



Division of Land / Environmental Review

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DRAFT ENVIRONMENTAL IMPACT REPORT

VOLUME I (EIR THROUGH APPENDIX A)

BRENTWOOD–PACIFIC PALISADES COMMUNITY PLAN AREA

Stephen S. Wise Middle School Relocation Project

ENV-2003-4563-EIR

State Clearinghouse No. 2003101055

Council Districts 5 and 11

THIS DOCUMENT COMPRISES THE FIRST PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE FINAL EIR, WHICH WILL ALSO CIRCULATE FOR PUBLIC REVIEW AND COMMENT, WILL COMPRISE THE SECOND AND FINAL PART.

Project Address: Stephen S. Wise Middle School, 15900 & 16100 Mulholland Drive,
Los Angeles, CA 90049

Project Description: The project consists of the relocation of the existing 240-student Stephen S. Wise Middle School to a permanent location on the existing Milken Community High School (High School) campus, from currently leased facilities owned by the Bel Air Presbyterian Church, located approximately 0.52 mile west of the High School campus. The permitted enrollment of the Consolidated Middle School/High School site would be 240 Middle School students (grades 7 and 8) and 650 High School Students (grades 9 through 12), the same as currently permitted in the existing Stephen S. Wise Middle School and the High School. Proposed development for the Middle School consists of 30,000 square feet of classroom and ancillary space in four single-story structures. The Middle School would comprise 4.5 acres of the total 10.8-acre Middle School/High School campus.

The project also includes the development of physical education facilities and fields at a 2.8-acre nursery/pre-school site, located approximately 1,000 feet west of the proposed Consolidated Middle School/High School site, the Athletic Field site. The existing CUP for the nursery/pre-school permits 320 students at buildout. (A total of 290 students are permitted in the existing temporary buildings.) Under the proposed project, this facility, which is housed in several modular structures, would be permanently removed. Another component of the project includes minor improvements to the High School. Specifically, three existing balconies on the south side of the existing High School building would be enclosed for use as educational space, and a canopy would be added to the High School entrance and extended along walkways for protection during inclement weather.

APPLICANT:

Stephen S. Wise Temple

PREPARED BY:

**Environmental Review Section
Los Angeles City Planning Department**

July 2005

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July 14, 2005

NOTICE OF COMPLETION/AVAILABILITY
ENVIRONMENTAL IMPACT REPORT

EAF NO.: ENV-2003-4563-EIR

STATE CLEARINGHOUSE NO.: 2003101055

PROJECT NAME: Stephen S. Wise Middle School Relocation Project

PROJECT LOCATION/ADDRESS: 15900 & 16100 Mulholland Drive

PLANNING AREA: Brentwood-Pacific Palisades

COUNCIL DISTRICT: 5 & 11

DUE DATE FOR PUBLIC COMMENTS: *August 29, 2005*

A Draft Environmental Impact Report ("EIR") has been prepared to address the environmental impacts of the Stephen S. Wise Middle School Relocation Project as described below:

PROJECT DESCRIPTION: Conditional Use Permit and Director's Determination for Design Review Board recommendations and Plan Exception from the Mulholland Scenic Parkway Specific Plan, and other applicable discretionary and administrative permits to authorize the relocation of the existing Stephen S. Wise Middle School from its current temporary location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a permanent location on the Milken Community High School Site, located at 15900 Mulholland Drive between Sepulveda Boulevard and the San Diego Freeway (State Route 405). The two schools would occupy and share a Consolidated Middle School/High School site. Upon completion of the project, the Stephen S. Wise Middle School would continue to provide a co-educational, day school facility that serves grades seven and eight. The project would provide permanent and upgraded facilities to accommodate the educational needs of up to 240 middle school students on an underutilized portion of the existing High School site. The new Middle School would be up to 18.5 feet in height and would include approximately 30,000 square feet of floor area. Additionally, minor improvements would be made on the High School site, including the enclosure of three existing balconies and the addition of a canopy over existing walkways. The proposed project would also include the conversion of an existing nursery/pre-school site at 16100 Mulholland Drive to athletic fields to serve both the Middle School and High School students. The Athletic Field site was previously used by the Stephen S. Wise Nursery School program, which recently returned to its original, permanent location at the Stephen S. Wise Temple site east of the 405 Freeway.

REVIEW LOCATIONS AND COMMENT DUE DATE: The Draft EIR and File is available for review at the locations listed below. Written comments pertaining to content and adequacy of the analyses contained in the Draft EIR should be submitted **by August 29, 2005.** Please direct your comments to:

Nicholas Hendricks, Environmental Review Coordinator
Department of City Planning
Environmental Review Section
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Review Locations:

- 1) Encino-Tarzana Library, 18231 Ventura Blvd, Tarzana
- 2) Brentwood Library, 11820 San Vicente Blvd, Los Angeles
- 3) Central Library, 630 W. 5th Street (Downtown Los Angeles).
- 4) Department of City Planning, Valley Planning Division, 6262 Van Nuys Blvd., Suite 351
- 5) Department of City Planning, 200 N. Spring Street, Room 750 (City Hall, 7th Floor).
- 6) Department of City Planning's website - www.lacity.org/PLN; click on the following links: "Environmental" then "Draft Environmental Impact Report (DEIR)."

The Draft EIR may be purchased on CD-ROM for \$7.50 per copy. To purchase a copy, contact Nicholas Hendricks at (213) 978-1355.

Con Howe
Director of Planning



Nicholas Hendricks
Environmental Review Coordinator

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I. EXECUTIVE SUMMARY

I. SUMMARY

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123, this Environmental Impact Report (EIR) begins with a brief summary of the proposed actions and their consequences. More detailed information regarding the project and its potential environmental effects are provided in the following sections of this EIR. Please refer to the Table of Contents for guidance.

A. PROPOSED PROJECT

The project consists of the relocation of the existing 240-student Stephen S. Wise Middle School to a permanent location on the existing Milken Community High School (High School) campus. The Stephen S. Wise Middle School currently operates in leased facilities owned by the Bel Air Presbyterian Church and located at 16190 Mulholland Drive, approximately 0.52 mile west of the High School campus at 15900 Mulholland Drive. The permitted enrollment of the Consolidated Middle School/High School site would be 240 Middle School students (grades 7 and 8) and 650 High School Students (grades 9 through 12), the same as currently permitted in the existing Stephen S. Wise Middle School and the High School. Proposed development for the Middle School consists of 30,000 square feet of classroom and ancillary space in four, single-story structures.¹ The Middle School would comprise 4.5-acres of the total 10.8-acre High School campus. With relocation of the Stephen S. Wise Middle School to the High School site, use of the Bel Air Presbyterian Church property south of Mulholland Drive for a 240-student Middle School may continue.

The project also includes the development of physical education facilities and fields at a 2.8-acre nursery/pre-school site, located approximately 1,000 feet west of the proposed Consolidated Middle School/High School site, the Athletic Field site. The existing CUP for the nursery/pre-school permits 320 students at buildout. (A total of 290 students are permitted in the existing temporary buildings.) Under the proposed project, this facility, which is housed in several modular structures, would be permanently removed. Another component of the project includes minor improvements to the High School. Specifically, three existing balconies on the south side of the existing High School building would be enclosed for use as educational space,

¹ The 30,000 square feet of program floor area excludes non-program areas such as covered walkways, hallways, and awnings, as well as area excluded by Code.

and a canopy would be added to the High School entrance and extended along walkways for protection during inclement weather.

B. OVERVIEW OF THE PLANNING CONTEXT

The City of Los Angeles is the Lead Agency for the proposed project, pursuant to CEQA. This EIR has been prepared at the direction and under the supervision of the City of Los Angeles Department of Planning in accordance with the California Environmental Quality Act (CEQA)² and the Guidelines for California Environmental Quality Act (State CEQA Guidelines), as amended.³ An Environmental Assessment Form and Initial Study were prepared by the Lead Agency, which made the determination that an EIR would be required. A Notice of Preparation (NOP) for the EIR was then circulated for public and agency review on October 9, 2003. In accordance with CEQA, the period for receiving comments ended November 10, 2003. The Initial Study and NOP, in addition to comments received in response to the NOP, are contained in Appendix A of this EIR.

A Scoping Meeting to receive comments on the project was held on October 23, 2003. In response to public comments and other considerations, the Applicant has eliminated some of the project components described in the NOP. Specifically, a 25,000-square-foot, 400-seat performing arts center, which would have been located on the nursery/pre-school school site, is no longer a project component. Also, a proposed regulation-size soccer field has been replaced with smaller court, and track and field areas.

In accordance with Section 15121 of the State CEQA Guidelines, the purpose of the EIR is to identify all potentially significant effects of the project on the physical environment, to determine the extent to which those effects can be reduced or avoided and to identify and evaluate feasible alternatives to the project as proposed. Agency decision-makers will then use this information to take appropriate action on the project. The EIR, in itself, will not determine whether the proposed project will be approved.

In the Initial Study, the City determined that implementation of Stephen S. Wise Middle School project may, either by itself or in conjunction with past, present, and reasonably foreseeable future development in the vicinity, have significant effects in the following areas:

- Aesthetics

² *Public Resources Code Sections 21000-21178.*

³ *California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.*

- Cultural Resources (Archaeological and Paleontological Resources)
- Air Quality
- Biological Resources
- Geology/Seismic Hazards
- Hydrology
- Land Use
- Noise
- Transportation/Circulation
- Parking

The City determined that the project would not have the potential to cause significant impacts in the following areas: Agricultural Resources, Historic Resources, Hazardous Materials, Mineral Resources, Population/Housing, Recreation, Public Services, and Utilities. The areas determined potentially significant are addressed and evaluated in this EIR. Mitigation measures are provided to reduce potentially significant impacts.

C. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved include issues known to be of concern to the community and issues raised in response to the circulated NOP. Issues known to be of concern to the community include traffic and the location of the proposed Middle School access driveway and increased vehicular activity at the intersection of Walt Disney Drive/Mulholland Drive. Traffic at these and other intersections in the project area are analyzed in detail in this EIR. Access and safety issues relative to this intersection are specifically evaluated in this EIR. Other areas of concern raised during the NOP process regarded a performing arts center which has been subsequently removed from the project and is not addressed in this EIR.

D. ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

The EIR examined four alternatives to the proposed project: (A) No Project; (B) Ingress and Egress at Walt Disney Drive Alternative; (C) No Access at Walt Disney Drive Alternative;

and (D) Alternative Location. Each of these alternatives, together with a discussion of other alternatives that were rejected, is discussed in detail in Section V, Alternatives, of the EIR. A summary of each of these alternatives is provided below.

Alternative A: No Project

Under the No Project Alternative, the proposed project would not be approved and no development would occur within the project site. Thus, the physical conditions of the project site would remain as they are today. No new buildings would be constructed, none of the existing facilities would be expanded or improved, and the existing pre-school site, which is proposed for use as athletic fields for the Consolidated Middle School/High School site, would continue to function as a pre-school (as permitted for up to 320 students at buildout). Under the No Project scenario, the lease held by the existing Stephen S. Wise Middle School would terminate, and the Stephen S. Wise Middle School would be disbanded. The Stephen S. Wise Middle School would not continue to operate in any location. The existing Stephen S. Wise Middle School site, currently owned by the Bel Air Presbyterian Church, would be reoccupied as a 240-student middle school under the auspices of the Presbyterian Church or other entity unrelated to the Stephen S. Wise Middle School (Related Project No. 4).

Under the No Project Alternative, the significant and unavoidable air quality and noise impacts associated with project construction would not occur. Although no new impacts associated with operational air quality, biological resources, cultural resources, geology/seismic hazards, hydrology, land use, operational noise, and operational traffic would occur under the No Project Alternative, these areas are determined to be less than significant under the project, or reduced to levels that are less than significant with mitigation measures.

The No Project's environmental benefit in relation to the project's short-term construction air quality and noise impacts may be offset by the higher enrollment permitted on the project sites under existing conditions. With the continuation of the nursery/pre-school under the No Project Alternative, total permitted enrollment of the existing nursery/pre-school and High School would be higher than the total proposed enrollment of the Consolidated Middle School/High School and 340 more daily trips ends would occur. In addition, reductions in existing surface water runoff within the proposed Athletic Field site would not occur.

The small environmental benefit of the No Project Alternative in comparison with the proposed project would be offset by the Alternative's failure to meet the project's objectives to provide a permanent middle school facility that supports the cultivation of excellence in education and spiritual tradition and values; to provide a school facility that can support a well-rounded academic program that prepares students for higher education, as well as an intellectual grounding in the principles of Judaism; and to support student education through the provision of the latest education technology (e.g. computers in every classroom, teleconferencing, digital and

video capabilities, etc.). In addition, the No Project Alternative would not efficiently utilize lands currently under Stephen S. Wise Temple ownership for school needs; or consolidate the Middle School and High School on a single site to decrease the amount of physical facilities needed through beneficial sharing arrangements; or upgrade the quality of the students' educational facilities by relocating from the temporary educational facilities to new state-of-the-art facilities. As such, the No Project Alternative would not meet the underlying purpose of the project.

Alternative B: Ingress/Egress at Walt Disney Drive Alternative

Under Alternative B, Ingress/Egress at Walt Disney Drive, development of the Middle School structures and the athletic fields, enclosure of the High School balconies, and construction of the canopy would be identical to the proposed project. However, Alternative B assumes that full site access would be provided via a fourth (i.e., southerly) leg of Walt Disney Drive and that Zeldins Way would not be used by the Middle School for site access. However, Zeldins Way would still be used to provide ingress for the High School. In addition, this alternative assumes that roadway widening of up to 12 feet would occur along the south side of Mulholland Drive adjacent to the Consolidated Middle School/High School site to provide a second eastbound travel lane on Mulholland Drive so as to avoid a significant traffic impact at the Walt Disney Drive/Mulholland Drive intersection. This second eastbound travel lane would extend from the eastbound Mulholland Drive approach to the Walt Disney Drive intersection easterly to the existing bridge at the I-405 Freeway (a distance of approximately 2,000 feet).

As with the project, Alternative B would generate significant and unavoidable air quality and noise impacts associated with construction. However, the proposed widening of Mulholland Drive would somewhat increase these short term impacts. In addition, Alternative B would result in significant and unavoidable impacts associated with consistency with the Mulholland Scenic Corridor Specific Plan due to the proposed additional travel lane on Mulholland Drive to up to the I-405 bridge. Alternative B would also result in somewhat greater impacts associated with aesthetics, biological resources, and hydrology as a result of the widening of Mulholland Drive by up to 12 feet for approximately 2,000 feet. These impacts would remain less than significant. Impacts associated with cultural resources, geology, traffic and parking would be similar to those of the proposed project and would also be less than significant.

