



Shadow Hills Property Owners Association

Dedicated To Preserving Rural Community

December 29, 2003

Maya Zaitzevsky, Project Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 763
Los Angeles, California 90012

Re: Canyon Hills Project
ENV-2002-2481-EIR
SCH No. 2002091018
October 2003

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CITY OF LOS ANGELES

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ENVIRONMENTAL
UNIT

Ms. Zaitzevsky,

We have some serious reservations about a proposed design feature for the waste-water connection system for the Canyon Hills Project as described in the Canyon Hills Draft Environmental Impact Report (heretofore to be referred to as the "DEIR") Page IV-L-10. Some of the sewer lines are planned to be suspended under some proposed bridges. We ask simply whether this concept has ever been utilized elsewhere and done so with no negative effects such as odor or leakage.

154-1

Different subject – natural gas infrastructure connections as addressed on page DEIR IV-K-7. We feel that the project developer should be held financially responsible not only for all necessary connection costs, but any and all expansion costs required by the Canyon Hills Project.

154-2

Different subject – Level of Significance after Mitigation of Aesthetics on Page DEIR IV-N-41. I quote: "Project impacts with respect to scenic vistas, scenic resources, and existing visual character would remain significant following implementation of the recommended mitigation measures." If destruction of scenic visual features cannot be mitigated, the project should not be approved as designed! Perhaps a reduction in the number of home units along with a marked reduction in grading would improve development aesthetics as seen from the I-210 and La Tuna Canyon Road which are the designated Scenic Corridors of the La Tuna Canyon. This means a reduction in the grading that cuts whole ridgelines into flattened building pads, a reduction in the grading that straightens to horizontal whole current skyline irregularities, maintaining as much of the natural landform terrain as possible and creating a site plan that removes home units from a silhouetting appearance to one of a "tucked-in" appearance throughout the project. This approach will not take away from the general rural ambiance of the Canyon.

154-3

Different Subject – The DEIR appears to consider the concept of “balanced grading onsite” a marvel of engineering ingenuity. Yes, it is nice to think that no dirt will have to be disposed of somewhere off-site, however when considering that the proposed project intends to grade 4,600,000 cu yds of dirt – cutting off whole mountain tops, filling in whole canyons, destroying natural landform terrain, destroying natural water-collection pathways with their limited Riparian Habitat upon which wildlife depends for forage and nesting - my amazement at this “marvel of engineering ingenuity” fades fast.

154-4

Different subject – Response to Alternative B presented in the DEIR beginning with Page VI-14. It is frightening enough to consider the traffic, the horrid picture of an essentially impossible complete evacuation in the event of a fire, etc. with vehicles from a full 280 homes as opposed to a mere (?) 211 of Development A of the proposed project entering and exiting the single ingress/egress of Development A. In all honesty, in an emergency situation, one does not think clearly enough to consider a secondary emergency exit that is not a regular daily ingress/egress road. All these vehicles are exiting the single access that emergency vehicles must use to enter. Alternative B, therefore, is absolutely and totally unacceptable.

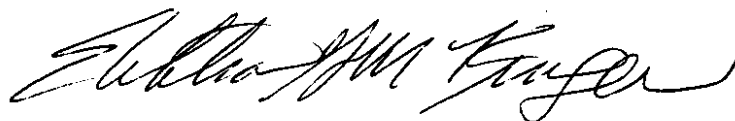
154-5

I quote from the DEIR Page VI-16 “Similar to the proposed project, it is anticipated that, without mitigation, this alternative (ie alternative B) could result in significant impacts in Development Area A due to the potential for rock fall, landslides and instability of cut slopes.” We have seen over and over again that potential rock falls, landslides and unstable cuts & fills **CANNOT BE MITIGATED!** How many times have we seen tragedies of loss of life and/or property as a result of heavy rains, ground vibrations from earthquakes – even ones centered many miles away and something as simple as a response to day-to-day natural stresses. **NO** home should be placed near any known rock fall area or landslide area whether considering Alternative B or the Proposed Project. And no cut or fill should be greater than 10 ft. Even something this minor could result in a real mess, but should not result in total loss of property and should not result in injury.

154-6

Different subject – A question about the estimated ADT of the Equestrian Park. The DEIR lists the estimated ADT as 14 (Pg VI-21). Where are these 7 horse trailers supposed to park? One atop the other in the two proposed available parking spaces? The Park is intended to be available to the public. Whitebird Inc. must realize that they are constructing a development in the heart of an equestrian corner of the City – three whole equestrian communities, all of which ride the Verdugos from time to time. Aside from, more than likely being underestimated, the available parking spaces will not adequately serve the ADT of the Equestrian Park.

154-7



Elektra G.M. Kruger, President
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