community have suggested that what the school really wants is an additional field. If this is true, then the parking is unnecessary and the field could be built at ground level which would have a less significant impact on the neighborhood and the aesthetics.

Again, these last five options are vastly inferior to the enumerated alternatives above, but all alternatives have a lesser environmental impact than the current proposal.

XIV. Notice Problems

There have been significant notice problems. Harvard-Westlake has been working on this project since at least 2010 (See Initial Study at 32, n. 3), yet many residents of the affected neighborhood still have **not** received notice of this project. Only a few residents received notice on or about April 12, 2013. Although the city appears to have complied with the 500-feet rule, such a rule in this setting is woefully inadequate. As Ms. Emily Dwyer acknowledged in our discussion at the Scoping Meeting, because of the topography of the land parcel very few of the houses likely to be affected by the project received notification. This does not meet the constitutional standards for due process.

I therefore respectfully request that a 45-day extension of the time to file comments in advance of the review and preparation of the draft EIR be granted. Given that Harvard-Westlake has had years to prepare various reports, some of which are suspect, and the affected neighborhood has not been fully notified of the project, it is more than appropriate to grant such an extension. Furthermore, to the extent that the neighborhood has received notice, its residents have not had sufficient time to make comments and retain and prepare expert reports to challenge the veracity of the school's reports. Such a 45-day extension is necessary to comply with the legal requirements of due process.

XV. Bad Faith Actions by Harvard-Westlake

Harvard-Westlake has been misleading residents about the scope and nature of their plans and therefore the DCP should not be deferential in reviewing their submissions. Here are several examples that have been brought to my attention. First, Harvard-Westlake purposely delayed

engaging with the neighborhood about their plans for the site even though such plans have been in the works since at least 2010. (Initial Study at 32, n.3)

Second, as discussed above, there are many reasons to be skeptical about the school's claims that they do not seek to expand the campus or enrollment given their purchasing plans and refusal to build on the existing parking lot or other properties contiguous with their current campus.

Third, in the pamphlets handed out to several neighbors who were deemed in the zone deserving of actual notice, the school either used old or altered photographs of the current campus. In particular, and of significant note, the photograph of the campus showed the current Ted Slavin Field without lighting towers and loudspeakers, and with a smaller number of bleachers than currently exist at that location. The school has expanded the bleacher capacity on the field, added lighting towers and loudspeakers to the field. This is not a recent change, but instead one that has been in place since 2007. Given that the school is trying to underplay the impact of the noise and lighting on the neighborhood of the new proposed parking garage, field atop it and lighted bridge, it is particularly suspect that it chose to hide the existing lighting towers, loudspeakers and bleachers that currently cause a nuisance in the neighborhood.

Fourth, the school suggests that they are doing the neighborhood a service with this project (e.g., calling the bridge from the parking lot a "Gateway to the Community"), but no one in our neighborhood with whom I have spoken (thus far more than 30 individuals) has complained or has complaints about neighborhood parking (including two residents of separate homes on Coldwater Canyon). The School has proposed a solution—convenient for its interests—to a problem that does not exist.

Finally, when representatives from Harvard-Westlake visited my street, Van Noord Ave., and were asked why the school could not build a garage on the location of its existing parking lot they told several residents that there were unused sewer pipes under there and that the DWP would not allow such construction. When pressed on this issue at the Scoping Meeting, both John Amato (Vice President of Harvard-Westlake) and Jeffrey Haber (attorney representing the school) conceded that the school could in fact build a parking garage on that location, but did not want to because it would "inconvenience" students during the time of construction of the lot.

XVI. Conclusion

In sum, the proposed development is unnecessary, both because additional parking is not needed and because many less detrimental alternatives are available to the school even if additional parking is justifiable. The proposed development would significantly and negatively affect the aesthetics and character of the neighborhood and the scenic canyon road, the air quality and cause an increase in traffic congestion. The development would also cause substantial noise and light pollution, increase the risk of wildfires, risk flooding from storm run-off, and jeopardize the geological stability of the hillside. The proposal seeks myriad exceptions to longstanding and vital city regulations and ordinances. I strongly urge the department of city planning to recognize and appreciate the vast damage that this project could work on this idyllic neighborhood and open space in Studio City and to recommend against approval of the project.

I also again respectfully request a 45-day extension of the Notice of Proposed Development Comment Period in light of the notice problems. Please inform me or Save Coldwater Canyon! (email: savecoldwatercanyon@gmail.com) about the status of this requested extension.

Sincerely,

Jennifer E. Rothman, Esq.
Submitted on behalf of Save Coldwater Canyon!

cc: Diana Kitching, L.A. Department of City Planning
Paul Krekorian, City Council
Karo Torossian, Director of Planning and Land Use, Council Member Krekorian
Damian Carroll, District Director for Council Member Krekorian
Lisa Sarkin, Land Use, Studio City Neighborhood Council
Board, Studio City Neighborhood Council
Board, Studio City Residents Association

Enclosures: CPC-2006-2375-PAD Determination Letter
California Seismic Hazard Map
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, General Plan Land Use Map

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

CITY PLANNING COMMISSION
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MICHAEL K. WOO
—
GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271

GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272

ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.lacity.org/PLN

September 1, 2006

Thomas C. Hudnut, Headmaster (A)
Harvard-Westlake School
3700 Coldwater Canyon Avenue
North Hollywood, CA 91604

William Delvac, Esq. (R)
David Thompson, Project Manager
Latham & Watkins, LLP
633 W. Fifth Street, #4000
Los Angeles, CA 90071

Department of Building and Safety

CASE NO. CPC 2006-2375-PAD
CONDITIONAL USE PLAN APPROVAL,
MODIFICATION OF HEIGHT REGULATIONS
CEQA: ENV 2006-4105-MND
Location: 3700 Coldwater Canyon Avenue

Council District: 2
Plan Area: Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
Neighborhood Council: Studio City
Plan Land Use: Very Low Residential
Zone: RE15-1-H
District Map: 132B181

Pursuant to Los Angeles Municipal Code Sections 12.24 L, 12.24 M and 12.24 F, on behalf of the City Planning Commission, I hereby:

Conditionally Approve plans for a deemed-to-be-approved conditional use site (i.e., Harvard-Westlake Upper School) to permit the installation and operation of four (4) light pole structures with light fixtures (luminaires) at the existing athletic field; and

Approve a modification of the height regulations to permit the four (4) athletic field light poles to exceed the maximum 45-foot height limit for a non-single family use in Height District 1, with the two poles proposed to be located on the east side of the field having a maximum height of 80 feet and the two poles proposed to be located on the west side of the field having a maximum height of 60 feet.

The approval is subject to the following additional terms and conditions:

A. Entitlement Conditions

1. **Plans.** The location, type, installation and operation of the four (4) athletic field light poles and luminaires on the subject property shall be in substantial conformance with the site plan (Exhibit "A") and light pole and luminaires summary and drawings (Exhibit "G"), dated September 1, 2006 and attached to the case file. Prior to the issuance of any permits, detailed development plans shall be submitted for review and approval by the Department of City Planning for verification of compliance with the imposed conditions.

2. **Height of Light Poles.** The height of the two light poles on the west side of the athletic field, with locations marked F1 and F2 on the site plan (Exhibit "A"), shall not exceed 60 feet, and the height of the two light poles on the east side of the athletic field, with locations marked F3 and F4 on the site plan, shall not exceed 80 feet.

3. **Minimization of Light Spillage.** Illumination from the athletic field lights shall be directed only toward the intended field areas to be lit in order to minimize stray light spillage.

   a. Lighting configurations for full field lights, half field lights, full track lights and half track lights shall be used by authorized school personnel as appropriate, depending upon the type of evening athletic field event, to help ensure that only the lights necessary for a particular type of activity will be utilized; unnecessary lights shall otherwise remain dark.

   b. State-of-the-art light reflector technology shall be used to minimize both horizontal light spillage and "sky glow" upward light.

   c. This condition shall not preclude the installation of low-level security lighting.

4. **Tree Buffer.** The existing eucalyptus, pittosporum, ash and silk oak trees planted along the northerly property line adjacent to the athletic field shall be maintained in an attractive, healthy condition at all times so as to provide an effective, dense visual screen and to help attenuate sound between the athletic field and abutting residential properties. Should any of these trees be removed due to disease or other causes, the applicant shall provide for their replacement within 30 days of their removal by trees of sufficient size, type, height, canopy and growth characteristics, as recommended by a reputable tree expert, that will restore the buffer.

5. **Public Address System.** As volunteered by the applicant, no public address system shall be installed at the existing athletic field. (This condition does not preclude the School's continued use of a portable sound system for athletic field events, provided that sound levels are in compliance with the City's Noise Ordinance.)

6. **Maintenance.** The subject property including any associated parking facilities, sidewalks, parkways, and landscaped setbacks along all property lines shall be maintained in an attractive condition and kept free of trash and debris. The area shall be specifically policed and cleaned by school personnel immediately prior to and no later than the morning after any special school or athletic event.

B. Environmental Conditions

7. Aesthetics (Light)

a. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

b. The lights shall be shielded as shown on the product specifications depicted on Exhibit "G" (Musco Lighting Typical Light - Structure Green System Detail) so as to minimize direct lighting impacts on adjacent residential properties.

c. The light poles shall be painted green to blend with existing trees surrounding the athletic field.

d. On the evening that the lights are in use, the lights shall be turned off by 8:00 PM with the exception of up to a maximum of eight (8) times per school year as follows: seven (7) Friday evening and one (1) Saturday evening, when use of the lights may extend until 11:00 PM. The lights shall not be used on Sundays.

e. To ensure that lights can be extinguished at the required time, they shall be networked, allowing remote/automatic turn-off by appropriately authorized individuals from any Harvard-Westlake School computer.

8. **Seismic.** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

C. Administrative Conditions

9. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

10. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.

11. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

12. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

13. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

14. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

15. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the Commission's or Director's opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

16. **Utilization of Entitlement.** The applicant/owner shall have a period of two years from the effective date of the subject grant to effectuate the terms of this entitlement by either securing a building permit or a Certificate of Occupancy for the authorized use, or unless prior to the expiration of the time period to utilize the grant, the applicant files a written request and is granted an extension to the termination period for up to one additional year pursuant to applicable provisions of the Municipal Code.

17. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the city fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

BACKGROUND - PRIOR RELEVANT CASES

The approximately 23 acre property, irregular in shape and topography, is located on the easterly side of Coldwater Canyon Avenue, ¼ mile south of Ventura Boulevard in the Studio City area. The campus is a deemed-to-be-approved Conditional Use site pursuant to Ordinance No. 78,994, adopted in 1937, which authorized the establishment of the Harvard Boys' School. Since 1991, the campus has been utilized as a co-educational independent high school for grades 10-12 and is developed with various academic, instructional and athletic buildings including two gyms, the

athletic field and on-site parking. The various buildings and additions have been reviewed and authorized since the School's establishment in 1937 by the Office of Zoning Administration pursuant to Municipal Code Section 12.24 L as a "deemed-to-be-approved" Conditional Use for a private school, including the most recent Plan Approval in 1999 (Case No. ZA 99-0093) for additions to the School's gymnasiums as such "development of uses" are allowed pursuant to Municipal Code Section 12.24 M.

Case No. ZA 99-0093 (PAD) – On March 29, 1999, the Chief Zoning Administrator approved plans for the demolition and replacement of an approximately 4,924 square-foot section and the construction of an approximately 3,507 square-foot addition to Hamilton Gym, the construction of an approximately 3,318 square-foot one-story addition to Taper Gym and the reconfiguration of the parking lot between those two buildings;

Case No. ZA 97-0377 (PAD) – On June 4, 1997, the Chief Zoning Administrator approved plans for the construction of an approximate 1,200 square-foot new first story library addition to the existing Mudd Hall;

Case No. ZA 96-0882 (PAD) – On October 30, 1996, the Chief Zoning Administrator approved plans for the construction of an approximate 2,845 square-foot new one-story art gallery addition to the existing Mudd Hall;

Case No. ZA 92-0579 (PAD) – On March 4, 1994, the Chief Zoning Administrator approved plans for the construction of a new science building;

Case No. 24600 – On March 22, 1973, the City Planning Commission conditionally approved plans for the replacement of the library building, relocation of a new field house and additional parking; and on July 3, 1975, the City Planning Commission conditionally approved plans for the construction of a 20' x30' storage building, pergolas and a stairway;

Case No. 16047 – On February 7, 1962, the Chief Zoning Administrator approved a variance to "permit the substitution of a turfed surfacing instead of a the asphaltic surfacing on the two new parking area providing 104 automobile parking spaces required in conjunction with the [then] new auditorium building" on the site;

Case No. 8123 – An unrelated case. Approving the acquisition and conditional use of a nearby parcel for the construction and maintenance of a pumping plant and enclosing structure;

Case No. 5448 – On September 30, 1937, the City Council approved zone variance case no. 5448 by Ordinance No. 78,994, authorizing the original development of the 23-acre site for military school purposes and various subsequent plan approvals on June 30, 1939, May 13, 1941, June 12, 1941, August 28, 1941, July 15, 1942, December 5, 1944, July 17, 1947, August 6, 1947, September 30, 1949, August 1, 1949, May 11, 1964, October 19, 1964, May 21, 1965, January 4, 1967, and October 16, 1972.

FINDINGS

Pursuant to Los Angeles Municipal Code Sections 12.24.E, 12.24.M and state law, this determination is based on the following findings.

1. **The proposed location will be desirable to the public convenience or welfare.**

The School has provided a private educational alternative to public facilities for Los Angeles residents for nearly 70 years on this site and its uses are complementary to the total educational choices for students in this region of Los Angeles. The School's development over the years has been carefully reviewed by the City to provide adequate parking, heavy landscaping and buffering in order to diminish the School's potential effects on surrounding residential areas. The various buildings and additions have been reviewed and authorized by the City pursuant to Municipal Code Section 12.24 L as a "deemed-to-be-approved" Conditional Use for a private school since the School's establishment in 1937, including site additions or modifications by the plan approval process pursuant to LAMC Section 12.24 M. The athletic field has always been part of the School. The location, height, size and operation of the new lights are conditioned herein to minimize any light spillage and is therefore desirable to the public convenience and welfare.

2. **The location is proper in relation to adjacent uses or the development of the community.**

The campus location is in close proximity to major freeways and surface streets, which facilitate access and has become an accepted presence in the community. The School has functioned at this same location for nearly 70 years in a compatible fashion and no changes in enrollment or capacity are anticipated due to this proposal. The new lights will be directed onto the field with a state of the art lighting system that is specifically designed to provide virtually no light spillage. No expansion or increase in the existing athletic field seating capacity is proposed.

3. **The location will not be materially detrimental to the character of the development in the immediate neighborhood.**

The proposal is to add lighting to the School's existing athletic field. The School undertook extensive research to identify the lighting system which best prevents light spillage. According to the manufacturer's technical data, the Light Structure Green Lighting System, manufactured by Musco, typically produces 70% less spillage than standard lighting systems, while providing proper illumination on the athletic field. Bulbs and fixtures are engineered so that only the intended field areas are lit while minimizing stray light spillage. The system also is a less intrusive system, utilizing only four light poles rather than the standard six to eight light poles. The School has volunteered that the light poles will be painted green to blend with existing trees surrounding the field. The two poles adjacent to Coldwater Canyon Avenue on the west side of the field facing east will be 60 feet in height, rather than the standard 75 feet, in order to keep their tops near the tree line. The proposed lighting system is designed and equipped to provide four lighting configurations – full field lights, half field lights, full track lights, and half track lights. These four

configurations will help ensure that only the lights necessary for a particular type of activity will be lit; unnecessary lights will remain dark.

As a condition of approval, the School agrees to the following:

"On the evenings that the lights are in use, the lights will be turned off by 8:00 p.m. with the exception of up to a maximum of eight (8) times per school year (seven (7) Friday evenings and one (1) Saturday evening), when use of the lights may extend until 11:00 p.m. The lights may not be used on Sundays."