Alternative B would meet the development, design, and efficiency objectives of the project since the Stephen S. Wise Middle School would be relocated to a new permanent, state-of-the-art facility; the consolidation of the Middle School and High School on lands owned by the Applicant would occur; and the amount of physical facilities would be decreased through beneficial sharing arrangements.

Alternative C: No Access at Walt Disney Drive Alternative

Alternative C assumes that the Stephen S. Wise Middle School would be relocated to the High School campus and that the two campuses would be consolidated. Three balconies on the high school would be enclosed, the canopy would be constructed and offsite recreational fields would be developed, as proposed. However, no egress or ingress into the proposed Middle School campus would be permitted at the Walt Disney Drive/Mulholland Drive intersection. The Walt Disney Drive/Mulholland Drive intersection would remain in its existing three-legged configuration and the Zeldins Way/Mulholland Drive intersection would be relocated approximately 200 feet east of its current location and reconfigured to provide space for vehicle queuing for student pick-up and drop-off at the Consolidated Middle School/High School site, and to allow area for maneuvering buses and emergency vehicles. In addition, this alternative assumes that roadway widening of up to 12 feet along the south side of Mulholland Drive for approximately 1,500 feet from Zeldins Way extending east to the bridge at the 405 Freeway would be required. This widening would provide a second eastbound travel lane on Mulholland Drive so as to avoid a significant traffic impact at the Zeldins Way/Mulholland Drive intersection.

As with the project, Alternative C would generate significant and unavoidable air quality and noise impacts associated with construction. However, the proposed widening of Mulholland Drive would somewhat increase these short term impacts. In addition, Alternative C would result in significant and unavoidable impacts associated with consistency with the Mulholland Scenic Corridor Specific Plan due to the proposed additional travel lane on Mulholland Drive to up to the I-405 bridge. Alternative C would also result in somewhat greater impacts associated with aesthetics, biological resources, and hydrology as a result of the widening of Mulholland Drive by up to 12 feet for approximately 1,500 feet. These impacts would remain less than significant. Impacts associated with cultural resources, geology and traffic would be similar to those of the proposed project and would also be less than significant. Alternative C would require the removal of approximately 80 High School parking spaces, and create an internal vehicle conflict point between inbound and outbound vehicles that could result in the queuing of vehicles onto Mulholland Drive. When compared with the project, these attributes of Alternative C would result in impacts associated with parking and access that would be greater and that would be significant and unavoidable.

Alternative C would meet the development, design, and efficiency objectives of the project since the Stephen S. Wise Middle School would be relocated to a new permanent, state-of-the-art facility; the Middle and High Schools would be consolidated on lands owned by the Applicant; and the amount of physical facilities would be decreased through beneficial sharing arrangements.

Alternative D: Alternative Location Alternative

Alternative D, the Alternative Location alternative, assumes the construction of the Stephen S. Wise Middle School in another location. Under this alternative, it would be the intent of the Middle School to find an equivalent-sized property to accommodate classroom structures and athletic facilities in the same manner as the existing project sites. Under this alternative, the High School property and existing nursery/pre-school sites would remain in their existing uses and location, and the Stephen S. Wise Middle School would be constructed in another location. An alternative site would have to be conducive to an educational setting and surrounding uses must be generally compatible with the normal activities of a middle school. In addition, the site would have to be located within the greater Los Angeles area, and preferably within a reasonable distance of the existing campus, so as to continue to effectively serve the existing enrollment base. In addition, the availability of potential alternative properties and the relative ease of obtaining such a property must also be taken into account when considering alternate sites.

Although a site that could be reasonably acquired by the Temple was not identified, for purposes of the analysis, the most viable areas in which the project could be located are within the Mulholland Institutional Use Corridor and within the Sunset Boulevard Corridor in Westwood. Both of these general areas were deemed to be potential alternate sites due to the presence of a number of private schools in these areas. In addition, one specific alternative location within the Mulholland Institutional Use Corridor considered for the Middle School site is the existing nursery/pre-school site, an approximately 2.8-acre site, located approximately 1,000 feet west of the proposed Consolidated Middle School/High School campus. This location is the proposed Athletic Field site under the proposed project. Under this alternative, the athletic fields would be moved to the proposed Middle School site, adjacent to High School, and the proposed Middle School would be moved to the proposed Athletic Fields site.

Under Alternative D, significant and unavoidable environmental impacts associated with construction noise and air quality would be similar to the project, since the alternative location would likely be in the vicinity of other sensitive receivers (residences, schools, and other institutions). Impacts associated with traffic and circulation would be greater due to a longer busing and shuttling distance between the Middle School and High School and a net increase in vehicle trips to the extent that the existing nursery school site is not selected. Impacts associated with biological resources, cultural resources, geology and hydrology would be similar to those of the proposed project. Aesthetic impacts would be greater if the nursery/pre-school site were selected for the Middle School because size constraints would require greater density and less open space on this smaller site. Land use impacts would also be greater than under the proposed project since, in locating the Middle School adjacent to an existing high school, the project would maintain continuity and compatibility of use at this particular site.

The underlying purpose of the project is to consolidate the Middle School and High School on a single site owned by the Applicant and to decrease the amount of physical facilities needed through beneficial sharing arrangements. With the consolidation of the Middle School and High School on a single site, it is the intent of the project to provide for the efficient use of academic space and enhanced school programs; to allow students to walk to and from the respective schools (Middle School and High School), and to reduce or eliminate existing time-consuming bus travel between the schools. Alternative D would not meet the primary purposes of the project and would not reduce project's significant environmental impacts.

Environmentally Superior Alternative

Of the four alternatives analyzed in this EIR, the No Project Alternative is considered the environmentally superior alternative, as it would avoid potential construction-related significant air, and noise impacts that would occur under the project. The No Project Alternative would fail to meet any of the project's objectives to provide a permanent middle school facility and to consolidate the Middle School/High School campus. As such, the No Project Alternative would not meet the underlying purpose of the project and would not be a feasible development alternative.

The CEQA Guidelines (Section 15126.6) require that if a no project alternative is determined to be the environmentally superior alternative an environmentally superior alternative must also be identified among the remaining alternatives. None of the other alternatives would reduce the project's potentially significant construction impacts while meeting the primary objective of the project to consolidate the High School and Middle School campuses. Alternatives B and C involve the same scale of development as the project and, as with the proposed project, Alternatives B and C would incur significant air quality, and noise impact associated with construction. Also, as with the project, Alternatives B and C would generate impacts that are less than significant in relation to aesthetics, views, lighting, operational air quality, biological resources, cultural resources, geologic hazards, hydrology, operational noise and traffic.

However, in evaluating the effects of Alternatives B and C in altering the driveway access scheme into the project site (see the analyses of Transportation and Circulation in the discussion of each of these alternatives above), it was determined that these alternatives were not advantageous over the proposed project's access scheme. Both include widening of Mulholland Drive up to the bridge at the I-405 to add an eastbound travel lane. This widening would somewhat increase the significant short term impacts associated with air quality and noise. In addition, both Alternatives B and C would result in significant and unavoidable impacts associated with consistency with the Mulholland Scenic Corridor Specific Plan due to the proposed widening of Mulholland Drive to up to the I-405 bridge to provide an additional lane. Further, these alternatives include other features which are unfavorable as compared to the

proposed project. Alternative B would likely require the addition of a fourth phase to the traffic signal operations at the Walt Disney Drive intersection, thereby reducing the efficiency of operations. Alternative C would require the removal of approximately 80 High School parking spaces, and create an internal vehicle conflict point between inbound and outbound vehicles that could result in the queuing of vehicles onto Mulholland Drive. These attributes of Alternative C would result in significant and unavoidable impacts associated with parking and access. Although Alternative B is environmentally superior to Alternative C and D, when compared with the project, Alternative B would result in additional significant and unavoidable impacts associated with land use and somewhat greater impacts associated with aesthetics, air quality, biological resources, hydrology and noise as a result of the widening of Mulholland Drive by up to 12 feet for approximately 2,000 feet. Impacts associated with cultural resources, geology traffic and parking would be similar to those of the proposed project. Therefore, the proposed project would be environmentally superior to Alternative B.

With regard to Alternative D, the significant impacts related to the construction process (i.e., significant air quality and noise impacts associated with use of construction equipment and vehicles) under the project would not be avoided due to the presence of sensitive uses in the areas identified. No other significant impacts are associated with the project at the proposed Consolidated Middle School/High School site. In addition, to the extent that Alternative D does not displace the existing permitted nursery school use at the athletic field site, this Alternative would likely result in an significant and unavoidable impact associated with traffic intersection impacts. Since Alternative D would not be environmentally superior in relation to construction impacts or other issue areas, such as aesthetics, views, light and glare, operational air quality, biological resources, cultural resources, land use, operational noise, and traffic generation and would not meet the primary objective of the project to consolidate the Middle School and High School Sites, it is not considered more beneficial than or environmentally superior to the proposed project.

E. SUMMARY OF PROJECT IMPACTS

1. Aesthetics, Views, and Light and Glare

a. Environmental Impacts

(1) Aesthetics

The project sites are located in the Institutional Use Corridor of the Mulholland Scenic Parkway Specific Plan and are generally surrounded by other institutional uses, and some undeveloped land. Both of the project sites are currently developed with educational uses.

The Middle School is designed as four linked buildings paralleling Mulholland Drive, on a north-rising terraced site below the gradient of the street. The proposed buildings would feature varied-height, sloping roofs, stepped facades, and low profile buildings replicating the gradient changes on Mulholland Drive. All portions of the buildings would be single story, with a maximum height of 18.5 feet above finished grade. Building materials would be natural tones similar to the natural setting and other nearby uses and would be consistent with the general character of the institutional corridor. Natural landscaping on the northern portion of the site would provide a transition between the street, project buildings and courtyard/student area and would minimize the potential contrast with the surrounding setting and aesthetic character of the area. The proposed landscape plan at the Middle School site would consist of native plants and landscaping adjacent to Mulholland Drive and would include an informal arrangement of native plants and trees, with accent landscaping at the entrance to the site.

At the proposed Athletic Fields site, existing temporary classrooms would be removed and the site would be improved with a running track, grassy field areas, basketball/volleyball courts and batting cages. Those areas not containing grass (e.g., the track and courts) would contain natural toned playing surfaces. A 760-square-foot, 12-foot-high field house, containing washrooms and equipment storage rooms, would be located along the western edge of the site.

The project would be consistent with the aesthetics standards and policies of the Mulholland Scenic Parkway Specific Plan, including building heights, yard requirements, roofs, and allowable materials for fences, gates and walls. Among the proposed project actions is a request for a plan exception to allow buildings at the Middle School site to penetrate the Viewshed, as defined in the Mulholland Scenic Parkway Specific Plan. Granting an exception would not cause substantial adverse impacts, would be consistent with the general intent of the Specific Plan and would address that intent in the context of the unique circumstances of the project site. The project is consistent with the height limits otherwise applicable to the site (18.5 feet versus the allowed 40-foot limit), and the project has been designed to fit into the hillside with minimal effect on views. All buildings would fall below the grade of Mulholland Drive, and the building locations reduce the penetration to limited areas that are less visually accessible. Therefore, the project would be consistent with the general intent of the Viewshed provisions of the Specific Plan's Design and Preservation Guidelines.

Overall, implementation of project would not detract from the valued visual character of the community or area; introduce an inappropriate contrast between proposed project elements and existing features that embody the project area's valued aesthetic image; remove existing features that substantially contribute to the character or image of the area; or be inconsistent with the goals and policies of the Community Plan that are applicable to aesthetics.

(2) Views

The project sites, including the Consolidated Middle School/High School site and the Athletic Fields site, are visible from public and private locations in the area. Public views are generally those obtained by travelers along Mulholland Drive. Private views are originated from institutional uses such as schools and places of worship and a limited number of homes at more distant locations. The most notable view location in the area is Mulholland Drive, a scenic parkway. Other notable, public view locations are Sepulveda Boulevard, and I-405. In addition, limited public views and some private views are available from nearby and outlying hillside areas.

Views of and over the Middle School site from Mulholland Drive are extremely limited. The only notable view of the project site is from southbound Mulholland Drive, from approximately 400 feet north of Walt Disney Drive. From this location, viewers see the project site set into the depression below the Mulholland Drive roadway, its surrounding landscaping, and adjacent hillsides located to the north and east. From this perspective, the Middle School buildings would lie below the horizontal view line and no unique view resources would be blocked. In addition, the existing Middle School site is currently altered from its natural character and does not contain any features that would distinguish it as a unique view resource. The nearest major vista point, the Grove Major Vista Point is located 0.9 mile west of Sepulveda Boulevard. The project site is not visible from this vista point due to the winding road and intervening vegetation. Therefore, development of the Consolidated Middle School/High School site would not substantially obstruct a recognized or valued view currently enjoyed from a public roadway.

Views into the Athletic Fields Site from public and private vantage points are limited due to the vegetation surrounding the site, the steep upward slope along the eastern boundary of the site, and the screened fences along the western boundary. The proposed Athletic Field would be set back approximately 40 feet from Mulholland Drive at its closest point and would extend a maximum of 32 feet into the unutilized portion of the Mulholland Drive right-of-way. No prominent views would be blocked or altered as a result of the proposed outdoor uses in this location, and impacts would be less than significant.

(3) Light and Glare

Within the Middle School site, pole lighting would be installed along the internal roadway and parking area, and security lighting would be placed along the building and walkways. All outdoor lighting would be low-level and would be shielded and directed away from off-site areas. Landscape lighting would be directed downward and emit low illumination. The proposed project would not result in a change in ambient illumination levels as a result of

project sources. The Middle School's exterior would consist of natural colors and materials and non-reflecting standing seam metal roofs. Building materials for the balcony enclosures and field house would be non-reflective and would not produce substantial amounts of glare.

The proposed Athletic Field site would not introduce new sources of light that would substantially affect nighttime views or illuminate off-site, light-sensitive uses. Pole-mounted lighting that would be shielded and oriented to maximize light spread to the field area would be installed along the east and west sides of the playing areas. The lighting would be low-wattage, shielded, directed toward the playing fields to reduce off-site glare, and directed away from off-site areas to prevent spill over onto adjacent property. The athletic fields would operate primarily during daylight hours while school is in session. In the event that the fields are utilized during the evening, the hours of operation would be limited and, therefore, opportunities for impacts from lights would be minimal. Overall, the project would not introduce uses that would substantially illuminate adjacent, off-site, light-sensitive uses. Therefore, project impacts associated with light and glare would be less than significant.

b. Cumulative Impacts

Six related projects would be constructed within a similar time frame as the proposed project. The related projects are generally infill and would not involve substantial degradation of open space or views. Three of the related projects would be subject to the provisions in the Mulholland Scenic Parkway Specific Plan Design Review Board review, which would assure that these two related projects would not contrast with the overall character of the immediate area. All related projects would be analyzed on a case-by-case basis to determine their impact on aesthetics, views and light and glare. The related projects are not situated in visually contiguous areas and would not have a composite visual impact on views or visual quality. As with impacts of the proposed project, cumulative impacts associated with aesthetics, views, and light and glare would be less than significant.

c. Mitigation Measures

Impacts on aesthetics, viewsheds, and light and glare would be less than significant. However, the following mitigation measure is proposed to ensure that impacts associated with lighting would be less than significant.

Mitigation Measure A-1: Pole lighting within the Athletic Field site shall not be used after 9 P.M.

d. Level of Significance After Mitigation

Through the integration of environmentally appropriate architectural design and building and landscaping materials, the proposed project would complement the visual aspects of the project sites and would not significantly impact views or the visual quality of the site or the surrounding area. The proposed project would not result in a substantial change in ambient illumination levels as a result of project sources. In addition, the mitigation measure above will ensure that pole-lighting within the Athletic Field site will not be used after 9 P.M. Therefore, impacts to aesthetics, views, and light and glare would be less than significant.

2. Air Quality

a. Environmental Impacts

The construction and operation of the project would result in short-term construction emissions and long-term operation emissions. Since the proposed Middle School would be fully completed and operational prior to the demolition and redevelopment of the Athletic Field site, construction activity would not overlap between the two sites. Thus, no combined regional emissions from construction activities would occur. Daily construction-related regional emissions for the Middle School site would not exceed the SCAQMD daily significance thresholds for Reactive Organic Compounds (ROC), Carbon Monoxide (CO), or Sulfurs compounds (SO_x). In addition, the project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of dust and Particulate Matter (PM₁₀). However, construction of the Middle School would generate 120 to 125 pounds/day of Nitrogen compounds (NO_x), thereby exceeding the SCAQMD daily significance threshold of 100 pounds/day of NO_x. Thus, construction activity at the Middle School site would result in a significant short-term regional air quality impact. Maximum regional emissions at the Athletic Field site would not exceed the SCAQMD daily significance thresholds for NO_x, ROC, CO, PM₁₀, or SO_x. Therefore, construction activity at the Athletic Field site would result in a short-term regional air quality impact that is less than significant.

Localized PM₁₀ emissions generated from construction activity at the Middle School site would exceed the SCAQMD daily significance threshold level at the Curtis School during site preparation activity. Therefore, construction activity at the Middle School site would result in a significant localized PM₁₀ impact without incorporation of mitigation measures. Based on maximum localized emissions and sensitive receptors distances, localized construction emissions generated from construction activity at the Athletic Field site would not exceed the SCAQMD daily significance thresholds for NO_x or CO at all sensitive receptors. Localized PM₁₀ emissions would also be less than significant with the exception of the Mirman School during site

preparation activities. Therefore, the project would result in a significant localized PM₁₀ impact without incorporation of mitigation measures.

During long-term operation, the project is estimated to result in a net reduction of 340 trip ends per day when accounting for the CUP for the use of the Nursery School site that would no longer be utilized. Therefore, mobile emissions would decrease as a result of the project. Regional emissions resulting from the project would be well below the SCAQMD thresholds for CO, ROC, NO_x, PM₁₀, or SO_x and the project operations would not result in significant impacts associated with regional air quality emissions. The project would also be consistent with the goals and policies of the AQMP. Therefore air quality impacts associated with the operation of the project would be less than significant.

b. Cumulative Impacts

The project would result in a short-term regional construction impact for an O₃ precursor (NO_x), thereby contributing to a significant cumulative construction air quality impact since the Basin is non-attainment for O₃. However, the project would not contribute to a cumulative localized construction air quality impact associated with related projects.

Under SCAQMD criteria, the analysis of cumulative operational impacts focuses on determining whether the project is consistent with forecasted future regional residential or employment growth. The operation of the project would not increase employment relative to the Middle School and would not have a significant cumulative impact on regional air quality based on the SCAQMD's criteria. If all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative operational air quality impact would not occur.

c. Mitigation Measures

Mitigation Measures B-1 and B-2 are in addition to SCAQMD Rule 403 (Fugitive Dust) requirements to reduce localized PM₁₀ emissions during construction. Mitigation Measures B-3 and B-4 address regional NO_x emissions that exceed SCAQMD daily significance thresholds during construction. No mitigation measures relating to operations would be required.

Mitigation Measure B-1: Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Mitigation Measure B-2: Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure B-4: To the extent feasible, electric-powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

d. Level of Significance After Mitigation

Construction activities for the Middle School would exceed SCAQMD daily emission thresholds for regional NO_x, even after implementation of all feasible mitigation measures. Therefore, construction of the project would have a significant and unavoidable impact on regional air quality. With regard to localized emissions, the mitigation measures would reduce localized PM₁₀ emissions at the Curtis School and the Mirman School to below the SCAQMD localized significance thresholds. Therefore, construction of the project would result in impacts on local air quality that are less than significant at both project sites.

3. Biological Resources

a. Environmental Impacts

The project site is not located within a designated Los Angeles County Significant Ecological Area (SEA). Due to the lack of native vegetation and the absence of listed endangered, threatened, rare, protected, candidate, or sensitive species on the project site, the previously developed condition of the project sites and abundance of non-native ornamental landscaping, the project is not expected to result in the loss of individuals, or the reduction of existing habitat of a state or federally listed endangered, threatened, rare, protected, candidate, or sensitive species, or a reduction in a locally designated natural habitat community. The project is also not expected to interfere with habitat such that normal species behaviors are disturbed to the degree that may diminish the chances for long-term survival of a sensitive species. In addition, no riparian vegetation, sensitive natural community, waters or wetlands are present on the project site.

The project site does not appear to support regional movement of wildlife between the eastern and western portions of the Santa Monica Mountains, due to the densely developed areas to the north of the project site and the presence of large, arterial highways to the east. Regional wildlife movement is not occurring in the area of the Mulholland overpass and wildlife movement in this area for the purpose of crossing the I-405 Freeway would be unlikely. Since the proposed project is occurring within already developed areas of the current campus, significant impacts associated with wildlife corridors or other biological resources are not expected to occur.

Of the 19 oak trees located on the proposed Middle School site, a total of 11 oak trees would be removed for development. One oak tree would be removed from the Athletic Fields site. Oak trees would be replaced on a minimum two-to-one basis in accordance with City of Los Angeles Ordinance No. 153,478. With adherence to the Oak Tree Ordinance and with the implementation of mitigation measures, the project would not result in the loss of individuals or reduction of existing habitat of a locally designated plant community. Thus, the project's impact relative to on-site oak trees would be reduced to a level that is less than significant.

b. Cumulative Impacts

Since the six related projects consist of infill development on previously disturbed land, impacts on biological resources would not be significant. Related projects would be analyzed on a case-by-case basis for their impacts to oak trees pursuant to City of Los Angeles Oak Tree Ordinance. Thus, no cumulative impact to biological resources would occur.

c. Mitigation Measures

The following mitigation measures would apply to oak trees subject to the City of Los Angeles Oak Tree Ordinance (Ord. No. 153,478).

(1) Tree Protection Measures Prior to Construction

Throughout the construction period, the preserved oak trees shall be protected by fencing and signage. All contractors shall be made aware of the tree protection measures.

Mitigation Measure C-1: Communication: All construction work potentially impacting any protected oak tree shall be approved by, performed under the supervision of, and inspected by a certified arborist or registered consulting arborist. This arborist shall also oversee all maintenance work on the oak trees including irrigation, pruning and spraying. The on-site construction supervisor shall be responsible to ensure that all contractors, equipment operators, spotters,

assistants, or those directing operations in the area are fully informed of the oak tree protection practices. This shall include information on the oak tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

Mitigation Measure C-2: Fencing: Six-foot-high, brightly colored construction fencing secured to heavy-gauge posts 8 feet on-center shall be erected along the construction side of each oak tree. The protective fence shall be installed 5 feet outside of the drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line. The fence shall delineate the oak tree protection area and prevent unwanted activity in and around the oak trees. Construction personnel shall keep the fenced area clear of building materials, waste, and excess soil (ISA 2001). In addition, no digging, trenching, compaction, or other soil disturbance shall be allowed in or around the fenced area (ISA 2001). Tree protection signs shall be attached to every other post. An opening (or gate) in the fence shall be provided to allow access within the tree protection zone for tree maintenance purposes. All work within the fenced area shall be approved in writing and performed under the supervision of an arborist. The fence shall be maintained upright, taut and aligned at all times. Fencing shall be removed only after all construction activities are complete.

Mitigation Measure C-3: Irrigation: The oak trees shall not be irrigated during the summer or fall months prior to any root pruning.

(2) Protection Measures and Maintenance During Construction

Once construction activities have begun the following measures are recommended:

Mitigation Measure C-4: Equipment Operation and Storage: Heavy equipment operation around the trees shall be avoided. Operating heavy machinery around the root zones of trees would increase soil compaction, which decreases soil aeration and subsequently reduces water penetration in the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced tree protection zone, unless where specifically approved in writing and under supervision of the certified arborist.

Mitigation Measure C-5: Storage and Disposal: Supplies and materials, including paint, lumber, concrete overflow, etc., shall not be stored or discarded within the protection zone. All foreign debris within the protection zone shall be removed; it is important to leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrients. Draining or leakage of equipment fluids near retained trees shall be avoided. Fluids such as gasoline,

diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. Equipment shall be parked at least 50 feet away from retained trees to avoid the possibility of leakage of equipment fluids into the soil.

Mitigation Measure C-6: Grade Changes: Grade changes, including adding fill, shall not be permitted within the tree protection zone, without special written authorization and under supervision by the certified arborist. Lowering the grade within this area would necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the trees. Adding soil, even temporarily, on top of the existing grade would compact the soil further, and decrease both water and air availability to the trees' roots.

Mitigation Measure C-7: Moving Construction Materials: Care shall be taken when moving equipment or supplies near the trees, especially overhead. Tree damage shall be avoided when transporting or moving construction materials and working around the trees (even outside of the fenced tree protection zone). Above ground tree parts that could be damaged (e.g., low limbs, trunks) shall be flagged with red ribbon. If contact with tree crowns is unavoidable, the interfering branch(es) shall be pruned by a licensed tree trimmer experienced with oak trees using ISA standards.

Mitigation Measure C-8: Pruning: Unless unavoidable, trees shall not be pruned until all construction is completed. This will help protect the tree canopies from damage. All pruning shall be done under the direction of an ISA Certified Arborist and using ISA guidelines.

Mitigation Measure C-9: Root Pruning: Except where specifically approved in writing, all trenching shall be outside of the fenced protection zone. Roots primarily extend in a horizontal direction forming a support base for trees that are similar to the base of a wineglass. Where trenching is necessary in areas that contain tree roots, hand trenching or an air spade is recommended. Prune the roots using a Dosko root pruner or equivalent. All cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. The trench shall be made no deeper than necessary. If trenching within the tree protection zone is unavoidable, an air spade shall be used rather than mechanical trenching equipment. Any underground line within the tree protection zone shall curve so that no roots are impacted.

Mitigation Measure C-10: Irrigation: Approximately 48 hours before root pruning, the soil shall be irrigated to a depth of 3 feet. The liquid root stimulant "Root Concentrate" shall be added to the irrigation water prior to root pruning. This product helps the trees to regenerate root growth. Root Concentrate can be purchased from Target Specialty Products Inc. located in Santa Fe Springs,

California, 562/802-2238. Application of this product is best achieved in a dilution state via the use of a water truck. Follow “Root Concentrate” label instructions.

Mitigation Measure C-11: Once roots have been pruned (30 percent or more of the total root zone), the trees shall be irrigated for the first 12 months. The first irrigation shall be within 48 hours of root pruning, containing a liquid root stimulant such as “Root Concentrate.” For the first 12 months following root pruning, the soil shall be deep watered every two weeks during the summer and once a month during the winter (adjust accordingly with rainfall). One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of 3 feet. The soil should dry out between watering; avoid keeping a consistently wet soil.

Mitigation Measure C-12: One person shall be designated to be responsible for irrigating (deep watering) the trees. Check soil moisture with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that will distribute water slowly (so as to avoid runoff) and evenly throughout the fenced protection zone. If irrigated via a water truck, a 12-inch-high berm shall be built around the fenced area. Constructing several dividing berms within the fenced area (like spokes on a wheel) will help to distribute evenly the water within the irrigation zone.

Mitigation Measure C-13: Washing: During construction, the trees’ foliage shall be washed with a strong water stream every week in early hours before 10:00 A.M. to control mite and insect populations. Washing should include the upper and lower leaf surfaces and the tree bark.

Mitigation Measure C-14: Spraying: Following root pruning a preventative spray is recommended for insect control. Insects and other damaging organisms are attracted to and will proliferate in trees under stress. The spraying should be performed by a licensed applicator under the direction of a licensed pest control advisor.

Mitigation Measure C-15: Inspection: An ISA Certified Arborist shall inspect the oak trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre-construction baseline shall be submitted following each inspection. Photographs of the trees are to be included in the report on a minimum annual basis.

(3) Maintenance After Construction

Once construction is complete the fencing may be removed and the following measures performed to sustain and enhance the vigor of the oak trees.

Mitigation Measure C-16: Mulch: The natural duff layer under the trees shall be maintained. Additional mulch shall be added in areas where the natural duff layer is less than 3 inches. All mulch added shall be organic mulch such as wood chips, shredded bark, or pine needles. Avoid piling mulch up against the trunk of trees to avoid disease problems. The mulch helps condition the soil, moderates soil temperatures, maintains moisture, and reduces competition from weeds and grass.

Mitigation Measure C-17: Pruning: The trees will not require regular pruning. Pruning should only be done to maintain clearance and remove broken, dead or diseased branches. Pruning shall only take place following a recommendation by an ISA Certified Arborist and performed under the supervision of an ISA Certified Arborist. No more than 15 percent of the canopy shall be removed at any one time. All pruning shall conform to International Society of Arboriculture standards.