This condition of approval along with a networking feature that allows remote/automatic turn-off by authorized individuals from any school computer will ensure that the lights are turned off immediately following an event. The School has also withdrawn its original proposal to install a public address system for the athletic field.

Therefore, as designed and conditioned, the proposed lighting system will not be materially detrimental to the character of the development in the immediate neighborhood.

4. **The location will be in harmony with the various elements and objectives of the General Plan.**

Schools throughout the City are located in single-family residential neighborhoods as well as other neighborhoods. The adopted Sherman Oaks – Studio City – Toluca Lake – Cahuengua Pass Community Plan, the land use portion of the General Plan, designates the site as "Very Low Density Residential" with a specific plan map symbol designating a high school use on the site. The General Plan recognizes the existence of school uses in residential areas when properly conditioned and buffered, as in the proposal. An applicable Policy of the Community Plan states: "Expansion of existing schools should be preferred over acquisition of new sites." The proposed athletic field lighting will allow limited extended use of an existing athletic field facility rather than restricting on-campus use and thus creating the need for the school to acquire a new off-campus site for students' athletic activities.

5. **Environmental.** For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-2376-MND, the project will not have a significant effect on the environment.

6. **Fish and Game**. The subject project, which is located in Los Angeles County, will not have an impact on fish and wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2. The project qualifies for the De Minimus Exemption from Fish and Game Fees (AB3158).

TRANSFERABILITY

This authorization runs with the land. In the event the property is to sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them

regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides that if any portion of a privilege authorized by a variance or conditional use is utilized, the conditions of the variance or conditional use authorization immediately become effective and must be strictly complied with. The violation of any valid condition imposed by this determination shall constitute a violation of this chapter and shall be subject to the same penalties and any other violation of this Code.

Every violation of this determination is punishable as misdemeanor and shall be punishable by a fine of not more than $1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and license required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code.

The Determination in this matter will become effective after September 18, 2006, 15 days after the date of this communication, unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Planning Department public offices are located at:

Downtown Public Counter 3rd Floor,
Counter "N"
201 North Figueroa Street
Los Angeles, CA 90012
Phone: (213) 977-6083

Van Nuys Public Counter
6251 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 756-8596

If you have any questions regarding this determination, please contact Larry Friedman at (213) 978-1225.

S. GAIL GOLDBERG, AICP
Director of Planning

Larry Friedman
Associate Zoning Administrator

SGG:LF:lf

cc: Hon. Wendy Greuel, Councilmember, 2nd District
Studio City Neighborhood Council

Attachments:

Exhibit A -- Site Plan
Exhibit G -- Light Pole and Luminaires Summary and Drawings

P:\DIVISION\Commplan\site plan review unit\PlApp-PA\PlApprov\CPC 2006-2375.pad (Harvard-Westlake).wpd

EXHIBIT "A"

CPC 2006-2375-PAD

September 1, 2006

EXHIBIT G

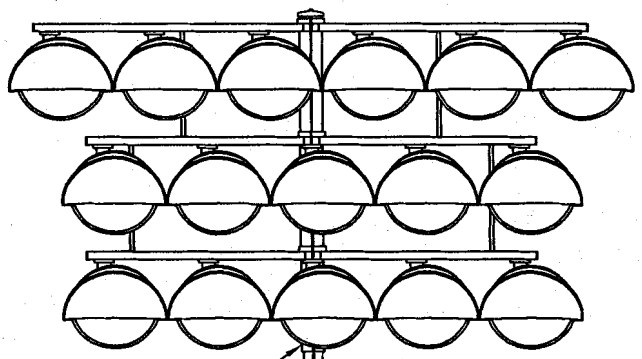
APPLICANT
Harvard-Westlake School
3700 N. Coldwater Canyon Avenue
North Hollywood, CA 91604

HARVARD-WESTLAKE SCHOOL
UPPER SCHOOL ATHLETIC FIELD LIGHTING
LIGHT POLE AND LUMINAIRES SUMMARY

SUMMARY						
POLES				LUMINAIRES		
POLE NO.	POLE HT.	LOCATION FROM NORTH PROPERTY LINE	LOCATION FROM WEST PROPERTY LINE	NUMBER OF LAMPS (LUMINAIRES) ON POLE	MOUNTING HEIGHT	POLE TYPE
F1	60'	~396'-11"	~34'-4"	16	60'	LSG-16
F2	60'	~216'-11"	~23'-2"	17	60'	LSG-17
F3	80'	~227'-0"	~323'-2"	18	80'	LSG-18
F4	80'	~407'-0"	~303'-10"	17	80'	LSG-17

EXHIBIT "G"
1 of 3
CPC 2006-2375-PAD
September 1, 2006

Typical Light-Structure Green™ System Detail – 16 Luminaires



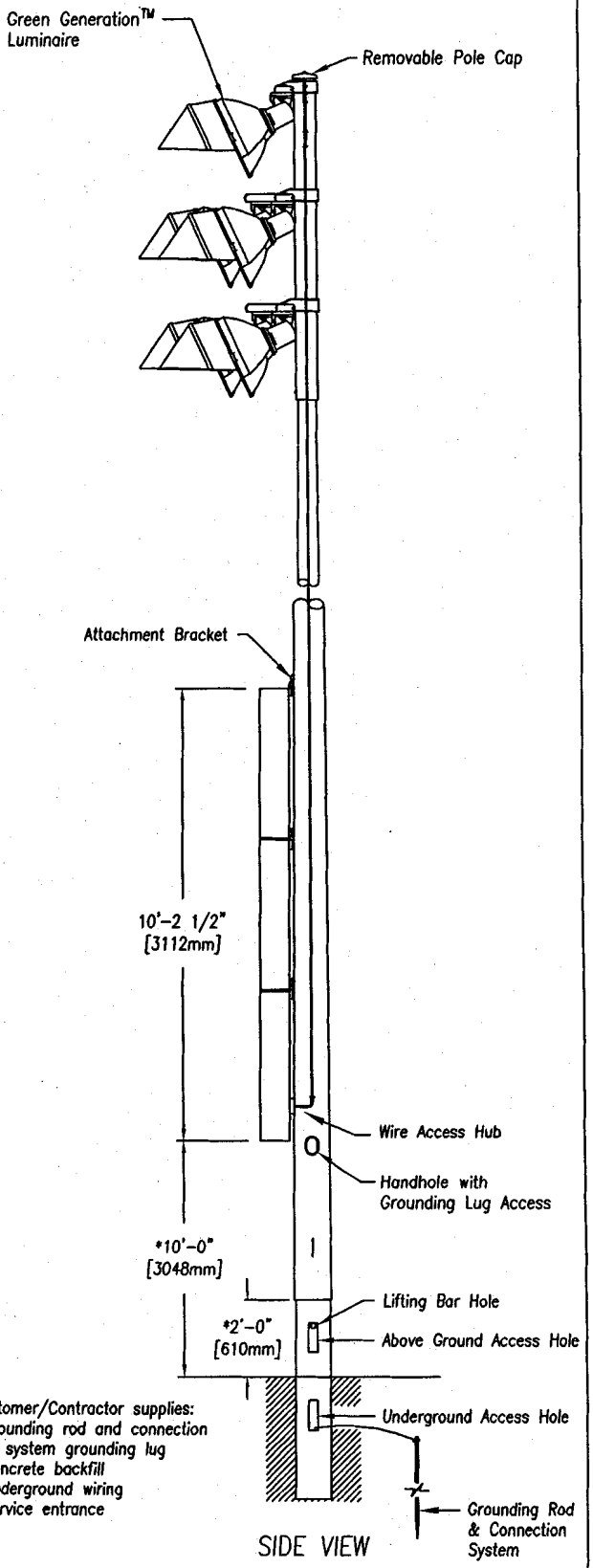
1. Poletop Luminaire Assembly
2. Wire Harness
   (Inside Pole)
3. Electrical Components Enclosures
   - -Ballasts
   - -Capacitors
   - -Smart Lamp™ Control
   - -Fusing
   - -Primary Landing Lugs
   - -One Disconnect Per Circuit Per Light-Structure Green™ System
   - -Grounding Lug
4. Galvanized Steel Pole
   (1, 2, 3 or 4 Sections)
5. Precast Concrete Base
   Centrifugally Spun, Prestressed

Jacking Ear

Ground Level

Concrete Backfill

FRONT VIEW
FIELD SIDE



Customer/Contractor supplies:
- -Grounding rod and connection to system grounding lug
- -Concrete backfill
- -Underground wiring
- -Service entrance

SIDE VIEW

EXHIBIT "G"
2 of 3

Notes:
1. This drawing is not to scale.
2. * This dimension for reference only. Variances may occur depending on steel pole tolerances, concrete tolerances, galvanizing thickness, hole depth accuracy.
3. Musco provides a base installation bar, an installation level modified for taper, and installation wedges.
4. Provisions for auxiliary equipment such as speaker or security lighting can be incorporated.
5.

CPC 2006-2375-PAD LSG-16

September 1, 2006

Typical Light-Structure Green™ System Detail – 18 Luminaires

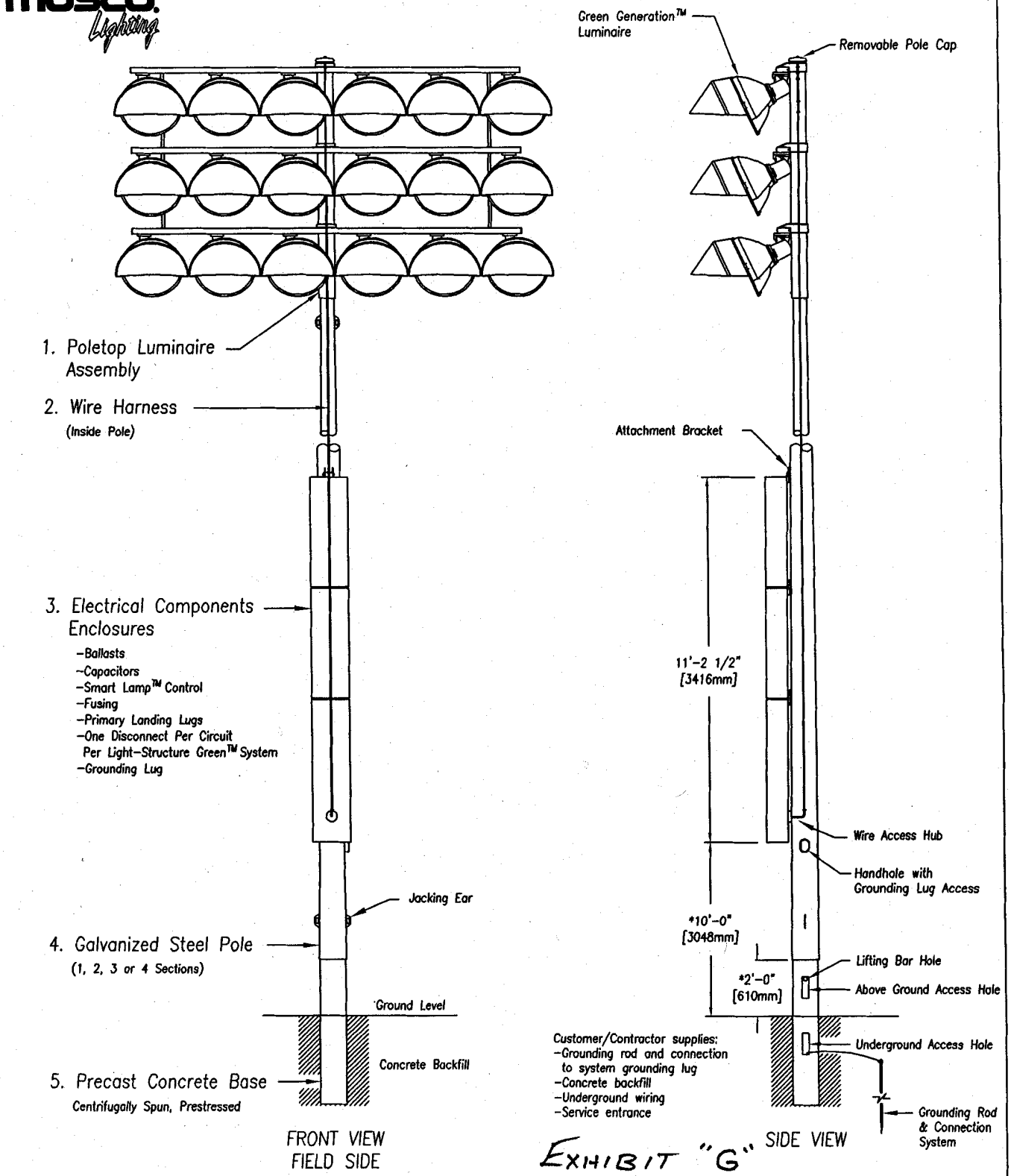


EXHIBIT "G"

3 of 3

Notes:
1. This drawing is not to scale.
2. * This dimension for reference only. Variances may occur depending on steel pole tolerances, concrete tolerances, galvanizing thickness, hole depth accuracy.
3. Musco provides a base installation bar, an installation level modified for taper, and installation wedges.
4. Provisions for auxiliary equipment such as speaker or security lighting can be incorporated.
5.

LSG-18

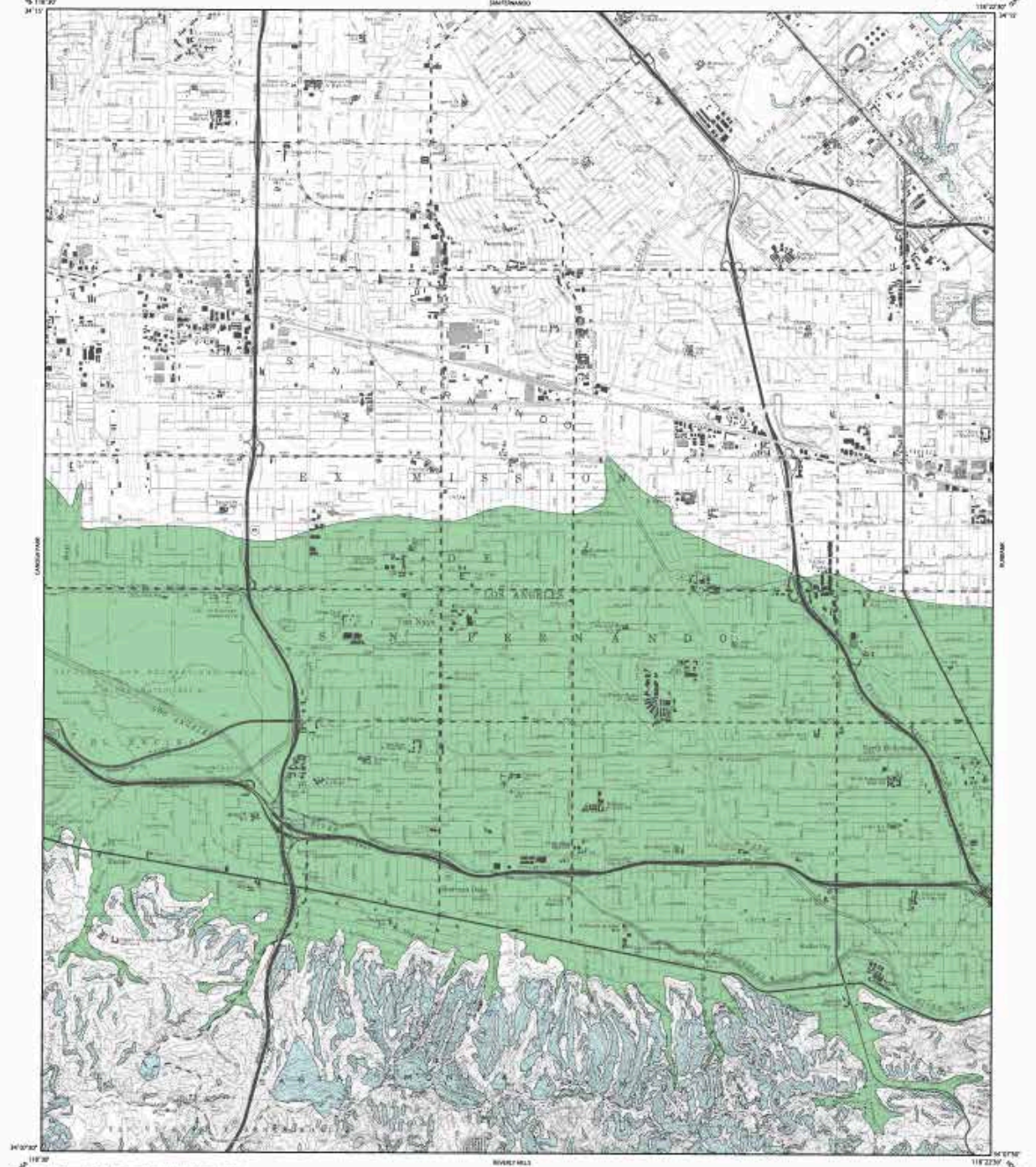
CPC 2006-2375-PAD

September 1, 2006

DIVISION OF MINES AND GEOLOGY
JAMES F. DAVIS, STATE GEOLOGIST

STATE OF CALIFORNIA-PETE WILSON, GOVERNOR
THE RESOURCES AGENCY-DOUGLAS P. WHEELER, SECRETARY
DEPARTMENT OF CONSERVATION-LAWRENCE J. GOLDZBAND, DIRECTOR

SEISMIC HAZARDS ZONES MAP
Van Nuys Quadrangle



Base Map prepared by U.S. Geological Survey, 1966, photorevised 1973

PURPOSE OF MAP

This map will assist cities and counties in fulfilling their responsibilities for protecting the public safety from the effects of earthquake-triggered ground failure as required by the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6).

For information regarding the scope and recommended methods to be used in conducting the required site investigations, see DMG Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California.

For a general description of the Seismic Hazards Mapping Program, the Seismic Hazards Mapping Act and regulations, and related information, please refer to the draft User's Guide (see http://www.consrv.ca.gov/dmg/shezp/sampguid.html).

Production of this map was funded by the Federal Emergency Management Agency's Hazard Mitigation Program and the Department of Conservation in cooperation with the Governor's Office of Emergency Services.

IMPORTANT - PLEASE NOTE

1) This map may not show all areas that have the potential for liquefaction, landsliding, strong earthquake ground shaking, or other earthquake and geologic hazards. Also, a single earthquake capable of causing liquefaction or triggering landslide failure will not uniformly affect the entire area zoned.

2) Liquefaction zones may also contain areas susceptible to the effects of earthquake-induced landslides. This situation typically exists at or near the toe of existing landslides, downslope from rockfall or debris flow source areas, or adjacent to steep stream banks.

3) This map does not show Alquist-Priolo earthquake fault zones, if any, that may exist in this area. Please refer to the latest official map of earthquake fault zones for disclosures and other actions that are required by the Alquist-Priolo Earthquake Fault Zoning Act. For more information on this subject and see notes on available maps, see DMG Special Publication 42.

4) Landslide areas on this map were delineated, in part, by adapting landslide data developed by the U.S. Geological Survey (USGS). A new generation of landslide hazard maps being prepared by the USGS (Wilson and Harp, in preparation) uses an experimental approach designed to explore new methods to assess earthquake-induced landslide hazards. Although aspects of this new methodology may be incorporated in future seismic hazard zone maps, the experimental USGS maps should not be used as substitutes for these official earthquake-induced landslide zone maps.

5) U.S. Geological Survey base map standards provide that 90 percent of cultural features be located within 40 feet (horizontal accuracy) at the scale of this map. The identification and location of liquefaction and earthquake-induced landslide zones are based on available data. However, the quality of data used is varied. The zone boundaries depicted have been drawn as accurately as possible at this scale.

6) Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations required under Chapters 7.5 and 7.8 of Division 2 of the Public Resources Code.

7) DISCLAIMER: The State of California and the Department of Conservation make no representations or warranties regarding the accuracy of the data from which these maps were derived. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.

SCALE 1:24,000

STATE OF CALIFORNIA
SEISMIC HAZARD ZONES

Delineated in compliance with Chapter 7.8, Division 2 of the California Public Resources Code (Seismic Hazards Mapping Act)

VAN NUYS QUADRANGLE
OFFICIAL MAP
Released: February 1, 1998

STATE GEOLOGIST

MAP EXPLANATION

Zones of Required Investigation:

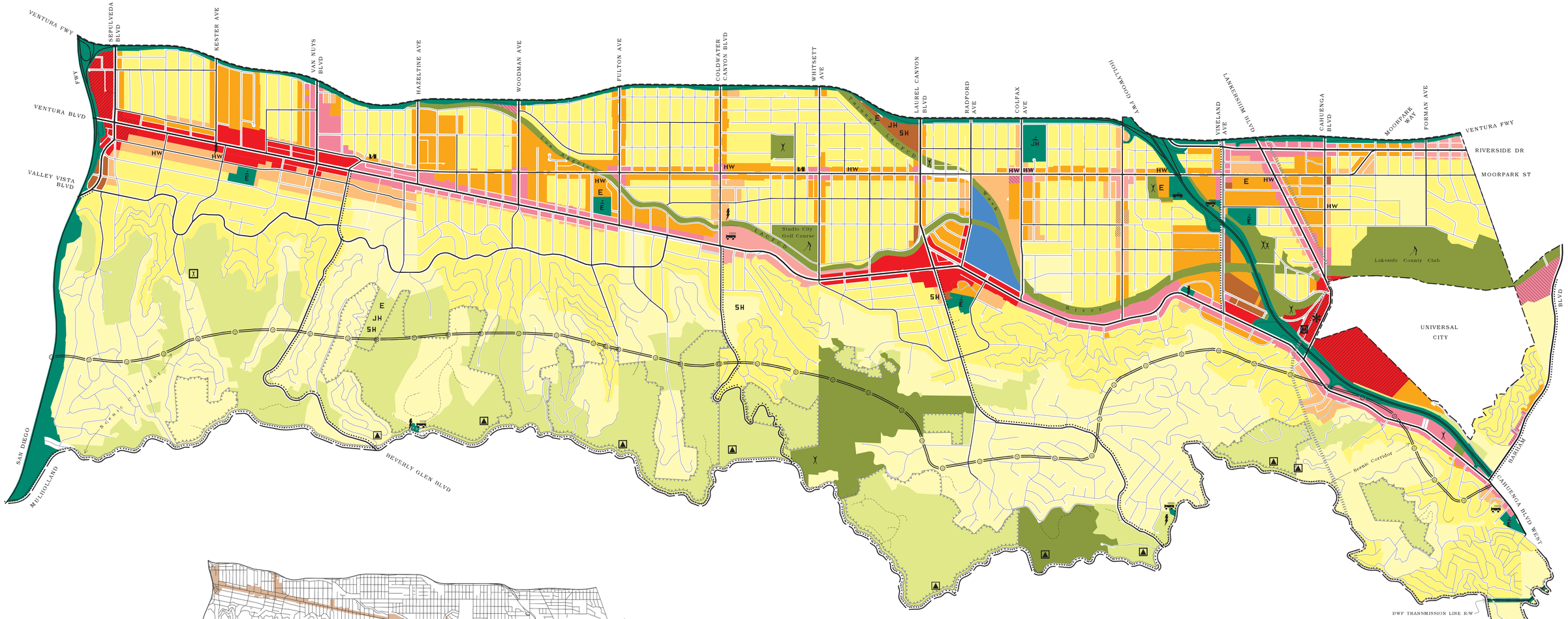
Liquefaction
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslides
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

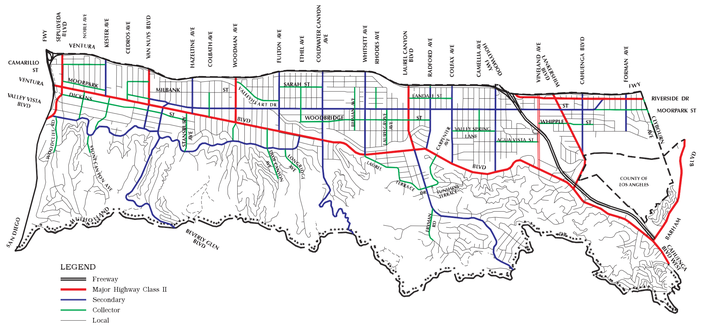
DATA AND METHODOLOGY USED TO DEVELOP THIS MAP ARE PRESENTED IN THE FOLLOWING:

Seismic Hazard Evaluation of the Van Nuys 7.5-minute quadrangle, Los Angeles County, California: California Department of Conservation, Division of Mines and Geology Open-File Report 97-15.

For additional information on seismic hazards in this map area, the rationale used for zoning, and additional references consulted, refer to DMG's World Wide Web site (http://www.consrv.ca.gov/dmg/).



SPECIFIC PLAN AREAS



GENERALIZED CIRCULATION
(See Note "D")

Click Footnote Secton to Read and Search Footnotes

LAND USE

RESIDENTIAL

	CORRESPONDING ZONES
LOW DENSITY	
MINIMUM	OS,A1,A2,RE40,
VERY LOW	RE20,RA, RE15,RE11
LOW	RE9,RS,R1,RU, RD6,RD5
MULTIPLE FAMILY	
LOW MEDIUM	RZ,RD6,RD5,RD4, RD3,RD2,RD1.5
LOW MEDIUM II	RD1.5,RD2,RW2, RZ2.5
MEDIUM	R3
HIGH MEDIUM	R4

COMMERCIAL[1]

NEIGHBORHOOD[2] COMMERCIAL	C1,C1.5,C2,C4, RAS3,RAS4,P
LIMITED[2] COMMERCIAL	C1,RAS3,RAS4,P
GENERAL[2] COMMERCIAL	C1.5,C2,C4,CR RAS3,RAS4,P
COMMUNITY[3] COMMERCIAL	CR,C2,C4,RAS3, RAS4,P,PB
REGIONAL[5] CENTER(pre-FW)	C2,C4,RAS3, RAS4,P,PB
REGIONAL COMMERCIAL	CR,C1.5,C2,C4, RAS3,RAS4,R3,R4,R5

INDUSTRIAL[1]

LIGHT INDUSTRIAL	M2,MR2,P

PARKING

PARKING	P,PB

OPEN SPACE/ PUBLIC FACILITIES

OPEN[6,7] SPACE	OS,A1
PUBLIC[14] FACILITIES	PF

CIRCULATION[11,12]

- Freeway[10]
- Divided Scenic Major Hwy II
- Scenic Parkway
- Major Scenic Highway II
- Major Highway II
- Secondary Scenic Highway
- Secondary Highway
- Collector Street
- Local Street[10]
- Private Street
- Metro Rail Transit Line
- Multipurpose Trails

SPECIAL BOUNDARY

- Scenic Corridor
- Desirable Open Space
- Transmission Line

ADMINISTRATIVE BOUNDARY

- City/County Boundary
- Community Boundary

NOTES:

- Proposed[9]

SERVICE SYSTEMS[8]

SCHOOL SITES

- Ê Elementary School
- JH Junior High School
- E Private Elementary School
- JH Private Junior High School
- SH Private Senior High School

RECREATIONAL SITES

- Neighborhood Park
- Community Park
- Golf Course - Private

OTHER FACILITIES

- Fire Station
- Community Library
- Scenic View Site
- Historical Site
- Maintenance Yard
- Power Distribution Station
- MTA Station
- HW House Of Worship

Click here to Read and Search Footnotes

1. Includes associated parking.
2. Height District No. 1VL.
3. Height District No. 1L.
4. Within the Ventura/Cahuenga Boulevard Specific Plan area the height districts and floor area ratios for commercial and multiple family residential development shall be governed by the regulations of the specific plan.
5. Height District No. 2.
6. Open Space designations on the Plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
7. 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.
8. Land located in hillside areas may be developed in accordance with the following criteria: (a) less than 15% natural slope - according to the density category shown on the Plan Map; (b) when located in a minimum, very low or low designation with a 15% natural slope or greater - a maximum of 1.0 D.U./acre.
9. Boxed symbol denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
10. Local streets and freeways are shown for reference only.
11. Map designations for Collector Streets, Secondary Highways and Major Highways which does not occupy existing dedicated rights-of-way denotes proposed general locations and are not intended to indicate acquisition of any specific private properties.
12. Hillside roads may be developed to hillside or lesser standards as dictated by terrain or environmental factors.
13. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
14. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
15. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

    Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

    It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
16. For the area bounded by Dickens Street on the north, Valley Vista Boulevard on the south, Saugus Avenue on the west, and Van Nuys Boulevard on the east, the minimum lot size shall be not less than 15,000 square feet.
17. The minimum lot size for properties bounded by Saugus Avenue on the west, Van Nuys Boulevard on the east, south side of Dickens Street on the north to the north side of Valley Vista Boulevard on the south, shall be no less than 15,000 square feet.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

Notes :

A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

GENERAL PLAN LAND USE MAP (as of March 04 2008)

SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE - CAHUENGA PASS COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Con Howe - Director

NORTH
0 1100 2200
FEET

PLOT DATE : 06/26/08

DATA SOURCES:
LANDUSE (gp map) patb1 : SHRgdbGENPLAN(from MNT.GENPLAN\PLY\66gpisdb.sde)
LANDUSE (gp map) patb2 : NA ' '
LANDUSE (gp map) patb3 : NA ' '

CL cpln cover : x:\cpln\gpdata\SHR
MISC cpln cover : x:\cpln\gpdata\SHR
MAPS cpln cover : x:\cpln\gpdata\SHR

BSANNO cpln cover : x:\cpln\gpdata\SHR
BSICONS cpln cover : x:\cpln\gpdata\SHR
LUmask cpln cover : x:\cpln\gpdata\SHR

From: **Arden and Sari Rynew** <rynew@roadrunner.com>
Date: Fri, Apr 26, 2013 at 6:04 PM
Subject: Harvard Westlake Meeting at Sportsman's Lodge
To:

I attended last night's meeting at Sportsman's Lodge and I thought that I'd briefly sum up what I experienced.

My point of view is limited by what I saw and the people I met with. I will try to be objective.

First of all, I was under the impression that this was going to be some sort of formal meeting.

Coffee and cookies were served. I didn't see many people partake.

I came with Doctor Gilbert's written statement*, expecting to read it aloud.

There was no such forum.

Instead, what we entered was a room rented by Harvard Westlake, and filled with 5 or 6 "Presentation Stations" with titles like "Architecture" and "Environment", manned by hired guns from various firms that are paid for by Harvard Westlake.

Also present was Karo Torossian, Director of Planning and Land Use and a team member of our elected Councilmember Paul Krekorian. It was very evident that he was there to help "sell us on the idea" of this massive Parking Structure that will dramatically change our neighborhood. I found this surprising because I thought it was the job of our Councilmember to look out for "our best interests" rather than push the agenda of outside interests and businesses. I would suggest to everyone that you write Councilmember Paul Krekorian if you don't agree with his support of this project.

councilmember.krekorian@lacity.org

Rather than talk too much, I tried to listen to the ideas being sold. Since light pollution has been a problem in the past, the designers of this project which will house 750 cars, decided to PhotoShop out all lights in the plans and photos; even the existing light towers of their football stadium. A number of people pointed this out.

That brings up the subject of whether Harvard Westlake operates in "good faith". For instance, it was pointed out that while neighbors have fought the noise and light pollution of athletic events, Harvard Westlake has responded by redirecting some lights, while actually increasing the number of lights and output and modifying a loudspeaker system. Also, Harvard Westlake has started to lease their field to outside groups for additional athletic events. This becomes even more troubling when you consider that the Parking Structure is going to be covered with an additional athletic field. More athletic fields equals more athletic activity, more lights and noise.

Another point I was made aware of was how the neighborhood in general has been divided against itself. For years, the houses east of Coldwater have had to put up with students parking on their streets. These people were first approached with this project and told that this would totally solve the street parking problem east of Coldwater by moving the problem to the west of Coldwater.