Mitigation Measure C-18: Irrigation: Beyond the 12 months following substantial root pruning, the trees should not require regular irrigation. However, soil probing shall be performed to accurately monitor moisture levels. Especially in years with low winter rainfall, supplemental irrigation may be necessary. If recommended by the appointed arborist, trees should be irrigated only during the winter and spring months. Once native oaks are placed in an improved landscape setting, there is a greater concern for over watering than under watering.

Mitigation Measure C-19: Other Plant Material: There shall be no additional plants installed within the drip line of an oak tree. A minimum 30-inch dry zone shall be maintained around tree trunks.

Mitigation Measure C-20: Washing: Periodic washing of the foliage is recommended even after construction. This shall be completed twice a year (early June and late August) with a high-powered hose only in the early morning hours. Washing shall include the upper and lower leaf surfaces and the tree bark. Washing will help control dirt/dust buildup that can lead to mite and insect infestations.

Mitigation Measure C-21: Spraying: Because of the impact that trees will sustain during construction, trees may require regular application of insecticides to

prevent the intrusion of bark-boring beetles and other invading pests. An ISA Certified Arborist shall develop a preventative spraying program once the extent of construction activity is known. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor.

Mitigation Measure C-22: Inspection: The oak trees impacted by construction shall be monitored by an ISA Certified Arborist, appointed by the Recreation and Parks Department, for the first five years after construction completion. The Arborist shall submit an annual report with photographs and comparisons of current tree health and condition to original, pre-construction baselines.

Mitigation Measure C-23: Compliance with the Migratory Bird Treaty Act (MBTA): Due to some sizeable trees and shrubs occurring within and adjacent to the Sites, removal of any large trees and large vegetation (i.e., large branching shrubs) shall take place outside of the nesting season (February 15–August 15) in accordance with the MBTA. If such removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) shall be established until the fledglings have left the nest.

d. Level of Significance After Mitigation

With incorporation of the mitigation measures, no significant impacts to biological resources would occur as a result of the proposed project.

4. Cultural Resources

a. Environmental Impacts

The South Central Coastal Information Center's records search concluded that no prehistoric or historic archaeological sites were identified in the project sites or within a 0.5-mile radius of the project area. In addition, the project sites have been previously graded and contain shallow fill. Thus, the potential for the discovery of unique or important archeological resources is considered low and impacts would be less than significant.

Implementation of the project would require some excavation and grading to modify the existing topography. Within both sites, areas to be developed have been previously disturbed by grading and development activities. However, construction activities have the potential to directly or indirectly destroy a unique paleontological resource if excavation into any underlying marine Late Miocene Monterey Formation bedrock, also known as Modelo Formation bedrock, is

required. The Modelo Formation is known to contain a broad range and magnitude of vertebrate fossils. If Modelo formation bedrock were excavated or breached, the probability of encountering remains of fossil marine vertebrates would be high. With implementation of the proposed mitigation measures, potential impacts associated with paleontological resources would be reduced to levels that are less than significant.

b. Cumulative Impacts

Cumulative impacts associated with archeological resources would be less than significant since, like the proposed project, each of the related projects would be required to comply with state regulations, in the event that archeological resources are found. The potential for damaging any paleontological resources during construction would be similar for all related projects, since the Modelo formation bedrock commonly occurs throughout the Santa Monica Mountain region. With the implementation of the proposed mitigation measures, project impacts associated with paleontological resources would be less than significant. It is expected that the related projects, as a function of the mandatory environmental review process, would also implement appropriate mitigation measures to address paleontological resources on a case-by-case basis, if deemed necessary. Therefore, cumulative impacts associated with archaeological and paleontological resources would be less than significant.

c. Mitigation Measures

With implementation of the following mitigation measure, potential impacts on paleontological resources would be reduced to a level that is less than significant.

Mitigation Measure D-1: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the project site where excavations into bedrock material of the marine Late Miocene Monterey Formation (also known as the Modelo Formation) may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections will be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

Mitigation Measure D-2: If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage.

Mitigation Measure D-3: At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

Mitigation Measure D-4: Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository.

Mitigation Measure D-5: Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.

Mitigation Measure D-6: If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

d. Level of Significance After Mitigation

With the implementation of the mitigation measures listed above, no significant unavoidable adverse impact associated with paleontological resources is anticipated. Although the occurrence of archaeological resources is not anticipated, any archaeological findings would be subject to State of California regulatory requirements. With the implementation of state statutes, no significant archaeological impacts would occur as a result of the proposed project.

5. Geology/Seismic Hazards

a. Environmental Impacts

Project development would require grading (site preparation) and excavation for the removal of existing foundations and placement of new foundations. Earthwork for the Middle School would require 29,000 cubic yard of cut material, 5,800 cubic yards of fill material and an additional 6,000 cubic yards of removed foundation material, resulting in a total of 29,200 cubic yards of exported material. Construction of the Athletic Fields would require 2,600 cubic yards of cut material, and 1,200 cubic yards of fill material, resulting in removal from the site of 1,400 cubic yards of exported material. The project sites have been previously graded and

impacts associated with the destruction or permanent loss of any prominent geologic or topographic feature would be less than significant.

The proposed Middle School site is underlain by bedrock of the Modelo Formation beneath shallow fill soils. The Modelo Formation has the potential to be highly expansive when oxidized and acidic and highly corrosive to ferrous metals, copper and concrete. Therefore, expansive and corrosive bedrock and fill soils could cause distress to building foundations, slabs, walkways and pavement at the site. In accordance with geologic recommendations, buildings would be supported on drilled cast-in-place concrete piles and the floor slabs would be structurally supported with a void (e.g., crawl space) beneath the floor. As such, corrosive, expansive soils would be addressed and the proposed Middle School project would not cause or accelerate geologic hazards associated with soils.

The west-facing slope of the Middle School site along Sepulveda Boulevard generates loose debris from the weathering of bedrock materials. This slope would continue to generate soil and rock fragments downslope and would likely regress upslope into the building pad unless measures are implemented to stabilize the slope. The project would incorporate a retaining wall with a catchment fence as recommended in the geotechnical report. A potential slope stability hazard would also be addressed through correction of the drainage at the top of the slopes. The geotechnical report for the proposed Athletic Fields site also recommends construction methods to promote slope stability as well as specifies foundation types, excavation procedures, and location of piles. With the implementation of project design features and additional recommendations provided in the site-specific geotechnical reports, the proposed project would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury or constitute a geologic hazard to other properties by accelerating instability from erosion. Therefore, impacts related to slope stability would be less than significant.

The project sites are not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or a Seismic Hazard Zone. Risk of strong ground motion at the project sites would be no greater than at other sites in the region. The proposed Middle School buildings should perform satisfactorily when designed and constructed according to Los Angeles Building Code and California Geologic Survey requirements. The potential for ground rupture due to faulting is considered remote. The project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Therefore, impacts related to seismic hazards would be less than significant.

b. Cumulative Impacts

Cumulative impacts associated with geologic and seismic issues are typically associated with massive excavation projects on contiguous sites or cumulative development in an area of geological vulnerability, such as fault rupture zones, liquefaction areas, or areas of known instability. Of the six related projects, (Related Project 4) is located at the current Stephen S. Wise Middle School site, west of the proposed athletic fields site. Related Project 4, and other related projects, are sufficiently removed from the project sites that separate development of each area would not cause cumulative geologic hazards. In addition, the project and related project sites are mutually located in areas of high seismic risk or geologic instability. Adherence to applicable building regulations and standard engineering practices would ensure that geologic and seismic impacts would be less than significant on the individual sites. Therefore, the proposed project and related projects would not contribute to a cumulative impact related to geologic hazards.

c. Mitigation Measures

Mitigation Measure E-1: The Applicant or its contractor shall incorporate the recommendations detailed in the site-specific geotechnical investigations prepared for the proposed project, as approved by the City of Los Angeles.

d. Level of Significance After Mitigation

With implementation of the project design features as well as the mitigation measure, significant impacts associated with geology and seismic hazards would not occur as a result of the proposed project.

6. Hydrology**a. Environmental Impacts****(1) Construction Phase**

Development of the proposed Middle School site would require the removal of and existing grass playing field, basketball courts, bleachers, and storage structures currently serving as recreational facilities for the existing High School site. The Middle School project is likely to be under construction during portions of the rainy season, October 1 through April 15, as well as during the dry season. As such, construction of the Middle School would temporarily increase the potential for soil erosion and increase the turbidity of runoff from the site. However, the proposed project would be required to prepare a Notice of Intent (NOI) and Storm Water

Pollution Prevention Program (SWPPP) to comply with the State National Pollution Discharge Elimination System (NPDES) General Construction Permit as well as to comply with local City of Los Angeles requirements regarding construction activities, including erosion control. As part of these requirements, Best Management Practices (BMPs) would be implemented that would serve to minimize sedimentation, reduce or eliminate other pollutants in stormwater runoff, and reduce or eliminate non-storm water discharges. With the implementation of the SWPPP erosion control plan and associated BMPs, construction activities would not result in or produce a substantial change in the current or direction of water flow or cause pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code, or cause regulatory standards to be violated. As such, impacts associated with hydrology during the Middle School's construction phase would be less than significant.

The proposed Athletic Fields project would require the removal of the existing nursery/pre-school structures, building foundations, play areas, driveway, and parking area. Development of the site would require grading of approximately 2,600 cubic yards of cut material, and 1,200 cubic yards of fill material. As with the Middle School project, a SWPPP erosion control plan and associated BMPs would reduce wet weather erosion and off-site sedimentation to acceptable levels. Therefore, impacts associated with hydrology during the Middle School's construction phase would be less than significant.

(2) Operations Phase

With development of the Middle School, the total impermeable area would increase and storm water runoff during the operation of the project would incrementally increase. Storm water discharges from the Middle School site and the hillside at the west of the site would be conveyed through a closed pipe to Sepulveda Boulevard in two locations, one near the tunnel at the north and another at the southerly end of the project. Discharges generated from the middle portion of the project site would be conveyed through surface and pipe flows toward Milken High School where it would join the existing storm drain at that site. The discharge characteristics of this tributary would be such that the generated discharge not exceed $Q_{50} = 5.5$ CFS from the site to Sepulveda Boulevard

The discharges from the most northerly drainage area, which will be conveyed from the site to Sepulveda Boulevard, including the hillside to the west will be $Q_{50} = 21.4$. The discharge from the developed portion of this area would be run through a proposed detention basin, where $Q_{50} = 2.6$ would be detained and $Q_{50} = 1.4$ CFS would be let out into Sepulveda Boulevard. The discharge from the developed portion of the southerly end of the project would be run through a second detention basin, where $Q_{50} = 3.5$ CFS would be detained, and $Q_{50} = 0.5$ would be let out into Sepulveda Boulevard. Through these two detention basins the total quantity of water on Sepulveda Boulevard at the south end of the project site is calculated to be 44.9 CFS, which is 0.1 CFS less than the existing discharge of $Q_{50} = 45$ at the same point.

Storm water that currently runs down the steep hillsides on the west portion of the Middle School site would be untouched by the project. A debris wall to be constructed along Sepulveda Boulevard will capture this runoff and would reduce erosion potential. In accordance with the SUSMP, the Applicant would be required to provide proof on ongoing maintenance and adherence to all BMPs listed in the project's approved hydrology report.

With the implementation debris basins along Sepulveda Boulevard and installation of a new on-site drainage system, water runoff conditions would be improved in relation to existing conditions and would not increase the potential for harmful or damaging flooding in a 50-year storm event. With the implementation of the SUSMP, development of the property would reduce existing pollution and contamination and would not create a nuisance as defined in Section 13050 of the California Water Code. The development of the project would be conducted in accordance drainage plans, reviewed and approved by the regulatory agency in accordance with RWQCB and city code requirements. The project would not cause regulatory standards to be violated or result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow. Therefore, impacts associated with surface water quality and hydrology would be less than significant.

The proposed Athletic Fields project would replace existing structures and impermeable asphalt areas with permeable parking lot and playing fields and a 760-square-foot field house. The developed area of the site is primarily 90 percent impermeable under existing conditions. Therefore, storm water discharge would be reduced. Post-development drainage plans would be subject to review and approval by the City of Los Angeles Department of Public Works. With the development of the site, drainage from the hill, which ascends above the south section of the site, would continue to be conducted by concrete drains to the existing storm drain with no change. The proposed athletic fields and related facilities would all drain to the existing storm drain that was installed for the previous school facility. Due to greater permeability of the soil as a result of the new grass playing field and other non-impervious surfaces, the volume of water that would be conveyed through the storm drain from this site would be reduced from Q50 = 28.3 CFS to Q50 = 26.8 CFS.

As a design feature of the project, all water from the site will be collected in catch basins, which would be fitted with settlement trap and filters. The catch basins would filter runoff water within the site to remove pollutants and debris, before the water conveyed to the existing storm drain, would be filtered. Water quality to the existing storm drain would be significantly improved.

Water runoff from the Athletic Fields site would be reduced in relation to existing conditions and would not increase the potential for harmful or damaging flooding in a 50-year storm event. The project hydrology report and post-development drainage plans would be subject to review and approval by the City of Los Angeles Department of Public Works. As with

the Middle School project, a SUSMP for the operational life of the Athletic Fields project would be required. The SUSMP would ensure that storm water pollution is addressed through BMPs in the design phase of development. With the implementation of the SUSMP, development of the property would reduce existing pollution and contamination and would not create a nuisance as defined in Section 13050 of the California Water Code. The development of the project would be conducted in accordance drainage plans, reviewed and approved by the regulatory agency in accordance with RWQCB and city code requirements. The project would not cause regulatory standards to be violated or result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow. Therefore, impacts associated with surface water quality and hydrology at the Athletic Fields Site would be less than significant.

b. Cumulative Impacts

The proposed Middle School site would generate an incremental increase in runoff and the proposed Athletic Fields site would reduce runoff in relation to existing conditions. Runoff from the proposed Middle School site is conveyed into the exiting curb and gutter system in Sepulveda Boulevard and runoff from the proposed Athletic Fields site is conveyed into Mulholland Drive. Project impacts related to drainage and surface water quality would be localized on-site and would not affect any offsite areas associated with the six related projects. Cumulative development in the area would, however, increase the overall potential for increases in surface water runoff and a decline in surface water quality. Nevertheless, as with the proposed project, adherence to Best Management Practices required by the RWQCB and the City of Los Angeles Department of Public Works, would improve water quality, reduce erosion, and minimize runoff impacts. Therefore, cumulative impacts associated with drainage and surface water quality would be less than significant.

c. Mitigation Measures

Impacts associated with surface water runoff and water quality would be less than significant, and no mitigation measures would be required.

d. Level of Significance after Mitigation

Through the implementation of erosion control plans, Best Management Practices, and water filtering and flood control devices, as proposed, development of the property would not increase existing pollution and contamination, create a nuisance as defined in Section 13050 of the California Water Code, cause regulatory standards to be violated, and result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in

the current or direction of flow. Therefore, impacts associated with surface water and hydrology would be less than significant.

7. Land Use

a. Environmental Impacts

The proposed project is located within the boundaries of the Brentwood-Pacific Palisades Community Plan and the Mulholland Scenic Parkway Specific Plan. The Specific Plan designates an Inner Corridor, a 500-foot-wide buffer zone on both sides of Mulholland Drive in which the project sites are located. The Inner Corridor is subject to numerous regulations that address use, building design, construction procedures, building heights, building size and placement, and setbacks. The Specific Plan also designates the sites as lying within the Institutional Use Corridor, which provides for uses such as schools, religious institutions, and accessory buildings.

The project sites are located in the RE-40 zone, which allows private schools under a Conditional Use (CU) permit. Under the proposed project, the approval of a new CU to permit the Middle School within the existing High School site and to allow the nursery/pre-school site to be converted to athletic fields is proposed. Such approval requires a determination that the project is consistent with environmental protection findings established in the Specific Plan. Other project actions include approval by the Mulholland Scenic Parkway Design Review Board.

The proposed project includes a request for a plan exception to allow building structures at the Middle School site to penetrate the “Viewshed,” a visual field within the Inner Corridor, defined by a seven degree angle from four feet above the edge of Mulholland Drive. Visible structures are not to penetrate the Viewshed unless the Director of Planning approves the project, subject to a determination that a project is otherwise consistent with allowable height limits and that a project is designed to complement the view from Mulholland Drive. Granting an exception would not cause substantial adverse impacts, would be consistent with the general intent of the Specific Plan and would address that intent in the context of the unique circumstances of the project site. The building height and visual quality analysis of the project in Section IV.A, Aesthetics, demonstrates that the project is consistent with the height limits otherwise applicable to the site, and the project has been designed to fit into the hillside with minimal effect on views.. Further, all off the project components (i.e., Middle School, balcony enclosures, canopy, and Athletic Field) would be consistent with relevant regional policies and general community policies established in the Brentwood-Pacific Palisades Community Plan. In addition, all of the project components would be consistent with the provisions of the Mulholland Scenic Parkway Specific Plan; and consistent with applicable zoning regulations. The proposed CU would result in a reduction in student activity permitted at the project sites.

Therefore, the project would not be in substantial conflict with either the adopted Community Plan or with the whole of relevant environmental policies in other applicable plans. Impacts regarding the regulatory framework would be less than significant.

The proposed educational uses would be compatible with existing religious institution, school, and school-related athletic land uses in the vicinity. Specifically, the proposed building heights would be consistent with existing building heights in the project vicinity. The project site is isolated from residential neighborhoods by distance, terrain, and other institutional uses. Therefore, the project would not adversely change the existing relationships between numerous land uses or properties in an established neighborhood or community or have the long-term affect of adversely altering a neighborhood or community through ongoing disruption, division or isolation. Impacts associated with land use compatibility would be less than significant.

b. Cumulative Impacts

The six related projects include the infill and expansion of existing uses. Related Projects 1, 2, 4, 5, and 6 are also institutional uses and Related Project 3 is a state park. All of the related projects are consistent with the underlying land use designations and none would alter existing land use relationships in their general vicinity. These projects would be subject to policies and regulations similar to those of the proposed project and, as with the proposed project, related projects would be consistent with applicable Community Plan and Specific Plan policies and regulations. As such, these projects would not create cumulative inconsistencies with the governing land use plans. None of the related projects would have the long-term affect of adversely altering an established neighborhood or community through ongoing disruption, division or isolation. Therefore land use impacts associated with the regulatory framework or compatibility would be less than significant.

c. Mitigation Measures

The project would not have an adverse impact on the relationship between uses in the area. Proposed project actions include project reviews and approvals to ensure that the project is consistent with all land use policies and regulations. With the implementation of the entitlement actions, no further mitigation measures would be required.

d. Level of Significance After Mitigation

Proposed entitlement actions include project reviews and approvals to ensure that the project is consistent with all land use policies and regulations. With the finding of conformity by the Director of Planning and the implementation of conditions of approval associated with proposed entitlement actions, the project would be consistent with the intent of the governing

land use plans. The project would also be consistent with land use compatibility thresholds. Therefore, no adverse land use impacts would occur and no further mitigation measures would be required.

8. Noise

a. Environmental Impacts

Schools, religious institutions, residential uses, and parks are considered sensitive receivers, which would be significantly impacted by an increase in ambient noise levels of greater than 5 dB. Construction noise from the use of heavy equipment such as bulldozers, backhoes, cranes, loaders, concrete mixers, and delivery trucks may increase ambient noise levels at sensitive receiver locations in the area. Projected construction noise from the Middle School Site would increase ambient levels by approximately 3.9 dBA at the Curtis School and by approximately 1.5 dBA at the Berkeley Hall School. Since these noise levels would not result in a 5-dB increase in presumed ambient noise levels, impacts would be less than significant. However, construction-related noise levels would exceed the presumed ambient noise levels by 9.6 dBA at the Skirball Cultural Center, resulting in a significant impact at that sensitive receiver location. Also due to its proximity to the proposed Middle School site, ambient levels would increase by more than 5 dB at the existing High School.

Projected construction noise at the Athletic Fields site would increase ambient noise levels by approximately 26 dBA at the Mirman School, 19.1 dBA at the Berkeley Hall School, and 16.6 dBA at the Bel Air Presbyterian Church. Since these noise levels all result in greater than a 5-dB increase in the presumed ambient noise levels, construction noise impacts would be significant. An increase in ambient noise levels above 5 dB from the construction at the Athletic Field site would not occur at the Westland School, Curtis School, or at any park or residential uses.

During the operation of the project, noise may emanate from parking lots and recreation fields. Parking lot noise increases would not exceed 1.2 dBA at the Middle School site and 3.0 dBA at the Athletic Fields site. The greatest composite noise of increase due to parking lot and outside activities would be 3.5 dBA CNEL at the Mirman School, where the CNEL could potentially increase from 59.6 dBA to 63.1 dBA. The composite increase in daytime average L_{eq} (1-hour) at all other receiver locations would be 0.7 dBA or less. Potential noise impacts associated with the operation of the project would be less than significant.

b. Cumulative Impacts

Construction and operational noise would be generated by the six related projects. Since the timing of construction activities for the related projects is not known, quantitative analysis that assumes multiple, concurrent construction projects would be speculative. However, it is possible that construction could take place simultaneously at the project's Athletic Field site and Related Project # 4 (12600 Mulholland Drive). In this case, construction-related noise levels at the Mirman School, the Berkeley Hall School, and the Bel Air Presbyterian Church would be 5 dBA above the City's presumed noise level of 50 dBA. Therefore, it is assumed that a cumulative construction-period noise impact would occur.

Related projects are not anticipated to result in composite operational noise increases in the immediate project locale due to their distance from the project site. Noise generated on the project site during project operation would be localized and, therefore, would not contribute to any cumulative noise outside the immediate vicinity of the site.

c. Mitigation Measures**(1) Construction**

As noise associated with on-site construction activity would have the potential to result in significant impacts at the Middle School and Athletic Field sites, the following measures are recommended to minimize construction-related noise impacts:

Mitigation Measure H-1: To the extent feasible, construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise levels.

Mitigation Measure H-2: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited, to the extent feasible.

Mitigation Measure H-3: The construction staging area shall be located as far as feasible from sensitive receivers.

Mitigation Measure H-4: An 8-foot temporary sound barrier shall be erected along the eastern edge of the Middle School site such that the "line of sight" between construction activity and the High School is obstructed where feasible.

Mitigation Measure H-5: A 6-foot temporary sound barrier shall be erected along the western edge of the Athletic Field property boundary such that the "line of sight" between construction activity and the Mirman School is obstructed.

(2) Operations

No noise impacts would result from long-term project operations. However, the following mitigation measure is proposed to ensure that noise from outdoor activities would be less than significant:

Mitigation Measure H-6: Amplified sound devices such as loudspeakers, shall not be used outdoors within the Middle School or Athletic Field sites.

d. Level of Significance After Mitigation

Implementation of an 8-foot temporary sound barrier at the Middle School site would decrease construction noise by approximately 10 dBA at the High School. However, construction noise levels from the proposed Middle School would still exceed ambient conditions by more than 5 dBA at the High School and Skirball Cultural Center. Implementation of an 8-foot temporary sound barrier at the Athletic Field site would decrease construction noise levels at the Mirman School by 5 dBA. However, such noise levels would remain significant. Thus, construction noise impacts would continue to be significant and unavoidable. Implementation of Mitigation Measure H-6, above, would ensure that no significant noise impacts would result from long-term project operations.

9. Traffic, Circulation, and Parking

a. Traffic and Circulation

(1) Environmental Impacts

The proposed project would generate 3,115 trip ends a day, including 819 A.M. peak-hour trips and 570 P.M. peak-hour trips. Compared with the existing High School and existing nursery/pre-school, which currently generate 3,455 trip ends a day, including 809 A.M. peak-hour trips and 640 P.M. peak-hour trips, the project is expected to generate 10 net new vehicle trips (20 more inbound and 10 fewer outbound) during the A.M. peak hour. During the P.M. peak hour, a net reduction of 70 vehicle trips (34 fewer inbound and 36 fewer outbound) is expected to occur. Over a 24-hour period, a reduction of 340 trip ends per day (170 fewer inbound and 170 fewer outbound trips) is forecast.

The impacts of the project on traffic operations were determined by evaluating the impacts of adding the project trips during the A.M. and P.M. peak hours to the traffic conditions that would occur during the future 2007 condition without the project. The increment of change was compared to the significance threshold to determine whether the impacts would be

significant. Application of the City's threshold criteria to the With Proposed Project scenario indicates that two of the study intersections (Walt Disney Drive and Mulholland Drive, and Zeldins Way and Mulholland Drive) are anticipated to be significantly impacted by the proposed project during the A.M. peak hour. Therefore, mitigation is proposed to reduce the impact to a level that is less than significant. While the project impact without mitigation would be significant due to the proportional increase in the amount of traffic at these intersections, it may be noted that the intersections would still operate at an LOS C level (i.e., good operating conditions) and LOS D (i.e., fair operating characteristics), respectively.

Access to and from the relocated Middle School facility would be provided via ingress at the existing Zeldins Way intersection and egress at a proposed driveway on Mulholland Drive opposite Walt Disney Drive. Middle School traffic would enter the site at Zeldins Way, proceed west through the Middle School parking area, and exit at the proposed driveway opposite Walt Disney Drive. Student drop-off and pick-up is proposed to occur at the westerly end of the Middle School site. Appropriate school staff would assist in safely directing students between the school and passenger vehicles. A secondary circular drop-off area is planned to be provided toward the eastern end of the site to facilitate drop-off and pick-up activity during off-peak periods. The operations levels that would occur at the project's two access locations are LOS C in the A.M. peak hour and LOS A in the P.M. peak hour for Walt Disney Drive and LOS D in the A.M. peak hour and LOS A in the P.M. peak hour for Zeldins Way. These service levels for access would be less than significant.

All of the project's access design features would be designed to meet all applicable safety standards. Appropriate roadway geometrics relative to lane-widths, lane transitions, turn pockets and driveway spacing and distances would be provided. One potential sightline was identified where views between travelers on Mulholland Drive and visitors accessing the project site could potentially be affected by vegetation growth. A mitigation measure is proposed to avoid significant impacts along this sightline.

The proposed project would also have impacts on traffic flows due to construction. Impacts would occur as a result of initial mass grading, final grading, and structure construction. Impacts would occur due to the added number of vehicles on nearby roadways (e.g., construction workers, haul trucks, construction equipment). Impacts could also occur due to various staging operations and construction activities on, or in the vicinity of Mulholland Drive. The number of additional vehicle trips during construction would not be sufficient to cause a significant impact on traffic operations. A construction program for the project has been developed to minimize staging of activities on Mulholland Drive, and limit potential interference of traffic on Mulholland Drive. Nonetheless, construction impacts typically have the potential to interfere with off-site traffic conditions. While the proposed project does not include extra-ordinary construction activities, because of the amount of excavation, and the estimated duration of construction activities, it has been conservatively assumed that disruptions of traffic due to

construction activities may on occasion rise to levels that would be considered to constitute a substantial inconvenience by local travelers and neighbors. Therefore, such impacts have been identified as potentially short-term significant impacts prior to mitigation. Mitigation measures are provided to reduce potential impacts to a level that is less than significant.

The proposed project would meet all project-related parking demand through the provision of on-site parking spaces and the use of shared off-site facilities. Impacts related to parking would be less than significant.

b. Cumulative Impacts

Cumulative effects of traffic have been incorporated into the above analysis for the proposed project's impacts on roadway/intersection operations, and access operations. Consequently, impacts of cumulative growth are already incorporated in the traffic models for each project and are equivalent to those indicated for the "Future With Ambient Growth" conditions. Impacts pertaining to the safety of site access are localized impacts, and would not contribute with related projects to cumulative effects. Cumulative impacts on neighborhood streets and cumulative impacts resulting from construction activities would be less than significant. The project's parking impacts are localized and would be fully addressed by the project. Therefore, the project would not contribute to a cumulative impact on parking.

c. Mitigation Measures

The analysis of project impacts identified potentially significant impacts, prior to mitigation, with regard to intersections operations, construction impacts, and access-safety. Mitigation measures are provided for each of these conditions.

Mitigation Measure I-1: The project applicant shall implement a Transportation Demand Management (TDM) program for the Middle School project, operated in conjunction with the existing TDM program for the High School. Required elements of the TDM program shall include offering bus service for students, as well as requiring that all adult-driven and student-driven vehicles entering the campus for student drop-off or pick-up be part of a carpool registered with the High School administration. Ride-share targets shall be established at 3.3 students per student-driven carpool and 2.3 students per adult-driven carpool. Also, the number of permitted student-driven carpools shall be increased to 120 and the existing satellite parking program shall be expanded to permit up to 90 student-driven vehicles to park off-site at the Skirball Center East Lot or the Stephen S. Wise Temple.