From the conversations I had, these people have totally bought into this idea. However, they failed to understand that they will be facing the problem that the people west of Coldwater have had to face, and that is, the students prefer to buy lunches at fast food places and then eat and drink in their cars. This allows them to be free of supervision. The people on the east side of Coldwater will learn that the students do not like to keep their refuse and beer bottles in their cars. This enlarged Parking Structure will allow twice as many cars on Campus. I would expect that the refuse problem will more than double.

Now the most important issue that seemed to come up in a sideways kind of manner, and this concerns extending Galewood Street to the Parking Structure. It was pointed out around by a D.O.T. conversation that "750 cars lined up bumper to bumper would be over 2 and a half miles long." If the students arrive at approximately the same time, this would contribute to a major traffic tie-up and might necessitate that the City and Fire Department would have to recommend the opening of the old Galewood Fire-road to Coldwater. How Machiavellian! Harvard Westlake doesn't want to open up Galewood, it's the big bad City Government that is demanding it!

I'm ending this report with Dr. Gilbert's Letter:

Regarding the Harvard-Westlake Plans for a 750 Vehicle Parking Structure West of Coldwater Canyon Blvd.

Although the entire parking building project is too massive for the neighborhood, the major concern for the neighbors will be any possible use of Galewood Street as an alternative entrance for that building.

If Galewood Street is ever used-particularly in an emergency-all of the traffic from the entire Longridge area that normally comes down Ethel to Valley Vista will be totally stopped. In case of fire, the fire trucks would not be able to go up Galewood and no traffic could get out at Valley Vista where Galewood, Ethel, Greenleaf and Valley vista come together.

There must never, never be any connection from that parking building to Galewood St, or we are tempting fate for a total disaster. And could you imagine if students drove up Galewood Street daily in the morning and evening traffic! That four-street corner on Valley Vista, Ethel Galewood and Greenleaf would be a nightmare for the entire neighborhood on a twice daily basis.

Dr. Edward Gilbert M.D.
13011 Galewood Street
Studio City, CA 91604
Please note how Galewood Street Ends right at Harvard Westlake's site.

Please send comments to Emily Dwyer

This is Case # ENV-2013-0150-EIR

Write your comments to:

Emily Dwyer, Major Projects
200 N. Spring Street, Room 750
Los Angeles, CA 90012
emily.dwyer@lacity.org

Please let's each of us write what we see as a problem. This is not a fight to just Save Coldwater Canyon, but to Save the way we live.

arden

Sari & Arden Rynew
13027 Galewood Street
Studio City, Ca. 91604-4048

818 501-7906
rynew@roadrunner.com

From: **Arden and Sari Rynew** <rynew@roadrunner.com>
Date: Mon, Apr 22, 2013 at 8:28 AM
Subject: Save Coldwater Canyon!
To: Emily Dwyer <emily.dwyer@lacity.org>

Today is April 22nd, 2013

It it Earth Day

Save Coldwater Canyon!

Stop Harvard Westlake from turning our community into Harvard Westlake City

(pass it on)

From: **Arden and Sari Rynew** <rynew@roadrunner.com>
Date: Thu, Apr 18, 2013 at 5:48 PM
Subject: The Harvard Westlake Parking Structure
To: emily.dwyer@lacity.org

My wife and I live on Galewood Street and just learned about this massive project of Harvard Westlake. This 750 Car parking structure will have a major impact on the area, environment and neighborhood.

I just got off the phone with Paul Edelman of the Santa Monica Mountain Conservancy and he was "shocked" when he found out how far the development of this Harvard Westlake has progressed. They own 180 degrees of the land that directly abuts this land. They have never been informed of this project. He's going to look into it, but says we have to act very quickly.

This meeting is much too premature.

Paul Edelman
310 589-3200 ext 128
edelman@smmc.ca.gov

Please contact me.

Arden Rynew

Sari & Arden Rynew
13027 Galewood Street
Studio City, Ca. 91604-4048

818 501-7906
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Please contact me.

Arden Rynew

Sari & Arden Rynew
13027 Galewood Street
Studio City, Ca. 91604-4048

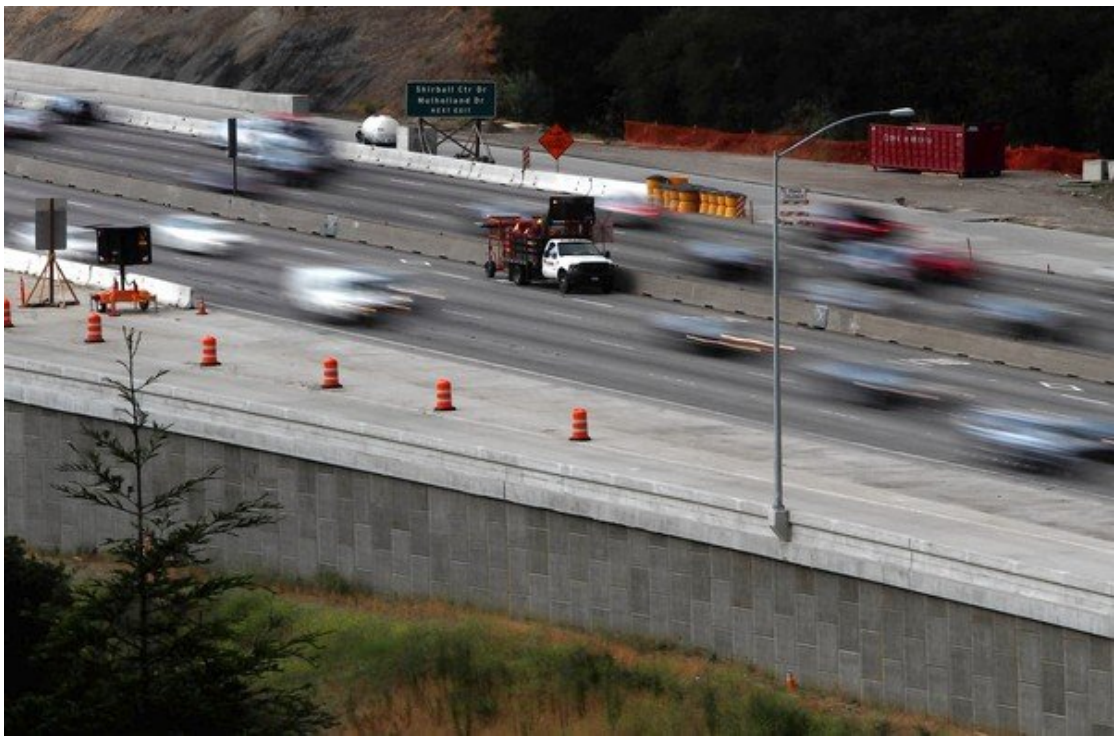
818 501-7906
rynew@roadrunner.com

From: **Arden and Sari Rynew** <rynew@roadrunner.com>
Date: Thu, May 9, 2013 at 3:48 PM
Subject: A Rush to Judgement
To: Lisa Sarkin <slarkin@studiocitync.org>
Cc: Emily Dwyer <emily.dwyer@lacity.org>, Paul Edelman <edelman@smmc.ca.gov>, Councilmember Paul Krekorian <councilmember.krekorian@lacity.org>, Karo Torossian <karo.torossian@lacity.org>

Last night at The Studio City Neighborhood Council, we witnessed the Chair Land Use & Vice President, Lisa Sarkin try to convince us that we should allow Harvard Westlake to build their massive parking structure on the west side of Coldwater Canyon because she could think of “No other place to build it.” Instead of trying to examine whether this violation of nature was in the best interest of the community and homeowners. Ms. Larkin sided with the interests of those conducting a business in our community. In most cases, these business people do not actually live in Studio City.
When is anyone going to learn that this is one planet and we should look out for our planet's best interests?

Last night, Instead of allowing a dialogue, the sellers of this idea were given full reign. And instead of discussing the merits of this project, we listened to the colorful presentation of well groomed "Plans for Power". Ms. Sarkin even allowed Harvard Westlake to enter into the records, that it had conducted a poll of the area, 40 houses or so, and it repeated the same story that was told to The Tree People; that "most of us are in favor of this terrible plan". 95% of the residents on Galewood Street are against this project. But, Ms. Sarkin gave no time for the rebuttal of the fantasy that Harvard Westlake tried to sell.

On the front page of this morning's The Los Angeles Times, we saw the recently completed retaining wall on the 405 Freeway north of Mountaingate Drive which is now crumbling and is very similar to the massive retaining wall that Harvard Westlake proposes - no one was allowed to discuss in times of emergency, the impact this structure could have on all of us. Let alone, granting the air space above a very busy public thoroughfare to Harvard Westlake to build a Private Walking Bridge. No one was allowed to discuss the fact that 750 cars lined up, would be a row over 2 1/2 miles long and all of these cars would be trying to get into this structure, in a small period of time, while the normal congested traffic would be trying to make it "over the Coldwater Canyon". The added traffic and increased Carbon Footprint should be enough to cancel this project.



Traffic moves along the southbound 405 Freeway near the retaining wall at Mountaingate Drive, which has been repaired after original construction began to crumble and buckle. (Bob Chamberlin / Los Angeles Times / May 7, 2013)

There are plenty of questions to ask, and we needmore time and a chance to asked the questions that would best serve the community we live in. Please write Lisa Sarkin and let her know your concern for the environment and our community.

Respectfully,

Arden Rynew

13027 Galewood Street
Studio City, Ca. 91604-4048

818 501-7906
rynew@roadrunner.com

From: **Lisa Sarkin** <lsarkin@studiocitync.org>
Date: Mon, Apr 22, 2013 at 8:50 AM
Subject: Harvard-Westland School ENV-2013-0150-EIR
To: emily.dwyer@lacity.org, Michael LoGrande <michael.logrande@lacity.org>, "Amato, John" <jamato@hw.com>, "John T. Walker" <jwalker@studiocitync.org>, Rita Villa <rvilla@studiocitync.org>

Hi Emily, I am writing to ask a very important question about this file.

May 13 does not give the SCNC enough time to comment on the information we receive at the scoping meeting on April 25. Why isn't the usual 60 days allowed? The school is giving their presentation at the LUC meeting on May 8 and our board meeting will be the following week.

Please extend the comment period to 60 days.

Thank you for your consideration of this matter. Best regards, Lisa

--
Lisa Sarkin, Vice President
Studio City Neighborhood Council Board Member
Chair Land Use Committee
CD2 Appointee - Ventura/Cahuenga Blvd. Corridor Specific Plan Review Board

SCNC office (818) 655-5400 Home office (818) 980-1010
FAX (818) 980-1011 Cell (818) 439-1674

From: **Sarah Self** <SSelf@wmeentertainment.com>
Date: Thu, Apr 25, 2013 at 8:43 PM
Subject: Re: Proposed Harvard Westlake expansion
To: Warren Zavala <WZavala@wmeentertainment.com>
Cc: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>,
"geoffrey.yazzetta@lacity.org" <geoffrey.yazzetta@lacity.org>

We are passionately opposed to this and are prepared to do what it takes to prevent this from happening.

On Apr 25, 2013, at 7:53 PM, "Warren Zavala" <WZavala@wmeentertainment.com> wrote:

> Emily and Geoffrey,
>
> We are home owners at 7039 Van Noord Avenue. We are concerned about the obvious, more traffic and property values. Our property is in the direct eyeline of the proposed expansion. But truthfully, we are most concerned with our quality of life, and the impact to the community.
> We are vehemently opposed to the construction. Please keep us updated on the progress of this proposal. Most importantly, if it is approved.
> Your neighbors,
> Warren Zavala and Sarah Self
>
> Warren Zavala I WME
> WZavala@wmeentertainment.com
> 310.246.3371
>
>
>
>
>

Sarah Self I WME
SSelf@wmeentertainment.com
310.246.3326

From: **Patricia Shellogg** <pshellogg@yahoo.com>
Date: Sat, May 11, 2013 at 12:38 PM
Subject: Environmental Impact--Coldwater Canyon
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>

Dear Ms. Dwyer:

I am a homeowner at 4032 Van Noord Avenue, South of Ventura Blvd. and am writing to make your office aware THAT I AM OPPOSED TO THE PROPOSED HARVARD-WESTLAKE CAMPUS EXPANSION PROJECT.

The teachers, administrators, students and their parents by in-large will not suffer the detrimental impact of HW's 3-story, football-field-sized garage structure with 750 new parking spaces and 87-foot high retaining walls over a 23-acre footprint plus a football/lacrosse practice field atop the structure with lighting towers reaching 83-feet high and game practices until 8 pm every day BUT the people who live, work and pay taxes in the area will be affected. There are alternative ways that HW could accommodate their student body's desire to drive to school rather than take a school bus.

HW suggests that there is a need to alleviate parking in the neighborhood, but this EXPANSION will bring more traffic--not--less--to the neighborhood.

This campus expansion will destroy "designated open space" forever diminishing the air-quality and the aesthetic quality of our neighborhood.

Protected Tree Species will be cut down to accommodate students who matriculate at school for approximately four years while the impact this project will have on protected trees and protected wildlife corridors could be negatively impacted forever.

As residents of the area, we are already impacted by noise from the HW campus. An expansion of the campus with an additional Games Playing Field will increase the noise level and infringe on our right to live in a peaceful environment.

This project has the potential impact of destroying our property values because no one wants to buy a house in an area that is guaranteed to be under construction for years and then when that construction is completed to have to deal with constant noise, increased traffic and smog.

If HW really needs more parking (or are they planning to expand class size), I would like them to consider some alternatives which would have less of an impact on the rest of society: underground parking or an addition to the already existing parking structure located on current campus. How about satellite parking located in the neighborhoods where the students live with shuttle service to HW. HW could offer incentives for students to carpool or ride School Buses.

This proposed expansion seems to indicate that Harvard-Westlake intends to disregard the existing permit, Case No. CPC2001-3472-VCU-SPR. This proposed structure is not keeping within the character of the canyon. The Environmental Impact Review of this proposed structure should bring into question how the new structure will affect all of the school's activities: Sunday Morning practices with whistles and cheering, amplified music on campus, athletic events that extend beyond normal business hours.

I urge you to consider alternatives to this project.

Sincerely,

Patricia Shellogg Seal

From: **Lisa Sarkin** <lsarkin@studiocitync.org>
Date: Mon, May 13, 2013 at 12:26 PM
Subject: Fwd: Proposed Harvard-Westlake Campus Expansion
To: Emily Dwyer <emily.dwyer@lacity.org>, Renee Schillaci <renee@greerdailey.com>, "Amato, John" <jamato@hw.com>

FYI
---------- Forwarded message ----------
From: **Patricia Shellogg** <pshellogg@yahoo.com>
Date: Sat, May 11, 2013 at 1:05 PM
Subject: Proposed Harvard-Westlake Campus Expansion
To: "lsarkin@studiocitync.org" <lsarkin@studiocitync.org>

Dear Ms. Sarkin:

I am a homeowner, 4032 Van Noord Avenue, Studio City, CA 91604. I was unable to attend the Studio City Neighborhood Council meeting last Wednesday (May 8th.) when you held a land use meeting and discussed the Harvard-Westlake development proposal. I am writing to let you know that I am opposed to this development. I think it will have a very negative impact on life in Studio City.

I have written to the City planning commission outlining my concerns regarding environmental impact and alternative suggestions for accommodating the need for additional parking on the HW campus.

Why is this project being handled by the LA Planning Commission instead of our own Valley Planning office?

I would like to reiterate, I am a homeowner, I pay taxes, I vote and I am OPPOSED TO THE HARVARD-WESTLAKE EXPANSION.

Sincerely,

Patricia Shellogg Seal

Lisa Sarkin
Lisa Sarkin, Vice President
Studio City Neighbor

From: **MM Stevens** <MMSWrite@aol.com>
Date: Mon, Apr 29, 2013 at 5:37 PM
Subject: Harvard-Westlake - Galewood Street Agreement
To: Emily.Dwyer@lacity.org
Cc: jamato@hw.com

April 27, 2013

Ms. Emily Dwyer
City of Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012
Via E-mail: Emily.Dwyer@lacity.org

Ms. Dwyer,

My name is Michael Stevens. I am a resident on Galewood Street in Studio City. My property is on the west face of Coldwater Canyon and overlooks Harvard-Westlake School, which is on the east face.

I would like to share with you the essence of two conversations I have had with John Amato at Harvard-Westlake, the most recent of which was this afternoon. I am hopeful that you can incorporate it into your findings on this matter as the Planning Department's work proceeds with the School.

In both conversations, Mr. Amato affirmed that Harvard-Westlake would not, at any time, seek to access its property on the western face of Coldwater Canyon via Galewood Street.

In layman's terms, the school would not 'break through' the barrier that has been at the end of Galewood Street since its creation to provide the School additional access to its property. [He also affirmed this point in a Fact Sheet that the school distributed to local residents last week (attached), which was my impetus for calling him today.]

Additionally, he stated to me that the School would formally oppose any effort by the City itself – due to some unforeseen reason (a fire road was an example he and I discussed) – to 'break through' Galewood to the School's property as a condition of, or requirement for, the property's development and/or future use.

As a final point on this subject, Mr. Amato confirmed with me on the phone today that both on our initial conversation on 3/18/13 and the one this afternoon that he proposed the same penultimate understanding: that Harvard-Westlake will incorporate his affirmation to me on this matter in whatever agreement the school signs with the City of Los Angeles for the development of its property.

I have copied John here as we each acknowledged the receipt of a

"verbal handshake" over the phone.

I'm confident that this is his recollection, too (I've found him to be a straight shooter), and if he feels I am in error here, he will certainly advise us right away.

With all best wishes,

Michael Stevens

818-783-3475

From: Alexandra Stevens [mailto:AliGStevens@aol.com] **Sent:** Monday, March 18, 2013 12:57 PM **To:** MM Stevens **Subject:** Fwd: Conversation with Michael about Galewood...

Other emails to come Sent from my iPhone

Begin forwarded message:

From: "Amato, John" <jamato@hw.com>**Date:** March 18, 2013 11:30:58 AM PDT**To:** "aligstevens@aol.com" <aligstevens@aol.com>**Cc:** "Renee Schillaci (renee@greerdailey.com)" <renee@greerdailey.com>**Subject: Conversation with Michael about Galewood...**

Ali,

How are you?

I am circling back to see if I could discuss with Michael the concept of extending Galewood beyond the dead-end that it currently is. I am very much aware that no one that I talked to last week thought the idea was a good one and I wanted to convey that view personally to Michael. If you could give me a contact number for Michael I would appreciate that very much.

Best,

John

John Amato
Vice President
Harvard-Westlake School
700 North Faring Rd.
Los Angeles, CA 90077
310-288-3255 D
310-288-3223 F
jamato@hw.com

PARKING IMPROVEMENT PLAN:

Harvard-Westlake
Studio City Campus

FACT SHEET

The City of Los Angeles has initiated a public review process for Harvard-Westlake's proposed plan to construct a parking structure with a rooftop athletic field on school-owned property across the street from the Upper School campus on Coldwater Canyon. The parking improvement plan is designed to expand parking capacity on campus, eliminate parking on nearby streets and improve traffic flow in the community. Below are basic facts about the project.

- The parking structure is three levels and will house 750 spaces.
- A pedestrian bridge will connect the parking structure with the campus.
- The rooftop will have an athletic field with artificial, non-reflective turf that is similar in appearance to natural grass. The field will be used for practices only – no bleachers and no public address systems will be allowed.

- A new southbound lane and two dedicated turn lanes into the structure will improve traffic flow and safety.
- Use of field lights will be prohibited on weekends and after 8 p.m. on weekdays.
- Sixty percent of the 5.5 acre site will be landscaped, and the exterior of the parking structure will be heavily landscaped with trees and hanging vines. Fewer than two-acres will be used for the structure itself.
- There will be a net increase of 300 trees on the property: 185 protected trees will be preserved onsite, 104 trees (10 oaks and 94 walnuts) are proposed for removal, and 400 new trees will be planted on-site. More than 75% of the existing walnut trees are diseased and must be removed anyway.
- [redacted]
- The rooftop practice field will not be visible from homes on Galewood. It will sit 30 feet below the residential street.
- The proposed parking improvement plan is the entire project. Harvard-Westlake is NOT seeking to increase student enrollment, and the school is NOT seeking any other development approvals.

The City of Los Angeles will hold its first public meeting to provide more information on the proposed project and to seek comments about the scope and content of the Environmental Impact Report that is being prepared. The meeting will be held on April 25th from 6 p.m. – 8 p.m. at Sportsmen's Lodge located at 12825 Ventura Blvd. Studio City, CA 91604.

Neighbors are encouraged to contact Harvard-Westlake Vice President John Amato by email (jamato@hw.com) or phone (818) 487-6560 for more information. Please visit www.hwparking.com for more details about the Parking Improvement Plan and the city review process, and for official documents from the City of Los Angeles.

From: **T and C Tardio** <tardio4@hotmail.com>
Date: Sun, Apr 21, 2013 at 11:06 AM
Subject: FW: STOP Harvard campus expansion project
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>

We reside on Galewood Street in Studio City, adjacent to the property that is under review process by CITY OF LA. We oppose the Harvard Westlake (HW) plan to create a 3 story, football-field-sized garage structure. We request a **moratorium** on any new construction. HW does not pay taxes, their request for ongoing expansion is unreasonable, and their construction of such facility will **destroy the environment** and have a dramatic **impact on the animal life and the protected wildlife corridors** since the project is immediately adjacent to the Santa Monica Mountains Conservancy.

If you are not aware of the project, here are some important details:
3 Story garage, 750 parking spaces, 87 foot high retaining walls,
football/lacrosse practice field atop the structure with LIGHTING tower reaching another 83 feet high
total height equal 8 stories

PROTECTED TREE SPECIES WILL BE CUT DOWN---REMOVAL of at least 104 trees protected by City Ordinance
estimated 315 trees protected under City's Protected Tree ordinance on the direct development site

135000 cubic yards of soil to be removed, 5000 dump truck loads

OTHER ENVIRONMENTAL FACTORS, ---Air Quality and greenhouse gas emissions of increasing schools current permit for parking spaces from 436 to 1126
biological resources, cultural resources, geology, soils hydrology, land use, traffic circulation and parking and one of the most important to us is NOISE !!

Harvard Westlake has shown a disregard for conditional use provisions negotiated under previous expansions specifically related to their football field and related sports activities. A blatant disregard for our community. The facility is conducting activities without due regard for the residential character of the surrounding community. The use of outdoor public address systems with amplified music, nighttime lighting for the fields, sunday sports activities and crowds adjacent to St. Michaels CHurch on Coldwater Blvd. are just a few examples.

At a time of tremendous accelerated concern for our environment by all, for an educational facility responsible for leading by example, teaching the youth of our community the values of environmental concerns, accountability and responsibility, don't you think this project is somewhat contrary to that code of ethics of Harvard Westlake to their students?
And don't you think with the availability of land one eight to one quarter of a mile away off ventura blvd, that a flat parking lot with a tram service to school would show better responsibility and concern? There are so many options, far better for all in the community to consider. Please serve your community by inserting yourself in this process and asking the right questions and exercising prudent oversight for the tax paying residents that are highlighting these significant issues to your office.

Thanks

Tom and Cathy Tardio

From: **Debra Van Tongeren** <dvt1059@gmail.com>
Date: Wed, Apr 24, 2013 at 11:21 AM
Subject: Re: Harvard Westlake Bridge and Parking
To: Emily.Dwyer@lacity.org

Emily Dwyer,City Planning Department,200 North Spring Street, Room 750,Los Angeles, CA 90012.

213-978-1454 and emailed to Emily.Dwyer@lacity.org.

Re: Harvard Westlake

Bridge and Parking

On Coldwater

We support this project.

I believe this is a great way for the School to mitigate the parking and traffic issues around the Harvard Westlake High School Campus.

Almost very school in Los Angeles both public and private has a parking and traffic issue.

This is the only time I have ever heard of a proposed solution.

I have been a resident of Studio City for 28 years, 8 of which were previously spent living on Alta Mesa Drive, which is right above the Harvard Westlake School. The traffic improvements and added turn lanes into the school and new parking structure look to be one of the greatest advantages to this project going forward. Getting the School Bus parking off Coldwater is another great benefit.

The added parking may completely alleviate the problem neighbors have with the many staff, visitors and older students parking in the surrounding area. The loss of open space is regrettable, but the total improvements far outweigh the loss of which currently looks like brown open space with scraggly trees and dirt that constantly and dangerously runs into the road during storms. This project looks like it will actually shore up the hillside and green and beautify that particular area of Coldwater Canyon with the added planned plantings. The Bridge will insure the safety of pedestrians moving from parking to school.

This project will bring many good jobs to Los Angeles, added tax dollars to Los Angeles, and when finished benefit the Studio City community with the planned road improvements (at private expense)and added parking for staff, students visiting teams and events for many years to come.

Many Los Angeles sports clubs make use of the Harvard Westlake facilities for events including the LA Swim Club and Los Angeles WaterPolo Club giving benefit to many, many young people outside of the Harvard Westlake school community.

--

Have a great day,
Debra Van Tongeren, John Van Tongeren
dvt1059@gmail.com
818. 508-9621

Emily Dwyer <emily.dwyer@lacity.org>

Resident concerns: 4037 Coldwater Canyon Ave.

Michael Vos <mmvos81@gmail.com> Sun, May 5, 2013 at 9:08 PM
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>
Cc: victoria07usa@yahoo.com

Hi Emily,

As a resident subjected to almost three years of construction on Coldwater Canyon to fix the water main I wanted to investigate our grievances with the city.

I am interested to know if there is a claims department for damages incurred during this period. Please let me know what process to pursue in order to submit a claim.

Second, I have been informed of plans by Harvard Westlake to erect a new structure on the campus which will subject our street to additional construction. We are at whits end and would like to understand what is being discussed approved and how to best address our concerns.

I look forward to your response.

Michael Vos
310-804-7223
@michaelvos

From: **SuellenWagner** <swag1274@aol.com>
Date: Thu, Apr 25, 2013 at 8:40 AM
Subject: Harvard Westlake Parking structure
To: "Emily.dwyer@lacity.org" <Emily.dwyer@lacity.org>

Dear Ms Dwyer,

As a resident of Studio City, within a mile of the proposed construction, I strongly oppose construction of Harvard Westlake's parking structure for the following reasons, among many:
9 months of excavation. 100+ heavy trucks a day
2 years of construction and disruption on Coldwater Cyn. Overall height of football-field size 1000 car lot of 85' plusTremendous loss of irreplaceable open space and nature. Noise, pollution, disruption, traffic, general loss of quality of life... EXCEPT for students parking their cars.

This is not a worthwhile or defensible project for the community. Harvard Westlake is NOT building a hospital. They are building a parking lot, chiefly for students. There are other ways to transport people.

Please, Just say NO!

Respectfully,

Suellen Wagner

Reply

Sent from my iPad

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Traffic/Transportation
- ☐ Utilities/Service Systems

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request

[redacted]

To Emily Dwyer

Hello I'm Dana With & I live on Potosi, I feel very strongly that it would endanger my home. My street is in very bad shape & 1/3 of the road is showing signs of sinking. I gave you a copy of Parcel profile report dated 6-27-2003 that states earthquake-induced landslide area for 3674 Potosi, I believe its a very bad idea to remove so much dirt just below this. I also feel that that bridge looks something like Las Vegas. Please don't let them ruin Studio City & Cold water cyn is beautiful. And the traffic flow is bad enough already! Thank you Best Dana With

CONTACT INFORMATION (Optional, please print clearly)

Name: Dana With Representing Agency or Organization: home owner

Address: 3663 Potosi Ave City/State/Zip: Studio City Ca 91604

From: **rice girl** <ricegirlcat@yahoo.com>
Date: Wed, May 15, 2013 at 12:46 PM
Subject: Harvard-Weslake school
To: "emily.dwyer@lacity.org" <emily.dwyer@lacity.org>

Emily,
Though our comments might be a day late, please take it into consideration that we have elderly folks here, and the already prolonged current DWP project has already driven us to the brink, our earniest plead is to withhold the granting of construction permit at this time from HW.

thank you

from 3476 Coldwater Canyon
Family of
Grace Wu
818 804 8228

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Harvard Westlake must prove to the Community and City Officials that adding a new parking structure to house 750 plus automobiles off of Coldwater Canyon Blvd could possibly eliminate traffic congestion/traffic flow onto Coldwater Canyon and surface streets.
The traffic congestion will only be re-directed across the street - same cars & buses - only more and further up the canyon!!

They must also prove how such construction with toxic fumes and heightened noise pollution, traffic delays for extended construction period will mitigate the impact to the quality of the environment over the same period.

Perhaps Harvard should better serve the community by spending all of their dollars planning a shuttle service to their existing parking. Why did Harvard not put the parking under the existing football field when they added the field lights without neighborhood/community approval!!

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- [x] Aesthetics
- [ ] Agriculture and Forest Resources
- [x] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
- [ ] Geology and Soils
- [x] Greenhouse Gas Emissions
- [ ] Hazards and Hazardous Materials
- [ ] Hydrology/Water Quality
- [x] Land Use and Planning
- [ ] Mineral Resources
- [x] Noise
- [x] Population and Housing
- [ ] Public Services
- [ ] Recreation
- [x] Traffic/Transportation
- [ ] Utilities/Service Systems

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: actioning/neighbor

Address: _____ City/State/Zip: _____

Re: Harvard Westlake

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Environmental poisons released from greenhouse gas emissions directly effects our health. These emissions go directly into the air, food, and water we ingest & breathe.

Studies show that thyroid dysfunction and decline in brain function over time is directly related to exposure to environmental poisons!

How can we allow an additional 1000+ automobiles and buses releasing toxic Carbon monoxide and other carcinogens and toxic materials to be released into our soils and water in the name of accommodating a school's desire to expand and increase it's profit margin while not providing any income (they are tax exempt) to the city at the detrimental expense to the communities health!!

CONTACT INFORMATION (Optional, please print clearly)

RECEIVED
CITY OF LOS ANGELES
MAY 06 2013
ENVIRONMENTAL UNIT

Name: _____ Representing Agency or Organization: adjoining neighbor

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- [x] Aesthetics
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- [x] Greenhouse Gas Emissions
- [ ] Hazards and Hazardous Materials
- [ ] Hydrology/Water Quality
- [x] Land Use and Planning
- [ ] Mineral Resources
- [x] Noise
- [ ] Population and Housing
- [ ] Public Services
- [ ] Recreation
- [x] Traffic/Transportation
- [ ] Utilities/Service Systems

dial Harvard

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Written Comment Form

RECEIVED
CITY OF LOS ANGELES
MAY 06 2013
ENVIRONMENTAL UNIT

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

My family resides within 500 ft of the proposed Harvard Westlake construction site. This expansion plan for a parking structure is detrimentally going to impact the community for several reasons.

- increased noise pollution
- increased green house gases
- increased traffic congestion on Coldwater Canyon
- Removal of protected trees and landscape (replacement with small young trees)
- Displacement of several Wildlife
- Distruction of a designated open landscape

Harvard has shown **no** regard for the adjoining neibors who will be impacted. We were not included in the neighborhood meeting - along with several other neighbors whod live within 500 ft of the proposed site! They conveniently tried to ram this through! Just like When they obtained a conditional use permit to install a PA system and high powered lighting without notifying the adjoining neighbors.

- The lights remain on past 8pm many evenings
- Weekend mornings - neighbors are awaken by cheering whistles and PA music or announcements.
- Football field is used Sat & Sundays by club teams the noise pollution resonates into homes loudly through double insulated windows

Harvard has many other better options to consider that will not adversly effect the neighborhood & environment

alternatives:

- shuttle service to campus
- Parking under existing football field
- Build on existing parking lot

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: Adjoining Neighbor

Address: _____ City/State/Zip: _____

Re: Harvard Westlake

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

The proposed project will displace a variety of wildlife that inhabit this stretch of land. Native deer, opposom, rabbits, skunk, deer, cyote, owl, bobcats, cyote, raccoon. Having lived adjacent to this area for 15 years I have witnessed a decrease in the animal population with each new house construction in the surrounding area as home owners cut down and remove protected trees and vegetation. We need to protect this most valuable vegetation and ecological balance. The proposed project includes removal of at least 400 protected trees and the construction of a 3000 sq ft parking structure that will directly result in displacing all wildlife from the area.