Mitigation Measure I-2: Prior to the issuance of construction permits, the developer shall prepare a Work Area Traffic Control Plan that at a minimum shall include the following provisions:

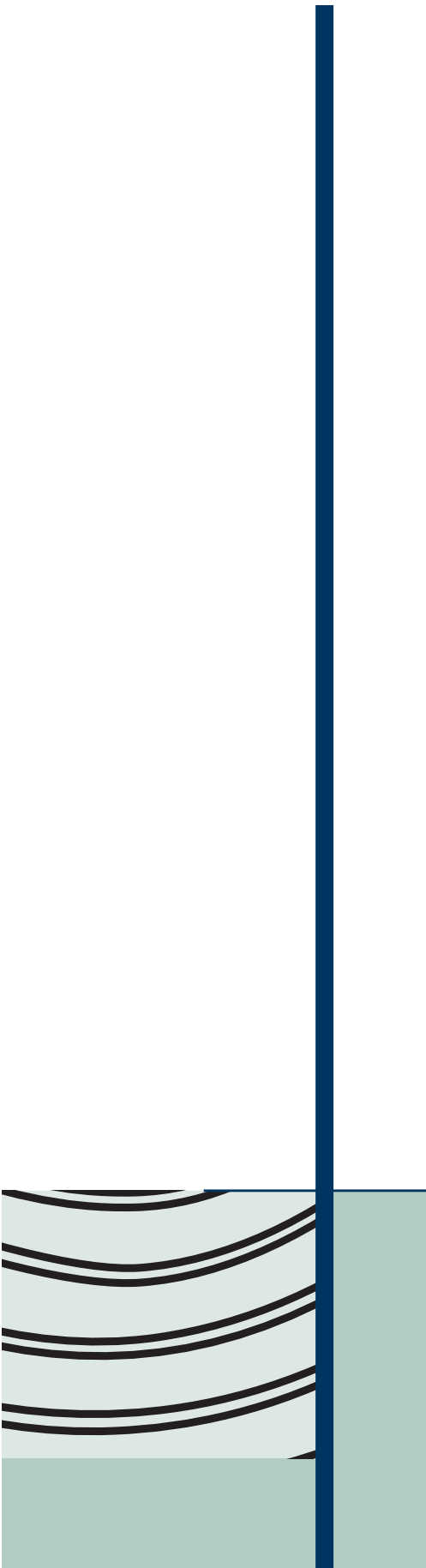
- Excavation resulting in the export of material on the Middle School site and the Athletic Field site shall not occur simultaneously.
- The applicant shall provide a five-day written notice to all residents and institutions within a 500-foot radius of the Middle School site and the Athletic Field site apprising them of the commencement date and anticipated schedule of planned grading, excavation and construction activities. This notice shall include the name and telephone number of a person for the applicant that may be contacted to register questions or concerns.
- Construction personnel and construction-related vehicles shall not park on any off-site street, with the exception of the early stages of the construction grading period.
- As needed, construction personnel shall be positioned at the Mulholland Drive entry to the Middle School site and Athletic Field site to safely facilitate the entry and exit of large trucks.
- The hours of excavation and construction, except interior finish work and installations, shall be limited to the period of 7:00 A.M. to 5:00 P.M., Monday through Friday, excluding holidays.
- The hours of hauling shall be limited to the period of 9:00 A.M. to 2:30 P.M., Monday through Friday, excluding holidays.
- Construction-related vehicles shall arrive at the site no earlier than 6:30 A.M. Actual construction activities may begin no earlier than 7:00 A.M. Construction worker vehicles shall exit the property by 5:30 P.M. Construction worker vehicles shall avoid travel to and from the site between 8:00 A.M. and 9:00 A.M. and between 3:00 P.M. and 4:00 P.M. This condition does not apply to construction personnel engaged in supervisory, administrative or inspection activities.

Mitigation Measure I-3: Sightline visibility shall be maintained in the sightline area identified in the Sight Distance Analysis by maintaining vegetation in the right-of-way and project site at or below a height of 42 inches above Mulholland Drive.

d. Level of Significance after Mitigation

No potentially significant impacts were identified regarding CMP impacts, neighborhood street impacts, site access impacts regarding operations, construction impacts regarding the amount of construction traffic, nor parking impacts. No mitigation measures were required.

Potentially significant impacts prior to mitigation were identified for intersection operations, site access safety, and construction impacts regarding potential interference with traffic. A recommended mitigation measure, the implementation of a TDM program would reduce potentially significant impacts at two locations to less than significant levels. Mitigation measures were also recommended to address the potentially significant impacts associated with site access safety and construction impacts regarding potential interference with traffic. In both cases the implementation of the recommended mitigation measures would reduce the potential impacts to levels that are less than significant.



II. PROJECT DESCRIPTION

II. PROJECT DESCRIPTION

A. INTRODUCTION

Stephen S. Wise Temple (“Temple”), the Applicant, proposes to consolidate its middle school and high school into permanent facilities. The proposed project would relocate the existing Stephen S. Wise Middle School (“Middle School”) from its current temporary location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a permanent location on the Milken Community High School (“High School”) site, located to the east of the existing Middle School site along Mulholland Drive between Sepulveda Boulevard and the San Diego Freeway (I-405). The two schools would occupy and share a Consolidated Middle School/High School site. As an additional project component within the Consolidated Middle School/High School Site, minor improvements would be made on the High School site. Three existing balconies located within the southern portion of the existing High School buildings would be enclosed and used for educational purposes. In addition, a canopy would be added to the entrance and walkways to provide cover from rain and sun for on-site pedestrians.

The proposed project would also include the conversion of an existing nursery/pre-school site to athletic fields to serve both the Middle School and High School students. The Athletic Field Site is located west of the Consolidated Middle School/High School Site on Mulholland Drive. It was previously used by the Stephen S. Wise Nursery School program, which recently returned to its original, permanent location at the Temple site east of I-405. With implementation of these project components, the Stephen S. Wise educational facilities located to the west of the I-405 Freeway would be consolidated at two sites, in contrast to the three sites previously used for educational purposes.

Upon completion of the project, the Stephen S. Wise Middle School would continue to provide a co-educational, day school facility that serves grades 7 and 8. The project would provide permanent and upgraded facilities to accommodate the educational needs of up to 240 middle school students on an underutilized portion of the existing High School site, as well as support facilities to serve both the Middle School and the High School. The proposed improvement at the High School, the enclosure of three balconies, would have no effect on the number of high school students on the site, nor the general nature of the activities performed there.

An Environmental Assessment Form and Initial Study for the project were prepared and a Notice of Preparation was circulated for a 30-day period from October 9, 2003, to November 10,

2003. A Scoping Meeting was held on October 23, 2003. In response to public comments, and further consideration, the Applicant has eliminated certain project components described in the NOP. Specifically, a performing arts center with 25,000 sq.ft. of program space and 400 seats, which would have been located on the former nursery school site adjacent to the proposed athletic fields, is no longer included as a project component. Also, a proposed regulation-size soccer field has been replaced with smaller court, track and field related areas.

B. PROJECT LOCATION AND SURROUNDING USES

The proposed project is located within the Brentwood-Pacific Palisades Community Planning District of the City of Los Angeles. As shown in Figure 1 on page 40, the two project sites are located approximately 17 miles northwest of downtown Los Angeles and approximately 6 miles northeast of the Pacific Ocean. The San Diego Freeway is located approximately 0.3 mile and 0.6 mile east of the proposed Consolidated Middle School/High School and Athletic Field Sites, respectively.

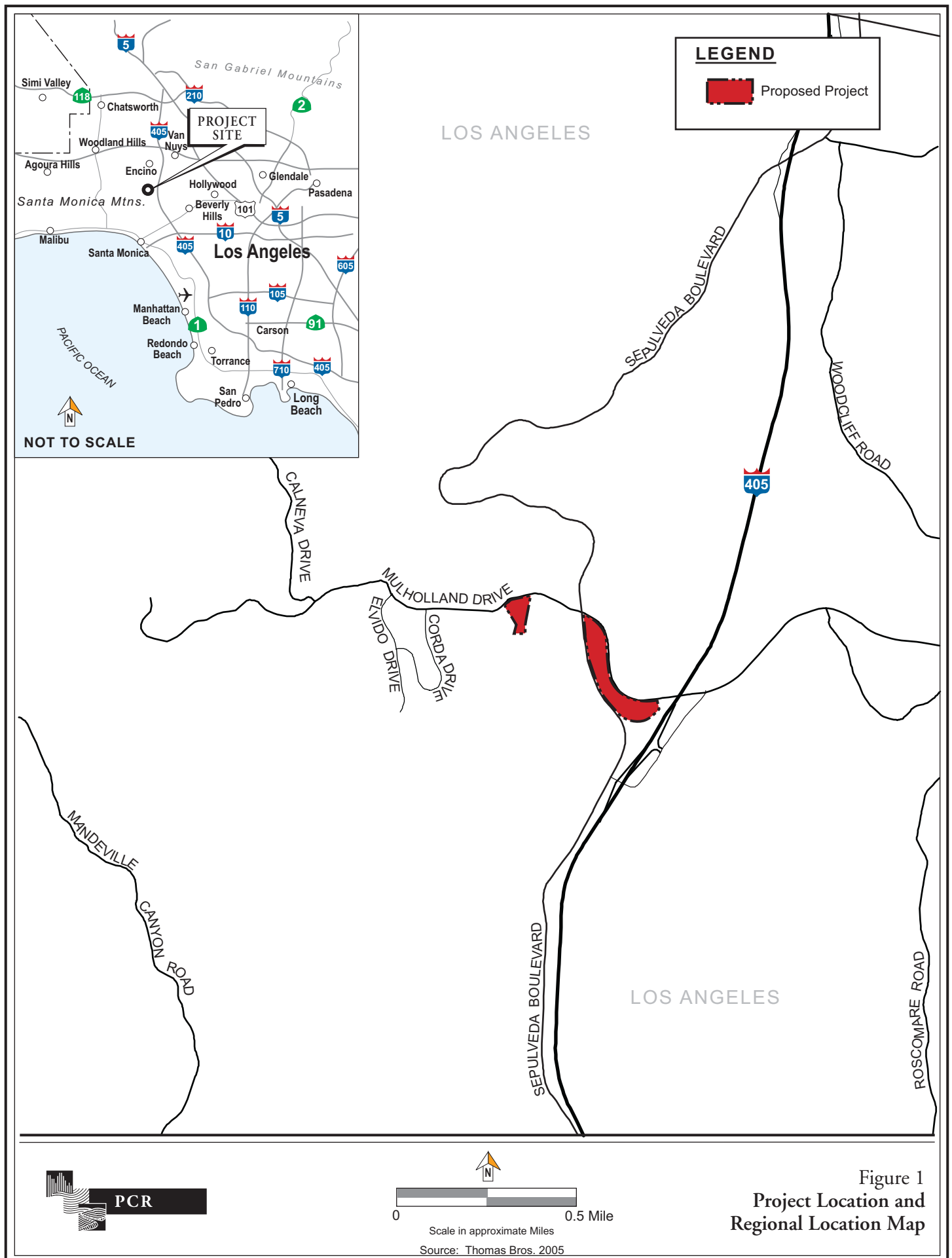
The two project sites are located in the Santa Monica Mountains with access from Mulholland Drive. Both of the project sites are located within the Mulholland Drive Institutional Use Corridor.⁴ The Stephen S. Wise Middle School is currently located on a temporary site on property owned by Bel Air Presbyterian Church located at 16190 Mulholland Drive. The uses associated with the Middle School, including classrooms, technology/media facilities, administrative space, and a religious studies/assembly area, would be relocated to a 4.5-acre site that is now a part of the High School site located just east of Sepulveda Boulevard and west of I-405 at 15900 Mulholland Drive, and directly to the north of the existing High School building.^{5,6} While each school would generally operate independently with its own access-ways, sharing of facilities would occur. This Consolidated Middle School/High School Site would comprise approximately 10.8 acres.

An athletic field that would support both the Middle and High School students would be located on the site previously used for the Stephen S. Wise Nursery School at 16100 Mulholland Drive. The Athletic Field Site is approximately 1,000 feet west of the proposed Consolidated Middle School/High School Site and consists of approximately 2.8 acres.

⁴ The Mulholland Drive Institutional Corridor is so designated in the Mulholland Scenic Parkway Specific Plan.

⁵ The High School is also part of the Stephen S. Wise Temple.

⁶ This portion of Mulholland Drive runs in a north/south direction, with the primary project site located to the west. However, as Mulholland Drive is an east/west corridor, to maintain consistency, directional descriptions are referred to as such.



Surrounding land uses in the project area are shown in Figure 2 on page 42. The area surrounding the project sites consists of a variety of institutional uses. The proposed Consolidated Middle School/High School Site is bounded by Skirball Cultural Center on the south, and the Curtis School to the north/northeast. Sepulveda Boulevard and the Sepulveda Tunnel border the site on the west, with a vegetated, undeveloped hillside located further to the west across Sepulveda Boulevard. The Athletic Field Site is bounded by the Bel Air Presbyterian Church and associated facilities on the northwest, the Mirman School on the west, and the Berkeley Hall School on a hillside to the south. The area directly east of this site consists of vacant land on top of a hillside, and the intervening area between the two project sites consists of a vacant, generally wooded area that is interrupted only by the driveway to the Berkeley School. Single-family residences are located further from the project sites to the north and west and are largely isolated from the sites by the other institutional uses in the area, as well as by topography and vegetation.