Traffic congestion will increase on Coldwater Canyon with the increase of motorist who use to enter the schools ~~parking lot on van Nord~~ will now all be pushed onto Coldwater Canyon!!

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Utilities/Service Systems

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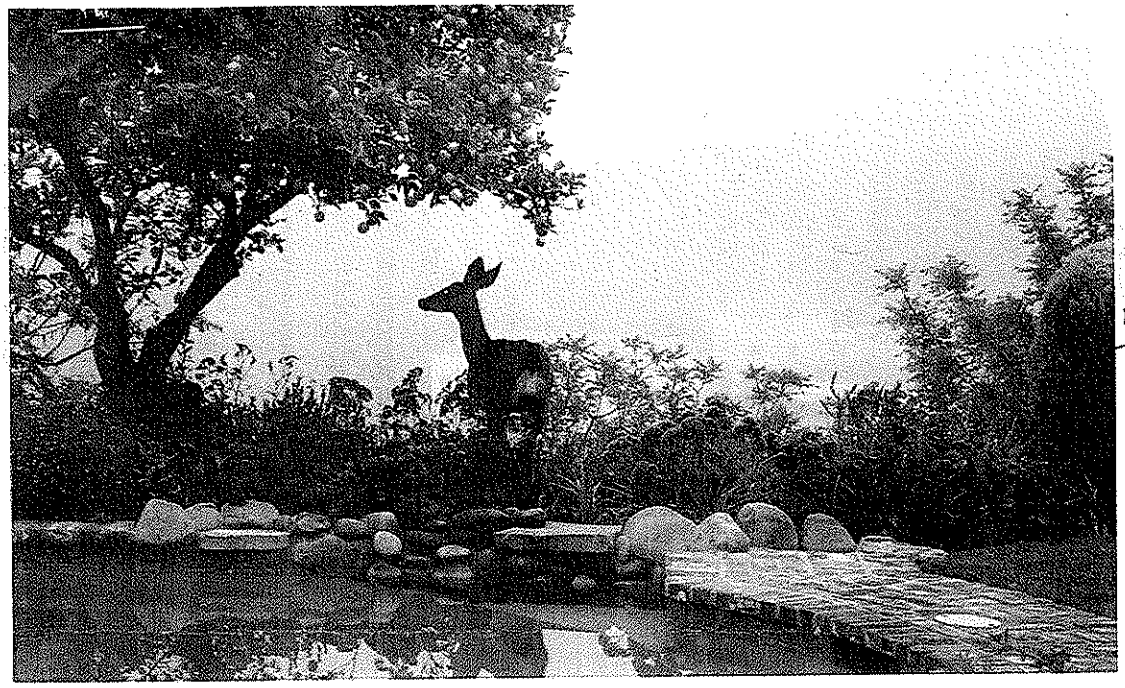
CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: adjoining neighbor

Address: _____ City/State/Zip: _____



Impacting animals" photo - taken from my front yard.

My home is in the 500 ft range of site.

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Utilities/Service Systems

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

The rooftop athletic field is non-compatible with adjacent community character, creates substantial and unwarranted noise with no buffers between residents and site. Creation of such a field with no noise mitigation measures to reduce adverse environmental impacts residents health, quality of life and property values.

A "cool roof" designed with plant materials to reduce heat and provide visual screening would be more environmentally responsible for Harvard and more ethical for their reputation.

The rooftop athletic field is not compatible as required to adjacent land uses and community character and should be replaced with a green roof that will be in compliance with noise reduction specifications.

CONTACT INFORMATION (Optional, please print clearly)

WITHIN 500 FEET Neighbor

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

The proposed Harvard Westlake project will increase and elevate noise pollution.

Traffic noise harms the health of every human and animal life.

elevated sound levels can cause hypertension, sleep disturbances and changes in immune system

The new proposed practice field will increase neighborhood noise. It needs to be scratched!!!

Studies show that neighborhood noise causes significant irritation to the population. "Noise stress" results in increased risk of depression and psychological disorders migranes & emotional stress.

Stressful sound effects relates to the quality of sound other than the decibel value. "Sound annoyance" or pollutant must be considered in regard to it's effect on human & animal health.

Harvard Westlake has not been respectful of the surrounding community. The tax paying neighbors are impacted by weekend early morning 8AM wake-up calls due to loud whistles, cheering, and PA system announcements and/or music. All of this noise/sound pollution is heard through double insulated windows.

Neighbors can no longer enjoy the quiet privacy of dunning or entertaining in their backyards without the blaring lights and loud noise levels!!

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

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- ☐ Greenhouse Gas Emissions
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- ☐ Hydrology/Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise "sound pollution"
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Traffic/Transportation
- ☐ Utilities/Service Systems

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CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: adjoining Neighbor

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

RECEIVED
CITY OF LOS ANGELES
MAY 06 2013
ENVIRONMENTAL UNIT

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

The walk-over bridge/walkway is intrusive and obstructs the natural beauty of the environment

If the city did not approve a 2-story Ralphs market construction on the Ventura/Coldwater canyon location, how could we ever approve such an encroachment by Harvard Westlake.

* We live within the 500ft radius of site and was not notified of development

Shouldn't Harvard/Westlake be using their millions constructively by giving back to the environment & neighborhood? Instead of negatively impacting our health and well being!!

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: adjoining Neighbor within 500 ft

Address: _____ City/State/Zip: _____

EDUCATION SHOULD LEAD BY EXAMPLE, PROTECT THE ENVIRONMENT IN ACTIONS. DO NOT ALLOW H.W. TO OBFUSCATE THEIR LONG TERM GOAL OF GROWTH AND FINANCIAL GAIN.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

- THIS PROJECT REJECTS THE SENSIBILITY AND SENSITIVITY TO THE ENVIRONMENT, THE IMPACT ON RESIDENTS (QUALITY AND HEALTH) AND FINANCIAL IMPACT (COST-EFFECTIVENESS TO OTHER OPTIONS).
- THE PROJECT EXCEEDS HEIGHT AND AREA VARIATIONS OF MUNICIPAL CODE REGULATIONS THAT SHOULD NEVER BE GRANTED. VISUALIZE THIS PHRASE — "4 STORY PARKING GARAGE IN A RESIDENTIAL NEIGHBORHOOD"
- THIS PROJECT REFLECTS THE AGGRESSIVE GROWTH IN BUILDING THAT WILL FOLLOW THAT MUST BE TAKEN INTO CONSIDERATION. STOP AND THINK, 1136 TOTAL PARKING SPACES FAR EXCEED CURRENT NEEDS.
- STORM WATER RUNOFF DISCHARGE RATES WILL EXCEED THE PRE-DEVELOPMENT RATES RESULTING IN EROSION OF HILLSIDES I.E. POTOSI AVE. GALEWOOD AVE, BLAIR WOOD AVE.
- ENROLLMENT CERTIFICATION FROZEN AT EXISTING LEVELS AND SUBMITTED TO DIRECTOR OF PLANNING.
- THIS PROJECT IS NOT ABOUT TRAFFIC, IT IS ALL ABOUT GROWTH THAT IF LEFT UNCONTROLLED BY THE CITY WILL RESULT IN DAMAGES TO HEALTH, ENVIRONMENT AND WELFARE

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

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CONTACT INFORMATION (Optional, please print clearly)

RECEIVED
CITY OF LOS ANGELES
MAY 06 2013
ENVIRONMENTAL UNIT

Name: _____ Representing Agency or Organization: ADJACENT NEIGHBOR

Address: _____ City/State/Zip: _____

SUBMITTED BY DR. EDWARD GILBERT M.D.
13031 GALEWOOD ST.
STUDIO CITY
818 990-7181
barbaracgilbert@gmail.com

Regarding the Harvard-Westlake Plans for a
750 Vehicle Parking Structure West of Coldwater Canyon Blvd.

Although the entire parking building project is too massive for the neighborhood, the major concern for the neighbors will be any possible use of Galewood Street as an alternative entrance for that building.

If Galewood Street is ever used—particularly in an emergency—all of the traffic from the entire Longridge area that normally comes down Ethel to Valley Vista will be totally stopped. In case of fire, the fire trucks would not be able to go up Galewood and no traffic could get out at Valley Vista where Galewood, Ethel, Greenleaf and Valley Vista come together.

There must never, never be any connection from that parking building to Galewood Street, or we are tempting fate for a total disaster. And could you imagine if students drove up Galewood Street daily in morning and evening traffic! That four-street corner at Valley Vista, Ethel, Galewood and Greenleaf would be a nightmare for the entire neighborhood on a twice daily basis.

Parker Andrews
Carol Andrews
12971 Galewood St.
wpfa@hotmail.com

Keith Henry
keithbh@earthlink.net

Janane Gerber
jananegerber@yahoo.com

Jim Johnson
dglwest@aol.com
dgl

Sarah Boyd
stboyd69@yahoo.com

pjuzwiak@jlpfirm.com

Rector@stmikeseo.org

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
Case# ENV-2013-0150-EIR

GILBERT — Last Name
DR. EDWARD — First Name

13031 GALEWOOD. — Address

barbaracgilbert@gmail.com — Email
818 990 7181 — Phone Number

Comment:
SEE ATTACHED LETTER

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- [x] Aesthetics
- [ ] Agriculture and Forest Resources
- [ ] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
- [ ] Geology and Soils
- [ ] Greenhouse Gas Emissions
- [ ] Hazards and Hazardous Materials
- [ ] Hydrology/Water Quality
- [ ] Land Use and Planning
- [ ] Mineral Resources
- [ ] Noise
- [ ] Population and Housing
- [ ] Public Services
- [ ] Recreation
- [x] Traffic/Transportation
- [ ] Utilities/Service Systems

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

THE PROJECT LOOKS GREAT !

CONTACT INFORMATION (Optional, please print clearly)

Name: STEVEN WEINSTEIN Representing Agency or Organization: NEIGHBOR

Address: 11534 AMANDA DR City/State/Zip: STUDIO CITY CA 91604 .

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- [x] Aesthetics
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Written Comment Form

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I support the project. With no increase in student body size, it should reduce street parking that annoys the neighbors. The area for the project is unattractive today, so a nice structure should be aesthetically okay.

If trees are impacted, require the school to replace 1-for-1 elsewhere; maybe work with the people to do so.

Do lessen nighttime light issues, restrict hours of light sparkles, & require shielding.

CONTACT INFORMATION (Optional, please print clearly)

Name: DAVID E. VAN LOERSTINE Representing Agency or Organization: SELF

Address: 10232 Mossy Rock Cir. City/State/Zip: LA CA 90077

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- [x] Aesthetics
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

I GENERALLY SUPPORT ANYTHING THAT SUPPORTS EDUCATION GREAT SCHOOLS MAKE GREAT COMMUNITIES AND VICE-VERSA. PLEASE FOCUS ON ITEMS CHECKED ~~[illegible]~~. TO LEFT. CONCERN OVER RETAINING WALLS & DIRT HAUL. APPEARS TO BE GREAT IMPROVEMENT IN TRAFFIC & PARKING. WILL DEVELOPMENT INCREASE OR AMPLIFY TRAFFIC NOISE ON COLDWATER? HOW WILL RETAINING WALLS BE STAGED/BUILT TO AVOID LANDSLIDES DURING CONSTRUCTION AND GRADING? CAN THE PROJECT BE BUILT WITH LESS DIRT HAUL & REMOVAL OF LAND FORM?

CONTACT INFORMATION (Optional, please print clearly) SELF

Name: SCOTT OUELLETTE Representing Agency or Organization: STUDIO CITY NEIGHBORHOOD COUNCIL

Address: 4150 BECK AVE City/State/Zip: STUDIO CITY CA 91604

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- [x] Aesthetics
- [x] Agriculture and Forest Resources
- [x] Air Quality
- [x] Biological Resources
- [ ] Cultural Resources
- [x] Geology and Soils
- [x] Greenhouse Gas Emissions
- [x] Hazards and Hazardous Materials
- [x] Hydrology/Water Quality
- [x] Land Use and Planning
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- [x] Noise
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- [ ] Recreation
- [x] Traffic/Transportation
- [ ] Utilities/Service Systems

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Very Concerned about aesthetics of bridge, noise, lights, traffic, air pollution, run-off

Consider alternatives:

- Building garage ~~for~~ 1 on existing lot
- Build Under ground
- Build on ~~[illegible]~~ East side to maintain continuity of property use
- Eliminate Bridge
- No field

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be addressed for the proposed Project in the Environmental Impact Report?

- ☒ Aesthetics
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

VERY CONCERNED TO HEAR THAT THE INITIAL STUDY AND CHECKLIST RE C.E.Q.A. WAS PERFORMED BY AN AGENCY HIRED BY HARVARD-WESTLAKE + THEN SIMPLY RUBBER-STAMPED BY THE CITY. THIS REPORT NOW HAS CITY OF LA LETTERHEAD AND IS DECEPTIVELY LOOKING LIKE IT WAS DONE BY AN IMPARTIAL PARTY.

I AM CONCERNED ABOUT EMISSIONS INCREASE FROM ADD'L CARS.

I AM CONCERNED ABOUT A LARGE BRIDGE OVER OUR BEAUTIFUL CANYON ROAD. THERE IS NO OTHER CANYON ROAD I CAN THINK OF IN LOS ANGELES THAT HAS THIS KIND OF DEVELOPMENT

I AM CONCERNED THAT ALTERNATIVE LOCATIONS (ON THE EAST - CONTIGUOUS TO THE 22 ACRE CAMPUS) HAVE NOT BEEN EXAMINED WITH ENOUGH DILIGENCE.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
Case# ENV-2013-0150-EIR

JOHNSON BARRY
Last Name First Name

4166 FARMDALE AVE., STUDIO CITY, CA. 91604
Address

DJohnson4166@sbcglobal.net 818-761-0983
Email Phone Number

Comment: HAVE YOU CONSIDERED A "WAY LESS" INTRUSIVE PEDESTRIAN TUNNEL INSTEAD OF AN INTRUSIVE PEDESTRIAN BRIDGE???

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
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KARAS STAN
Last Name First Name

3625 Coldwater Canyon, Studio City 91604
Address

skaras2001@yahoo.com 818-635-6905
Email Phone Number

Comment: Concerns over increased traffic. It also seems reasonable to not have lights on at the rooftop stadium past 6-7 PM. The parking structure does not appear necessary to the schools educational programs. Community is not being compensated for the disruption. Noise from construction during the day is a concern.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
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Adams Richard
Last Name First Name

13022 Ventura Blvd
Address

RAdams.cpht@SBCGlobal.Net 2134471272
Email Phone Number

Comment: Lights @ night will Adversly Affect wild life & residents both

Increase of traffic on Coldwater on Both sides of school.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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JOHNSON JIM
Last Name First Name

3975 VAN NOORD AVE 91604
Address

Email Phone Number

Comment: Re: EIR I believe all of the issues below are important and must be addressed in the EIR...

Aesthetics - loss of open space, development of previously undeveloped land
Forest Resources - loss of protected trees
Air Quality - additional traffic/autos in proposed parking structure
Greenhouse Gas Emissions - use of power with resources and the effect
Haz Materials - run-off from a large parking structure - (gas/oil etc.)
Land use - improper use of Zoning RE-40...
Noise - "practice athletic field" use "until 5pm and on weekends will disrupt our neighborhood
traffic - increased use of cars by students will increase traffic.....

Utilities - there is NO effort by H-W to use or provide re-usable energy

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Lam — Tina & Jeff
Last Name — First Name

3916 Longridge Ave — Sherman Oaks CA
Address

canyon.lifestyle@yahoo.com — 91423
Email — Phone Number

Comment:

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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WITZ — JACK
Last Name — First Name

5409 KATHERINE AVE — S.O., CA 91401
Address

dowtaa@gmail.com — 818 779-0939
Email — Phone Number

Comment:
Would like to review EIR when complete/during comment period

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Connors — David
Last Name — First Name

13346 Valley Vista Blvd.
Address

david.connors@calstatela.edu — 818-501-5538
Email — Phone Number

Comment:
Why can't this be built near Ventura Blvd.? Why is this needed in a rural-like area of the canyon?
Aren't we trying to reduce CO emissions? How about a shuttle service from the Universal City Red Line Metro station?