The topography of the project area is shown in Figure 3 on page 43. Due to the project's location in the Santa Monica Mountains, the general topography of the project area is diverse. The proposed Consolidated Middle School/High School Site has been graded with elevations that range from approximately 1,250 to 1,265 feet above sea level. This site is located near the top of a 40- to 80-foot west-facing slope above Sepulveda Boulevard. To the north of this portion of Mulholland Drive, the topography slopes upward to a degree until the descent into the San Fernando Valley begins.⁷ The Athletic Field Site is located on land that is relatively flat, with elevations that range from approximately 1,310 to 1,320 feet above sea level. This site includes a west-facing cut slope that was previously graded and ranges in height from approximately 60 to 100 feet.⁸

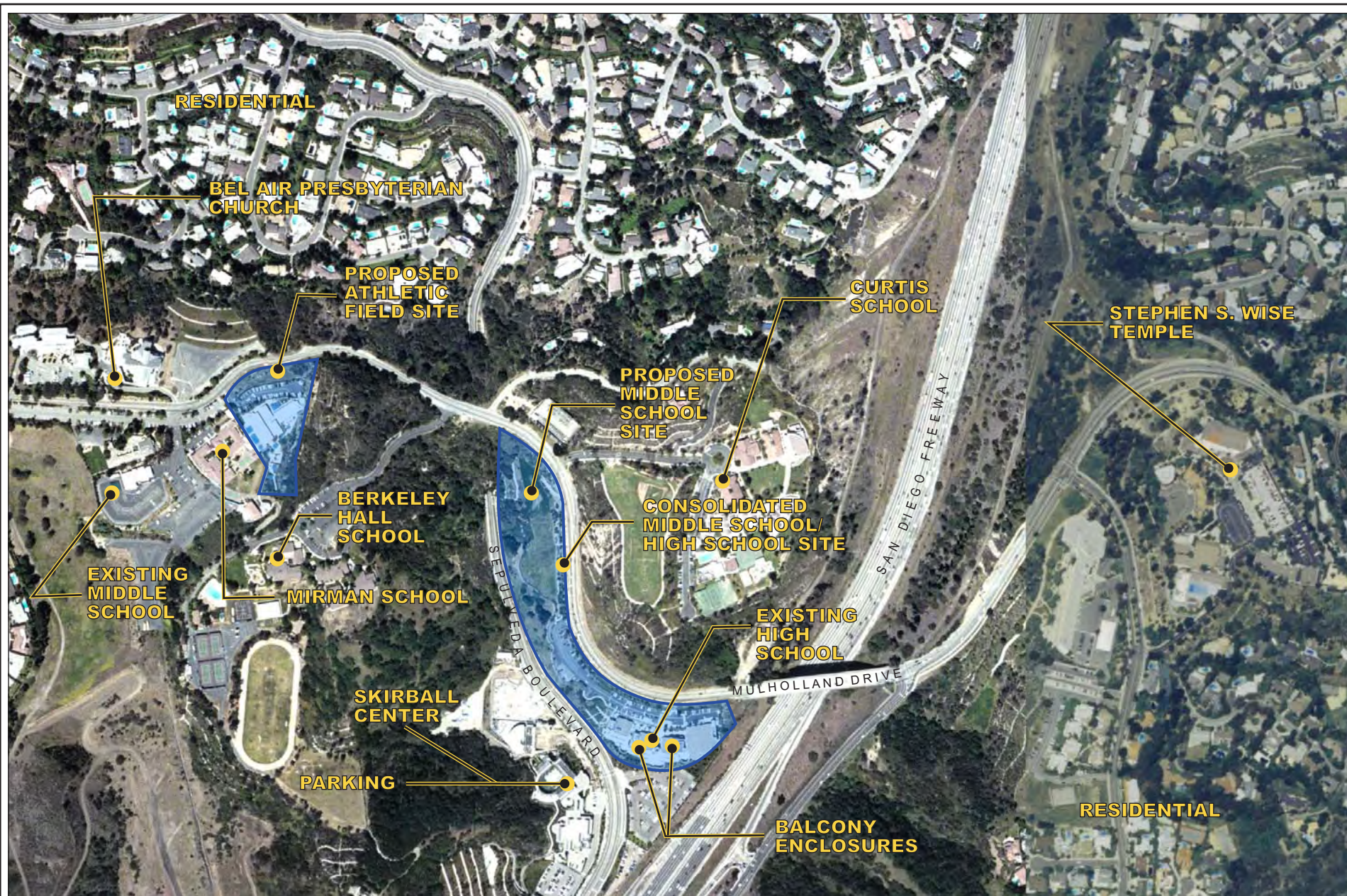
C. PROJECT BACKGROUND AND EXISTING CONDITIONS

Background of the Stephen S. Wise Temple Schools

Stephen S. Wise Temple established a middle school program in 1981. In 1990, the combined Stephen S. Wise Middle School and High School, consisting of grades seven through twelve, was founded as the Stephen Wise Community High School, with facilities consisting of several rooms within the University of Judaism campus adjacent to the Temple on the east side

⁷ Van Beveren & Butelo, Inc., *Report of Geotechnical Investigations for the Proposed Middle School Project*, October 13, 2003.

⁸ Van Beveren & Butelo, Inc., *Report of Geotechnical Investigations for the Proposed Athletic Fields Site*, September 1, 2004.



Not to scale

Source: Eagle Aerial, 2000

Figure 2
Project Area and Nearby Uses

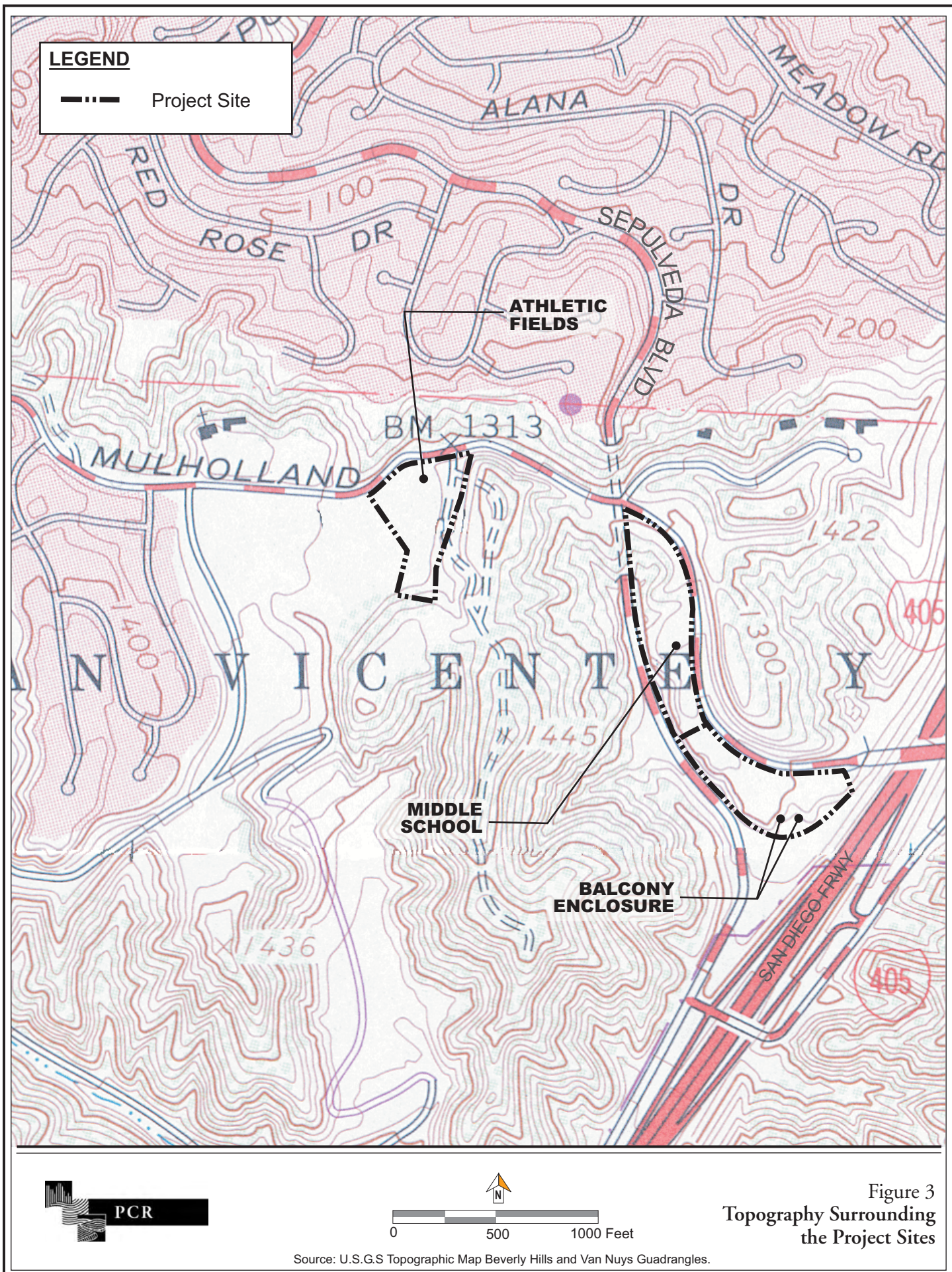


Figure 3
Topography Surrounding
the Project Sites

of I-405. The middle school program (grades seven and eight) was moved to its current facilities on the Bel Air Presbyterian Church property in 1988. Since 1998, the high school program (grades nine through twelve) has been housed in the new Milken Community High School facilities located on the southern portion of the Consolidated Middle School/High School Site.

Stephen S. Wise Temple has also operated a nursery school program that was initially located at the Temple site until 1990, when a portion of the program (i.e., that portion serving three- to five-year-old children) was moved to the west side of I-405 on the site that is now proposed for the athletic field uses. However, due to programmatic constraints associated with the separation of the nursery school program on two sites on either side of I-405, these activities were recently relocated back to the Temple site, which is a permitted action under existing approvals. The project site previously used for these activities is presently being used on a temporary basis by the Bel Air Presbyterian Church for use as a pre-school.

Existing Middle School Site

As described above, the Temple's middle school program (grades seven and eight) was moved to its current facilities on the Bel Air Presbyterian Church property located at 16190 Mulholland Drive in 1988. This property is currently leased to the Temple by the Bel Air Presbyterian Church. The existing middle school facilities at this location include classrooms, technology/media facilities, administrative space, and a religious studies/assembly area as well as surface parking. In accordance with CUP No. ZA 86-1070 (CUZ/ZV) for the property, maximum permitted enrollment at the Middle School is 240 students. In addition, there are approximately 30 faculty and staff members currently employed by the Middle School. Classes at the Middle School take place from 7:30 A.M. to 3:30 P.M., Monday through Thursday and 7:30 A.M. to 2:30 P.M. on Friday, with extracurricular activities taking place after regular school hours.

Under the proposed project these existing school activities would be relocated to the proposed Consolidated Middle School/High School Site, which is now permitted for grades 7 through 12. Thus, the project requires a new or modified CUP for the proposed Consolidated Middle School/High School Site in order to permit the additional building area and number of students necessary to support the combined Middle School and High School programs on the consolidated school site. With relocation of the project uses, use of the Bel Air Presbyterian Church property south of Mulholland Drive for a 240-student Middle School program may continue.

Proposed Consolidated Middle School/High School Site

The Middle School would be located to the north of the existing High School buildings on underutilized land that is currently vacant and consists of two grass fields and a paved area used for recreational purposes associated with the High School. The portion of the site on which the Middle School would be located has been graded with elevations that range from approximately 1,250 to 1,265 feet above sea level. An unpaved service drive provides access to this portion of the site. Landscaping is largely limited to the slope adjacent to Mulholland Drive, which consists primarily of ornamental trees and shrubs, and the slope leading down to Sepulveda Boulevard, which includes native and ornamental species.

In accordance with CUP Nos. ZA 93-0147 (CUZ/PAD), ZA 99-0514 (CU/PA1), and Council File 11-1648, maximum permitted enrollment at the High School is 650 students. There are approximately 75 faculty and 15 staff members currently employed by the High School. Classroom hours for the High School are from 7:30 A.M. to 3:30 P.M., with on-site school activities continuing after regular school hours.

Proposed Athletic Field Site

As indicated above, the site proposed for athletic fields is presently being used on a temporary basis by the Bel Air Presbyterian Church for use as a pre-school. This site contains temporary facilities that comprise approximately 20,000 sq.ft. An outdoor play area is located in the central portion of the site and a small grass field is located at the southern end of the site. A surface parking area with 50 parking spaces is located adjacent to Mulholland Drive on the northern portion of the site. As indicated above, this site is located on land that is relatively flat, with elevations that range from approximately 1,310 to 1,320 feet above sea level. In addition, the easternmost portion of the site includes a west-facing cut slope that was previously graded and ranges in height from approximately 60 to 100 feet.⁹ Landscaping consists of ornamental trees and shrubs primarily located along the western project boundary and along the southern portion of the parking area.

Regulatory Background

The Brentwood–Pacific Palisades District Plan designates the sites as Minimum Density Residential. The sites are located within the Institutional Use Corridor as well as the Inner Corridor as defined in the Mulholland Scenic Parkway Specific Plan. The project sites are zoned

⁹ Van Beveren & Butelo, Inc., *Technical Memorandum, Report of Geotechnical Investigations for the Proposed Athletic Fields Site, September 1, 2004.*

RE-40-1-H (Residential Estate, Height District 1) pursuant to the City of Los Angeles Zoning Code. As indicated above, the existing school uses are permitted on the sites pursuant to existing approved Conditional Use Permits (CUs).

As indicated above, in accordance with CU No. ZA 86-1070 (CUZ/ZV), maximum permitted enrollment at the Middle School is 240 students. In accordance with CU No. ZA 93-0147 (CUZ) (PAD), CU No. ZA 99-0514 (CUZ), and Council File 11-1648, maximum permitted enrollment at the High School is 650 students. A nursery school with up to 320 students at buildout is permitted within the Athletic Field Site, pursuant to CU No. 93-0146 (CUZ) (ZV).

D. PROJECT OBJECTIVES

Section 15124(b) of the State of California Environmental Quality Act (CEQA) Guidelines states that the Project Description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” Consistent with the Guidelines, this section of the Environmental Impact Report (EIR) provides the list of objectives that the Applicant seeks to achieve.

The underlying purpose of the proposed project is to provide permanent middle school facilities that would cultivate excellence in education as well as spiritual tradition and values. Several specific objectives support the underlying purpose. These objectives are stated below under the following categories: Educational Objectives, Development Objectives, Site Design Objectives, and Site Economic/Efficiency Objectives.

1. Educational Objectives

- Provide a school facility that supports the cultivation of excellence in education and spiritual tradition and values.
- Provide a school facility that can support a well-rounded academic program that prepares students for higher education, as well as an intellectual grounding in the principles of Judaism.
- Support student education through the provision of the latest education technology (e.g. computers in every classroom, teleconferencing, digital and video capabilities, etc.)

- Provide facilities to support physical education as part of a well-rounded educational program.
- Provide facilities that are adaptable to meet the long-range needs of a middle school program.