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Justin — Rev. Dan — Rector at St. Michael + All Angels Church
Last Name — First Name

3646 Coldwater Canyon Ave, Studio City CA 91604
Address

rector@stmikesscc.org — 818 763-9193
Email — Phone Number

Comment:
I am concerned about Potential Road Closures on Coldwater on Weekends during Construction which will impact the attendance and Religious life at Church.

It seems to me that the School could build at a different Location without Changing the landscape of the hill.

Will this new Garage Eliminate Carpools and actually increase traffic on Coldwater?

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Jurzwiak — Peter
Last Name — First Name
4109 Shadyslade Ave, Studio City, CA 91604
Address
Djurzwiak@jlpfirm.com — (818) 358-3400
Email — Phone Number

Comment:
I have serious environmental concerns, including potential landslides, loss of native + protected trees, destabilizing surrounding areas and aesthetic concerns. This project will also ultimately increase traffic by increasing the number of students who drive to campus and decreasing carpooling, another environmental issue. It will also permanently change the character of Studio City with an oversized structure designed only to benefit the school. HW has many potential alternatives but does not want to use them to save itself inconvenience and preserve its options for further development.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Rynew — Sari
Last Name — First Name
13027 Galewood
Address
rynew@roadrunner.com — 818 501-7906
Email — Phone Number

Comment:
- increased traffic to area
- increased noise and pollution
- run-off from rain during + after construction
- proximity to homes -
- echo from cars driving through parking lot
- impinging on natural spaces + habitat
- danger to students who elect to jay walk instead of using bridge - more accidents with merging lanes

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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BOORSTIN JON
Last Name First Name

4007 Avenida del Sol
Address

Jon.boorstin@gmail.com
Email Phone Number

Comment:

(1) Architect says construction would involve c. 2000 truckloads (4000 truck visits) over 5 months. HEAVY TRAFFIC

(2) ~~Etc~~ HW says they will add a net 300 parking spaces. IF you GIVE THEM MORE PARKING SPACES, & require them to FREEZE the TOTAL NUMBER of STUDENTS AT CURRENT LEVELS. MORE STUDENTS is the biggest long term danger. (How to counteract that? Put it underground?)

(3) The OVERPASS MAKES COCOWATER GYN FEEL like a part of H.W. (the gateway to Coldwater GYN)

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
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BOORSTIN JON
Last Name First Name

4007 Avenida del Sol
Address

Jon.Boorstin@gmail.com
Email Phone Number

Comment:

I want to see assurance that. HW student body will be capped at current level. Make them promise that extra parking will not lead to ~~extra~~ more students!

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
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JOHNS — Last Name
GEOFF — First Name
12966 GALEWOOD STREET STUDIO CITY, CA 91604 — Address
geoffjohns@gmail.com — Email
(310) 779-5797 — Phone Number

Comment:
MY CONCERNS ARE SIMPLE
1) ENVIRONMENTAL
THE PROPERTY DESERVES BETTER THAN A PARKING STRUCTURE
2) NOISE
THE PLAYING FIELD SHOULD BE REMOVED
3) TWO YEARS OF CONSTRUCTION

* WHY NOT A NATURE CENTER OR ART CENTER?

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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BOYD — Last Name
Sarah — First Name
3958 Van Noord Ave — Address
stboyd69@yahoo.com — Email
818 687 6286 — Phone Number

Comment:
I am opposed to this project. On many levels - environmental, aesthetic, pollution, noise & bright lights, increased car traffic.
I live in the neighborhood and this will NEGATIVELY affect me & my home & my family.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Rynew — Last Name
Zachary — First Name
13027 Galewood St. — Address
ZR1@sw@yahoo.com — Email
310 428 6455 — Phone Number

Comment:
- Concerned about: (1) Increased noise pollution w/ structure closed in on three sides w/ concrete retaining walls (2) During non-peak traffic hours: a) lanes merging create dangerous ~~non-peak~~ conditions b) higher speeds will come w/ wider roads similar to Laurel Cyn even above posted speed limits. (3) Fire danger from kids smoking (they already come to our streets looking to light up). (4) Left turn during non peak hours @ south exit is dangerous.

City of Los Angeles
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RYNEW — Last Name
ARDEN — First Name
13027 GALEWOOD ST. — Address
rynew@roadrunner.com — Email
818 501-7906 — Phone Number

Comment:
THIS PROJECT WILL DEVISTATE THE ECOLOGY OF THE AREA. THIS INCREASE OF CARS WILL GREATLY ENLARGE THE CARBON FOOTPRINT WEST OF COLDWATER. ADDITIONALLY THE INCREASED TRAFFIC WILL SLOW AN ALREADY VERY BUSY STREET. 750 CARS LINED UP WILL CREATE A LINE MORE THAN 2 MILES LONG

THIS PROJECT SHOULD BE RETHOUGHT.

SAVE COLDWATER CANYON! PLEASE STOP HARVARD-WESTLAKE

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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MEHAGIAN — VEDRA + NANCY
Last Name — First Name

12838 HALKIRK ST.
Address

VEDRA@ARTWORKSGALLERY.COM — 213.448.8195
Email — Phone Number

Comment:
STILL A LOT TO BE KNOWN AND DISCUSSED W/ THE NEIGHBORS AND RESIDENTS. STILL MANY UNKNOWNS. TREES, ASTROTURF, LENGTH OF TIME, NOISE CONSTRUCTION. BUT HW DOES NEED PARKING!! AIR QUALITY, HAZARDS - CHEMICALS RENTAL OF NEW FIELD? LATE NIGHT GAMES (HOURS)
MORE STADIUM LIGHTS

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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BOORSTIN — LENI
Last Name — First Name

4007 Avenida del Sol, S.C. 91604
Address

lboorstin@laphil.org — 818-760-7620
Email — Phone Number

Comment:
- If a bridge -- over Coldwater -- make it an architectural feature..
- concern -- that the stadium + parking will ~~feel like a~~ make the street, or passing through on Coldwater, feel like a canyon -- more SD -- + unnatural.

pls. - FOCUS on Beautiful, MATURE, Landscaping - mature trees..
- what is net traffic effect? will it be harder or easier to turn onto and off of Avenida del Sol?

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Case# ENV-2013-0150-EIR

Andrews — Carol
Last Name — First Name

12971 Galewood St. Studio City
Address

akaboots@hotmail.com
Email

Phone Number

Comment:
Please do not allow this project to ruin the nature, air quality - noise of our wonderful community. We've already had to deal w/ lights & loud speakers from the current campus & the school should be environmentally aware & concerned not the opposite.

City of Los Angeles
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Howard — Gaye
Last Name — First Name

Address
gaye@gayehoward.com
Email

Phone Number

Comment:
I feel this expansion will benefit not only the school but also the merchants in the area & local businesses. Harvard-Westlake is a v. good neighbor to the surrounding community & I speak as a past parent of the school & as a parent of a faculty member now.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Fadel — Lynda & Al
Last Name — First Name
1018 Summit Drive Beverly Hills, CA 90210
Address
lafadel@roadrunner.com — (310) 275-9923
Email — Phone Number

Comment:
We support the additional driving lanes. This will assist Traffic Flow & removal of Coldwater Street parking assists flow as well. Also benefits neighboring streets & neighborhood benefits. All around GOOD Plan.

City of Los Angeles
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David — James
Last Name — First Name
3848 Avenida del Sol
Address
jmdavid@adelphia.net — 818 508 6015
Email — Phone Number

Comment:
I think the project looks great. It would be a big improvement aesthetically & like very much the concern HW will take in the building of it.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Calvert — William
Last Name — First Name

3848 Ethel Ave — Studio City
Address

WCalvert1@gmail.com — (818) 986-0849
Email — Phone Number

Comment: As a neighbor & a parent of a student at H-W, I am totally in favor of the project. The current parking arrangement is dangerous to students, guests, and others attending events at the school.

City of Los Angeles
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Stewart — Jenny
Last Name — First Name

3142 Brookdale Rd — S.C. 91604
Address

JennyStewart@gmail.com — 3236505096
Email — Phone Number

Comment: The parking structure is an important improvement to the school, which hasn't asked for much. It won't hurt anyone, will help mitigate traffic & keep cars off local streets. Please support!

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Case# ENV-2013-0150-EIR

Boorstin — Jon
Last Name — First Name

4007 Avenida del Sol
Address

Jon.boorstin@gmail.com
Email

Phone Number

Comment: I have been a neighbor of HW for 30 years. They have been good neighbors. I have sent two children to HW (class of 2000 & 2013). In all that time, as parent & neighbor, I dealt with parking issues, & I have never felt the need for more parking. Sometimes, on Homecoming day, it is crowded on the streets. My children carpooled. It all worked fine. The only reason for 700 new parking slots, that would justify the expense & risks, is if they want to expand the school, & have more students. That would be a mistake

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Calvert — Missy
Last Name — First Name

3848 Ethel Ave — Studio City, CA 91604
Address

missycalvert@hotmail.com — 818-986-0849
Email — Phone Number

Comment: As a neighbor I am very in favor of the project. It will keep cars off the street and ease congestion on Coldwater. We also like keeping kids and cars off Coldwater. The parking structure looks like it will blend into the landscape.

City of Los Angeles
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Maynes — Catherine
Last Name — First Name

4113 Kraft Avenue, Studio City, CA 91604
Address

cs_maynes@sbcglobal.net — (818)508-4688
Email — Phone Number

Comment:
I am in favor of this project.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
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Maynes — Scott
Last Name — First Name

4113 Kraft Ave. Studio City 91604
Address

scott@studiodesigns.com
Email — Phone Number

Comment:
I am in favor of this project as I believe it will reduce congestion on Coldwater Canyon

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
Scoping Meeting Comment Card
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MAYNES — Last Name
CARYN — First Name
4113 KRAFT AVENUE, STUDIO CITY, CA 91604 — Address
s.c.maynes@sbcglobal.net — Email
(818)508-4698 — Phone Number

Comment:
I AM IN FAVOR OF THE PROJECT.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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HOPE — Last Name
ABBY — First Name
4804 LAUREL CYN #511 VALLEY VILLAGE, CA 91607 — Address
ABBYHHOPE@AOL.COM — Email
818 6926204 — Phone Number

Comment:
I FEEL the project will help the community

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Margolis, Claudia
Last Name First Name

441 S. Lucerne Blvd., L.A. CA 90020
Address

CLM@WINLAW.COM (323) 868-2983
Email Phone Number

Comment: I support the parking lot project because it will bring much-needed spaces for people to park so that they don't circle around the neighborhood and congest the Coldwater blvd. In addition, this will keep pedestrians off the road — safer for pedestrians & drivers all around!

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Staahl Dani
Last Name First Name

P.O. Box 1134, Studio City, 91614
Address

Email Phone Number

Comment: I think the design is nicely integrated into the landscape of the hill. It will be nice to remove traffic & parking from the surrounding neighborhoods. Crossing the pedestrian bridge will be extremely safe.

City of Los Angeles
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Eliot Bruce
Last Name First Name

3355 Fryman Rd. Studio City CA 91604
Address

bmeliote@gmail.com. 818-752-4189
Email Phone Number

Comment: Great, Gets the cars off of Coldwater. Parked
Gets the turn lanes to allow better flow
I hope this get approved.

B. Eliot

City of Los Angeles
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VILLALTA CARLOS
Last Name First Name

7033 BIANCA AV. LAKE BALBOA, CA. 91406
Address

cvillalta@jtdschool.com
Email Phone Number

Comment:
IT HAS BEEN ABOUT 13 YEARS FIGHTING TRAFFIC, JUST TO DROP-OFF MY KIDS TO SCHOOL. FINALLY I SEE LIGHT AT THE END OF THE TUNNEL.
WITH THIS PROJECT IT WILL BE: SAFETY FOR STUDENTS-PARENTS. COMMUNITY IN GENERAL - LESS TRAFFIC JAM - LESS ACCIDENTS. NO MORE BLOCKING DRIVEWAYS IN THE NEIGHBORHOOD.
WE NEED YOUR HELP!!

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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VICTOR — TOBEY
Last Name — First Name
1605 GILCREST DR., B.H., CA 90210
Address
TOBEYCVE@MAC.COM — 310 271-9868
Email — Phone Number

Comment:
I THINK THIS WILL BE A GREAT IMPROVEMENT TO COLDWATER TRAFFIC FLOW + HARVARD WESTLAKE SCHOOL.
I LOOK FORWARD TO IT'S COMPLETION!

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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HYDE — Francis
Last Name — First Name
3927 Goodland Ave
Address
Studio City 91604 — 818-406-9032
Email finhyde1@me.com — Phone Number

Comment:
My house backs up to HW and I would love to see parking off the area and ~~dd~~ dedicated lanes to free up Coldwater.

City of Los Angeles
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HAHN Shirley
Last Name First Name

502 N. Hillcrest Rd. BH
Address

RHSH @ earthlink.net 310-858-2579
Email Phone Number

Comment:
Will Relieve traffic issue for NOT ONLY the residents but also for the school & the safety for all.

Will eliminate parking on street at Coldwater CANYON S. of Ventura.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Case# ENV-2013-0150-EIR

Chung Esther
Last Name First Name

907 Malcolm Ave. L.A. CA 90024
Address

mskim907@gmail.com 310-709-4482
Email Phone Number

Comment:
The project will provide safety for students since the school buses won't be parked on the streets. I also think it will be enhance the outlook of the area - something that will probably increase the value of the areas, I think.

City of Los Angeles
Harvard-Westlake Parking Improvement Plan
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Babu-Khan — Last Name
Nasreen — First Name
1237 Lachman Lane Pacific. Ca 90272 — Address
lehrhoff@gmail.com — Email
(310) 454-5915 — Phone Number

Comment:
I believe the new parking structure will relieve traffic issues on Coldwater Canyon. The residents will benefit from better access to their homes and the students will have an improved & safer parking situation. It's a win-win.

City of Los Angeles
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BIRNEY — Last Name
FRANK — First Name
4018 COLDWATER CANYON, SC 91604 — Address
FBIRNEY@gmail.com — Email
818 752-6398 — Phone Number

Comment:
H-W has always been a good neighbor and I expect them to continue with this project.

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ZHANG — Last Name
XI — First Name
5112 GOODLAND AVE. VALLEY VILLAGE. CA 91607 — Address
wei-t@att.net — Email
909 569-5377 — Phone Number

Comment:
WE SUPPORT THIS PROJECT. HW DOES NEED MORE PARKING SPACE. YOU WILL UNDERSTAND WHY IT IS GOOD TO SCHOOL AND STUDENT IF YOU HAVE BEEN THERE TO PICK UP YOUR KIDS. I BELIEVE THAT PROJECT IS ALSO GOOD TO THE TRAFFIC ON COLDWATER. MAKING SCHOOL BETTER IS ALSO BENEFIT THIS AREA.

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Klink — Last Name
Sandra — First Name
13007 Woodbridge Street — Address
SJ.klink@gmail.com — Email
818/981-8008 — Phone Number

Comment:
I'm very supportive and excited about this project. I live just off Coldwater and think this will be a great improvement.

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Lasser — Ann
Last Name — First Name

4307 Beeman Ave. Studio City, CA 91604
Address

amylasser@sbcglobal.net
Email

Phone Number

Comment:
As both a local resident and a Harvard-Westlake parent I feel this parking project could address the traffic needs of the community and school. I am in favor of the parking improvement plan.

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VanTongeren — DEBRA
Last Name — First Name

12248 Vilcrest Rd
Address

Studio City — 818 262-3244
Email — Phone Number

DVT1059@gmail.com

Comment: Looks great! Much needed will be great in the end. For everyone traveling Coldwater painful in the process!

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VAN TONGEREN, JOHN
Last Name First Name

12248 VIEWCREST RD. STUDIO CITY, CA. 91604
Address

MC202VT@YAHOO.COM (818) 508.9621
Email Phone Number

Comment: I BELIEVE THAT THIS PROJECT WILL ULTIMATELY ALLEVIATE TRAFFIC CONGESTION ON COLDWATER AS WELL AS SOLVE THE PARKING CONGESTION IN THE IMMEDIATE NEIGHBORHOOD.

THANK YOU!

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RIDGLEY, BEAR ERIK
Last Name First Name

10968 SAVONA RD.; L.A., CA 90077
Address

bridgleyoroadrunner.com 310-927-4778
Email Phone Number

Comment: A win-win situation!
getting cars off the road by expanding Coldwater & getting buses off of Coldwater will benefit the community & school needs the parking to accomodate parents & visitors for sports & other events, b/w, cars are trying to park in neighborhood - again a benefit for the community. JTD did it & they very happy.

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Collins — Portia
Last Name — First Name

12639 Moorpark Rd
Address

PCollins@HW.com
Email — Phone Number

Comment: In favor of the proposed parking structure —

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Thacher — Michael
Last Name — First Name

10850 Alta View Drive Studio City 91604
Address

thacher@earthlink.net — 323 654 0319
Email — Phone Number

Comment: This is an excellent project that will dramatically improve traffic flow along a primary commuter route in the Valley. It is important that the impact of noise (not just construction but student movement, practices, etc.) and visual impacts on close neighbors be mitigated. Also plantings etc. should be designed to minimize opportunities for students to avoid the foot bridge and dart across Coldwater.

I support the project but respecting input from the closest homeowners is critical to its success.

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Lashmanit F Howard St

Last Name First Name

123 T. Lachman Lane, Pacific Palisades, CA

Address

Email Phone Number

Comment:

I support the proposed parking structure project. I believe it will improve the congestion in the area.

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Jones Cass Allyson

Last Name First Name

148 S. Camden Dr. Beverly Hills

Address

allypjc@roadrunner.com (310) 275-8546

Email Phone Number

Comment: Very excited about the parking across the street from the school — keep the kids from parking on the residential streets! Much safer.

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CASO — ALAN
Last Name — First Name

148 S. CAMDEN DR BH CA 90212
Address

otino@roadrunner.com — 310.488.2629
Email — Phone Number

Comment:
I BELIEVE THIS WILL GREATLY ALLEVIATE TRAFFIC CONGESTION AND ON CAMPUS GRIDLOCK. I AM COMPLETELY IN FAVOR OF THIS CONSTRUCTION SAFER FOR THE KIDS AND PEDESTRIANS PARKING FOR EVENTS AT SCHOOL

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Rundle — Rhonda
Last Name — First Name

10850 Alta View Dr., Studio City 91604
Address

rrundle@earthlink.net — (323) 654-0319
Email — Phone Number

Comment:
The project will significantly improve traffic flow and safety on Coldwater Canyon Blvd. Currently there is a serious risk of accidents and injuries, especially at rush hour. With careful landscaping, the parking structure will over time be reasonably integrated. But it's unclear how noise from the playing field as well as cars and exhaust fumes will affect the neighbors, especially those in homes above the field. Is there a way to mitigate those impacts?

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HANSEN — Last Name
GEOFFREY — First Name
4333 KRAFT AVE — SC, CA 91604 — Address
GBARGE2240@AOL.COM — Email
818 985 0019 — Phone Number

Comment:
~~THIS~~ MY ONLY QUESTION IS — ASIDE FROM THE CONSTRUCTION PERIOD - THIS FEELS LIKE IT WILL MAKE THE TRAFFIC BETTER ON COLDWATER — TRUE??

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Whitman — Last Name
Ann-Marie — First Name
4098 Elmer Ave., Studio City, CA 91602 — Address
— Email
818-766-6618 — Phone Number

Comment:
I am in favor of this project. I think the idea to get cars off the street and into the lot - with dedicated turn lanes - is fantastic. It can only help the traffic on Coldwater

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Stragg — Melanie
Last Name — First Name

1115 Coldwater Cyn, BH 90210
Address

melstrag@hotmail.com
Email — Phone Number

Comment:
I support this project & look forward to getting the kids off the street as well improving traffic patterns on Coldwater

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STEWART, JAMES & JENNY
Last Name — First Name

3142 Brookdale Rd, Studio City, CA 91604-4207
Address

jls.sep@gmail.com 323-650-5096
Email — Phone Number

Comment: As a studio city resident and former Vice President and Asst. to the President of the Walt Disney Company. I strongly support this plan of Harvard-Westlake to esse their parking needs and impove the flow of traffic on Coldwater Canyon. As the leading college prep school west of the Mississippi, they deserve our support.

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Belateche — Last Name
Lori — First Name
12078 Mound View Place — Address
LDBela@aol.com — Email
818-766-0182 — Phone Number

Comment: I think this is a project that will improve safety on Coldwater Canyon.

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HAILEY — Last Name
ELIZABETH F. — First Name
11747 CANTON PLACE STUDIO CITY — Address
efhailey@aol.com — Email
818-763-7827 — Phone Number

Comment: Church: As a member of St. Michael and All Angels Episcopal Church I am concerned about both the environmental and aesthetic impact of this plan. What will a 4-story structure do to the stability of the hillside? What will it do to the unobstructed mountain view we cherish? We are Harvard-Westlake's immediate neighbor and have always had an amicable relationship about the use of their parking lot for our Sunday services. But while neighboring businesses were informed by these

plans at an early stage, we were left completely in the dark. Obviously we are concerned about any future plans Howard Hughes may have for the current parking lot across immediately abuts our church. Our church, designed by the prominent midcentury architect, A. Quincy Jones, is one of the most architecturally significant in LA, and any new building right next to it would negatively impact its beauty.

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NAME	ADDRESS	PHONE	E-MAIL
Richard Niederberg		(323) 650-9600	LADESIGNERS@GMAIL.COM
LYNDA AL Fadel		(310) 275-9923	lafadel@roadrunner.com.
Mike Szymanski		~~(323)~~ 969-0328	mike@pabell.com
Rev. Dan Justin	3646 Coldwater Canyon Studio City 91604	818 763 9195	rector@stmikessc.org
MARGIE RANDOLPH	3901 COLDWATER CYN STUDIO CITY CA 91604	310 500 7255	MARGIERey7@yahoo.com
CARLOS VILLALTA			~~gaye@gayehow~~
Gaye Howard			gaye@gayehoward.com
Rhonda Rundle	10850 Alta View Dr. Studio City CA 91604	(323) 654-0319	rrundle@earthlink.net
Michael Thacher	"	(323) 654-0319	thacher@earthlink.net
Jackie Klein	"	310 4805317	Jackieklein3@gmail.com

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NAME	ADDRESS	PHONE	E-MAIL
STEVEN WEINSTEIN	11534 AMANDA DR STUDIO CITY CA 91604		spw@w-brothers.com
MAYA WINDHOLZ	11		maya.windholz@gmail.com
BARBARA ROBBIN	11201 SONA COLA DR STUDIO CITY, 91604		blrsc@hotmail.com
Ashley Hoppe	4804 Laurel Cyn #511 N.H. Ca	818 692-6204	AshleyHHoppe@aol.com
Richard C Adams	13022 Ventura SC 91604	213 447 1272	RAdams.cpht@SBCGlobal.net
Aaron Kowan	3663 potosi Ave Studio city	(818) 726-2301	Coolaaron21@yahoo.com
Missy & Bill Calvert	3848 Ethel Ave Studio City CA 91604	818 986-0849	missycalvert@hotmail.com bill.calvert@ubs.com
Beat Erik Ridgley	10968 Savona Rd. Bel Air 90077	310-927-4778	bridgleyeroadrunner.com
Debra & John Vanta	12248 Viewcrest Studio City	818-508-9621	DVT1059@Gmail.com
Janere Gerber	13011 Galewood St. Studio City, CA 91604	3/994-2767	janeregerber@yahoo.com

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NAME	ADDRESS	PHONE	E-MAIL
Peter Juzwiak	4109 Shadyslade Ave Studio City CA 91604	(818) 358-3400	pjuzwiak@jlpfirm.com
Sandra Klink	13007 Woodbridge St Studio City 91604	818/981-8008	sj.klink@gmail.com
David Connors	13346 Valley Vista Blvd Sherman Oaks, 91423	818-501-5538	david.connors@calstatela.edu
Jennifer Rothman	3958 Van Noord Ave Studio City 91604	818 988-4992	~~jrothman~~
XI ZHANG	5112 GOODLAND AVE Valley Village,	909 569 5377	weit@att.net
Susan + Lawrence			555LRB@gmail.com
Dan & Sara Shannan	12800 Halkirk St	(818) 762-0221	
Amy Lasser	4307 Beeman Ave. Studio City CA 91604	(213) 595 3698	
TOBEY VICTOR	1605 GILCREST DR. B.H. 90210	310 271-9868	TOBEYCV@MAC.COM
A Week	4315 Greenbush Ave Sherman Oaks 91423	818 5990150	apweeco@earthlink.net

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NAME	ADDRESS	PHONE	E-MAIL
P.A. Shellogg - SEAL	4032 VAN NOORD AVE Studio City 91604	818-990-5210	
Portia Collins		201 681-5375	
Lisa Carloss	4047 Beck Ave Studio City 91604	818-762-2033	lgcarloss@hotmail.com
FRANK BIRNEY	4018 COLDWATER CRN. STUDIO CITY CA 91604	818 752-6395	FBIRNEY@gmail.com
Sarah Boyd	3958 Van Nuys Ave SC 91604	818 988-4992	stboyd69@yahoo.com
SONIA JOHNS	12966 GALEWOOD ST	917 538-0152	SONIA.CHOI.DC@GMAIL.COM
Francis S. Hyde	3927 Goodland Ave	818-406-8032	timhyde1@me.com
ARDEN RYNEW SARI RYNEW	13027 GALEWOOD	818 501 7906	rynew@roadrunner.com
Bruce Eliot	3355 FRYMAN Rd Studio City		bmeliot@gmail.com
Denise Eliot	"	"	bmeliot@aol.com

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NAME	ADDRESS	PHONE	E-MAIL
Shirley Hahn	502 N. Hillcrest Rd BH.	310- [illegible] 858-2579	RHSH@earthlink.net
Nasreen Babakha	1237 Lachman Ln	310 454 -5915	lehrhoff@gmail.com
Cathy Tardio	12934 Galewood St		
Tom Tardio	"		
JON BROUSE	11930 VENTURA BLVD		JON@JONBROUSEAIA.COM
TOM HOLLAND			
KATHI " "	72952 Briarwood	818-355-0597	ITMBHolland@Hotmail.com
Elizabeth J. Hailey	11747 Canton Pl Studio City 91604	818-763-7827	ejhailey@aol.com
JOAN + HANK SVERDLOFF	12636 HORTON ST VALLEY VILLAGE CA 91607	818-984-0309	HSVERD37@AOL.COM
Nato Mendel	12965 Blairwood 91604	206 6606357	nymendel@yahoo.com

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NAME	ADDRESS	PHONE	E-MAIL
LISA SARKIN SCNC	4024 RADFORD AVE ED 2 Room 6 STUDIO city 91604	818/655-5400	LSARKIN @ STUDIOCITYNC.ORG
Donna Mann	3970 Van Noord Ave		manns355@aol.com
Kathryn Donohew	3976 Van Noord Ave	818	KDLPhotography@gmail.com
ALEX MORALES	13346 Valley Vista Bl. S. Oaks. 91423		aminla3e@gmail.com
Lori Belateche	12018 Mound View Pl Studio City, CA 91604	818-766-0182	LDBela@aol.com
Lynda Loretic	4123 Coldwater Cyn StudioCity		
Ann-Marie Whitman	4098 Elmer Ave. Studio City, CA 91602		
Diana Hanson	@ 3905 Van Noord Studio City CA 91604		diana@dianahanson.com
Melanie Staggs	1115 Coldwater Cyn, BH 90210		
JON BOORSTIN	4007 Avenida del Sol Studio City 91604		Jon.boorstin@gmail.com

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NAME	ADDRESS	PHONE	E-MAIL
Howard Lehnhoff	1237 Laemmen Lane,	Pacific Palisades CA	90272
Zachary Rynew	13027 Galewood St	310 428 6455	zrynew@ust.ucla.edu
Geoff Hansen	4333 Kraft Ave Studio City	8189850019	~~Geoff Barge224~~ BARGE224@AOL.COM
SHIRLEY & HAL ENGEL	13079 GREENLEAF STUDIO CITY	(818) 788-4618	SHIRLEYAENGEL @ YAHOO.COM
Michael Mann	3920 Van Nord Ave.	818-769-0077	
Karen Abrams	4038 Van Nord Ave	8/453-8576	
CARYN MAYNES	4113 KRAFT AVE., STUDIO CITY	(818) 508-4688	s.c.maynes@sbcglobal.net

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NAME	ADDRESS	PHONE	E-MAIL
L. BROCH	3961 ALCOVE AVE Studio City CA 91604		555 LRB@gmail.com
VEDRA TOTAGIAN	12838 HARKNESS ST STUDIO CITY, CA. 91604		VEDRA@ARTWORKSGALLERY.COM
Scott Maynes	4113 Kraft Ave. Studio City 91604		Scott@studiodesigns.com

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NAME	ADDRESS	PHONE	E-MAIL
Jim Stewart	3142 Brookdale Rd. Studio City, CA 91604	323.650.5896	jls.sep@gmail.com
Catherine Maynes	4113 Kraft Avenue Studio City, CA 91604	(818)508-4688	cs_maynes@sbcglobal.net

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NAME	ADDRESS	PHONE	E-MAIL
Tinar Jeff Lam	~~4028~~ 3816 Longridge Ave. SO	818 995-7090	canyon.living@gmail.com
STEVE WEINSTEIN	13076 DICKENS	818 625 9098	STEVE.SQUAREONE@GMAIL.COM
Dana Witt	366B Potosi Studio City	818 761-9770	dana kathryn22@yahoo.com
DAVID E. VAN IDERSTINE	10232 Mossy Rock Circle LA CA 90077	310 274 5432	davidvanidestine@sbcglobal.net
Meredith Reese			meredithannereese@gmail.com
ALAN + ALLYSON CAEO	148 S CAMDEN DR B.H. CA 90212	310-488-2609	allypjc@roadrunner.com
SCOTT OUELLETTE	4150 BECK AVE STUDIO CITY 91604	818 760-1005	SCOTTERO@AOL.COM
Dimitry Taver	3930 ave. del Sol S.C. 91604	818-842-6861	RosaWest@AOL.com.

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NAME	ADDRESS	PHONE	E-MAIL
David & Jana	13036 Galewood St. S.C. CA 91604	(818) 472-6658	
Tina Callas	13031 Greenleaf SC 91604		calset@aol.com
Leni Bourshn	4007 Avenida del Sol S.C. 91604	818 760 7620	lbourshn@layphil.org
GEOFF JOHNS	12966 Galewood	310-779-5797	geoffjohns@gmail.com

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NAME	ADDRESS	PHONE	E-MAIL
Jenny Stewart	3142 Brookdale Rd	323 650 5096	7jennystewart@gmail.com

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NAME	ADDRESS	PHONE	E-MAIL
Jim Johns	3975 VAN NOORD Ave Studio City, CA 91604		
Dani Staahl	PO Box 1134 Studio City CA 91614		
James David	3848 Avenida del Sol Studio City 91604		
Jack Witz	5409 Kathwin Av SO CA 9140(		
BARRY JOHNSON	4166 FARMDALE AVE. STUDIO CITY, CA. 91604		Djohnson4166@sbcglobal.net
Stan Kavas	3625 Coldwater Cny, Studio City		
William Fields	13835 Ordin Ranch Rd Valley Glen, 91401		5FIELDS@ATT.NET
Bill Wright	4139 Strohyglade Studio City CA 91604		WRIGHTDIVER@ROADRUNNER.COM
Keith Henry	Galewood St.		keithbh@earthlink.net
Sheri Kessel	13014 Ventura BLVD Stu City 91604		Bopgal17e yahoo.com