2. Development Objectives

- Utilize the project sites in a manner that is consistent with the surrounding area and its cluster of institutional uses, pursuant to the project's location in the Mulholland Drive Institutional Corridor, as designated in the Mulholland Scenic Parkway Specific Plan.
- Consolidate the Middle School and High School on a single site to:
 - Promote a richer educational experience for students, with a broader spectrum of social cultural and academic activities.
 - Provide for the efficient use of academic space and enhanced school programs.
 - Allow students to walk to and from the respective schools, reducing or eliminating time-consuming bus travel between the schools.
- Upgrade the quality of the student's educational facilities by relocating from the temporary educational facilities to new state-of-the art facilities.
- Provide a range of athletic field activities that supports the School's athletic programs.
- Convert the High School balcony spaces that are of limited value to useable educational space.

3. Site Design Objectives

a. Consolidated Middle School/High School Site

- Provide a project that will be integrated with the natural topography of the site, nestled below Mulholland Drive. Maximize the effective use of the natural topography of the site and minimize grading to the extent feasible.

- Provide a project design that will harmonize with the scenic nature of the area, and be compatible with the existing High School.
- Provide landscaping that will preserve and complement the existing native vegetation and natural hillside appearance with the use of a variety of drought tolerant native and indigenous plants. Use plant colors will be consistent with the naturally occurring colors of the Santa Monica Mountains.
 - Enliven the school driveway with compatible accent plants and other improvements to demarcate an attractive project entrance.
 - Preserve Oak trees and other native species whenever possible.
- Provide parking and queuing directly on the campus property and off of the public street.
- Provide disability access in accordance with the Americans with Disabilities Act (ADA) requirements.

b. High School Balconies and Canopy

- Blend the appearance of the new structural features into the existing architecture.
- Provide shade and cover from inclement weather.

c. Athletic Fields

- Provide a durable, high quality and visually appealing athletic facilities that minimize the need for maintenance, while affording optimal surfaces on which to conduct athletic practices and training.

4. Economic/Efficiency Objectives

- Provide a permanent home for the middle school so high quality facilities can be provided and supported over time.
- Utilize lands currently under Stephen S. Wise Temple ownership for school needs, thus avoiding long-term rental obligations.

- Consolidate the Middle School and High School on a single site to decrease the amount of physical facilities needed through beneficial sharing arrangements, and decrease the transporting of students between multiple campuses.
- Develop a site design that utilizes the project site in an efficient, cost-effective manner.

E. DESCRIPTION OF THE PROPOSED PROJECT

The Stephen S. Wise Middle School Relocation Project consists of two primary components. The first component is intended to provide a permanent home for the Stephen S. Wise Middle School in upgraded facilities located on the Consolidated Middle School/High School Site, north of the High School located at 15800 Mulholland Drive.¹⁰ The Consolidated Middle School/High School Site would contain approximately 92,000 sq.ft. of program space, including the existing 62,000-sq.ft. High School and the proposed 30,000-sq.ft. Middle School. The Consolidated Middle School/High School Site would serve up to 890 students, which is the aggregate number of students currently permitted at the existing Middle School location (240 students) and the High School (650 students).

The second component of the project includes athletic fields that would provide physical education facilities for both the Middle School and High School students within the site formerly used for the Stephen S. Wise Nursery School, approximately 1,000 feet to the west of the Consolidated Middle School/High School Site.

1. Consolidated Middle School/High School Site

a. Middle School Project

The proposed Middle School site consists of relocation of the existing Stephen S. Wise Middle School at the Bel Air Presbyterian Church to the northern portion of the existing High School site (i.e., within the Consolidated Middle School/High School Site, adjacent to the existing High School buildings). As indicated above, the site is currently used as a recreational facility, with two grass practice fields separated by paved basketball courts with bleachers and small storage structures. As shown in Figure 4 on page 50, the proposed project would develop the site with institutional uses associated with a middle school, including classrooms, computer

¹⁰ Upon relocation of the Stephen S. Wise Middle School to its new location, the Bel Air Presbyterian Church may continue to be used for a 240-student Middle School Program.



0 60 120 Feet
Scale in approximate feet
Source: LRM Landscape Architecture, 2004

Figure 4
Middle School Site
Conceptual Site Plan

workrooms, technology/media facilities, an art center and storage, a central religious studies/meeting hall, a student lounge, administrative support facilities including a staff lounge, and other related uses. These uses would comprise approximately 30,000 sq.ft. of program floor area to be utilized by a maximum student population of 240 students, with approximately 30 faculty and staff members. Classes would take place between 7:30 A.M. to 2:30 P.M. Monday through Friday, with extracurricular activities taking place after regular school hours.

A conceptual site plan of the Middle School site is shown Figure 4 on page 50. As indicated thereon, the middle school would contain four linked buildings, paralleling Mulholland Drive and terracing up to the north below the line of the street. These would be low-profile buildings with gently pitched roofs echoing the grade of Mulholland Drive and stepping façades. Circulation throughout the school would be via covered porches and overhangs lining inward facing courtyards, out of view from the surrounding streets and neighborhoods. All portions of the building would be single story, with a maximum height of 18.5 feet above finished grade. All portions of the buildings would be below the grade of Mulholland Drive.

The building materials would consist of integrally colored stucco, natural stone tile (ranging from blonde slate to quartzite or limestone), heavy timber screens and sun shades, and non-reflecting standing seam metal roofs. The northern portion of the project would include a courtyard that has been designed to provide a transition from the more natural slopes at the northern edge of the project site into interior courtyards and buildings located further south. Within the outdoor courtyards, the character of the materials and façade treatments would shift from a more organic appearance at the north end to a more “High Tech” character in the southernmost buildings. At the south end of the Middle School campus, walls facing to the interior of the entry courtyard would include some of the natural materials from the north end of the site while also incorporating metal panels, more regularized paving patterns and channeled water features.

The courtyard at the northern end of the project site would serve as a gathering area and location for light recreational activities. Two half basketball courts, with a green asphalt surface and mobile hoops, would be surrounded by the low stone walls with turf seating and a random canopy of oaks and sycamore trees overhead. A shallow water feature would emerge from a site wall at the north end of the garden and enter the site through a large square opening. The highest retaining wall would incorporate a naturalistic stone climbing wall that would be accessible only through the courtyards and would be completely screened from the street.

Pole lighting would be installed along the internal roadway and parking area and security lighting would be placed along the building and walkways. All outdoor lighting would be low-level and would be directed away from off-site areas.

The proposed Middle School would sit on a shelf cut into the hillside below the line of Mulholland Drive. The slope down from Mulholland Drive would provide a project backdrop along the eastern side of the project site. A 30-foot high retaining wall would be set into the slope face along the northern side of the Walt Disney Drive accessway to shore up the road. Only the top 42 inches of this wall, providing a safety guardrail for the driveway, would be visible from Mulholland Drive. An adjacent, very low, heavily planted retaining wall would extend around the northern side of the project, supporting the base for terrace area. On the west side of the project site, a retaining wall, running roughly north and south, parallel to the classrooms would range from approximately 27 feet at the north end to zero feet at the south end. From this retaining wall, along the western side of the project, the site slopes down to Sepulveda Boulevard. At the foot of the slope along Sepulveda Boulevard, a catchment wall/fence would be provided to protect the roadway from debris. This wall would be approximately 4 feet high, made of concrete with earth-tone colors with an approximately 3 feet of chain-link fencing on top.

Landscaping at the Middle School site would generally consist of a native palette of plant species that would be naturally blended into the site and the surroundings. Existing trees and vegetation would be retained where possible and supplemented with additional landscaping to reinforce the natural appearance of the site. Plant colors of added landscaping would be consistent with the naturally-occurring colors of the Santa Monica Mountains. Landscaping on the portion of the site that is adjacent to the Mulholland Drive right-of-way would consist of an informal arrangement of native plants, and the site driveway would be punctuated with compatible accent plants.

Access for the Middle School would be designated with “Monument” signs. Access would be provided via ingress at the existing Zeldins Way intersection and egress at a proposed driveway on Mulholland Drive opposite Walt Disney Drive. The egress driveway for the Middle School would become the southern leg of the Walt Disney Drive and Mulholland Drive intersection to form a four-way intersection. Modification to the existing traffic signal at the Walt Disney Drive and Mulholland Drive intersection is proposed to incorporate the driveway (southern leg) into the traffic signal. Middle School traffic would enter the site at Zeldins Way, proceed west through the Middle School parking area, and exit at the proposed driveway opposite Walt Disney Drive. No vehicle entry would be permitted at the proposed driveway opposite Walt Disney Drive. Student drop-off and pick-up is proposed to occur at the westerly end of the Middle School site. Appropriate school staff would assist in safely directing students between the school and passenger vehicles. A secondary circular drop-off area is planned to be provided toward the eastern end of the site to facilitate drop-off and pick-up activity during off-peak periods. Vehicular access for the High School would not change. Additionally, the existing exit driveway that services the High School at the easterly end of the consolidated site would remain. Access for fire vehicles would be provided, pursuant to City Code. As required by City Code, approximately 42 surface parking spaces would be provided in the parking area

along the eastern portion of the site, parallel to Mulholland Drive. Two spaces located adjacent to the turning circle would meet ADA requirements. With the addition of the 42 parking spaces, 222 total on-site parking spaces would be provided for the Consolidated Middle School/High School Site, as required by City Code.

b. Balcony Enclosures and Canopy

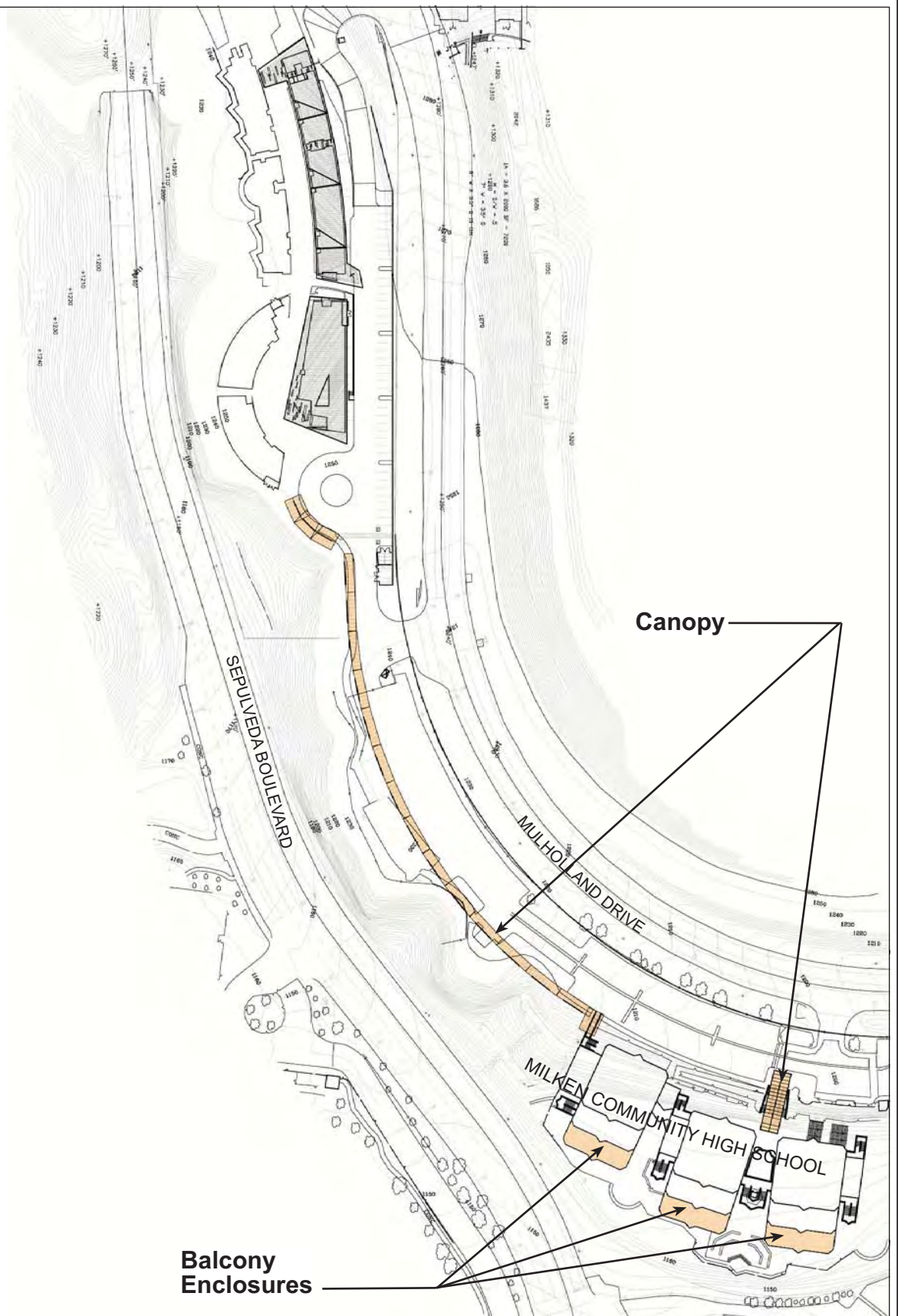
The proposed project would also include modifications to the existing high school at the southern end of the Consolidated Middle School/High School site. These locations are shown on Figure 5 on page 54. The modification would entail the closing in of three outdoor balconies, converting them to indoor, educational space. Each of the balconies is approximately 2,352 sq.ft. in size. The balconies are located on either side of, and adjacent to the clock tower that faces surrounding areas to the south. The added roofs would be of a sloped, dull, non-reflective, ridged metal surface. Construction materials would include materials that are similar in color and texture to the adjacent building materials, for a continuity of design. Wall surfaces would be made of non-reflective glass with a series of mullions to add texture to the wall faces.

In addition, a canopy would be added to provide cover from rain and sun for on-site pedestrians. This canopy would cover the main staircase drop-off area at the High School. It would extend southward to the upper High School classrooms below; and it would extend west and north over a corridor to the Middle School site. The canopy would be a lightweight steel structure, not exceeding approximately 10 feet in height.

2. Athletic Field Site

An athletic field providing recreational space for physical education classes and extra-curricular games for both the middle and high school students would be located on the 2.8-acre site previously used on a temporary basis for the Stephen S. Wise Nursery School at 16100 Mulholland Drive. The Athletic Field Site is approximately 1,000 feet west of the proposed Consolidated Middle School/High School Site. Students would be bused/shuttled between the school site and physical education classes at the athletic field.

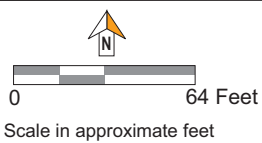
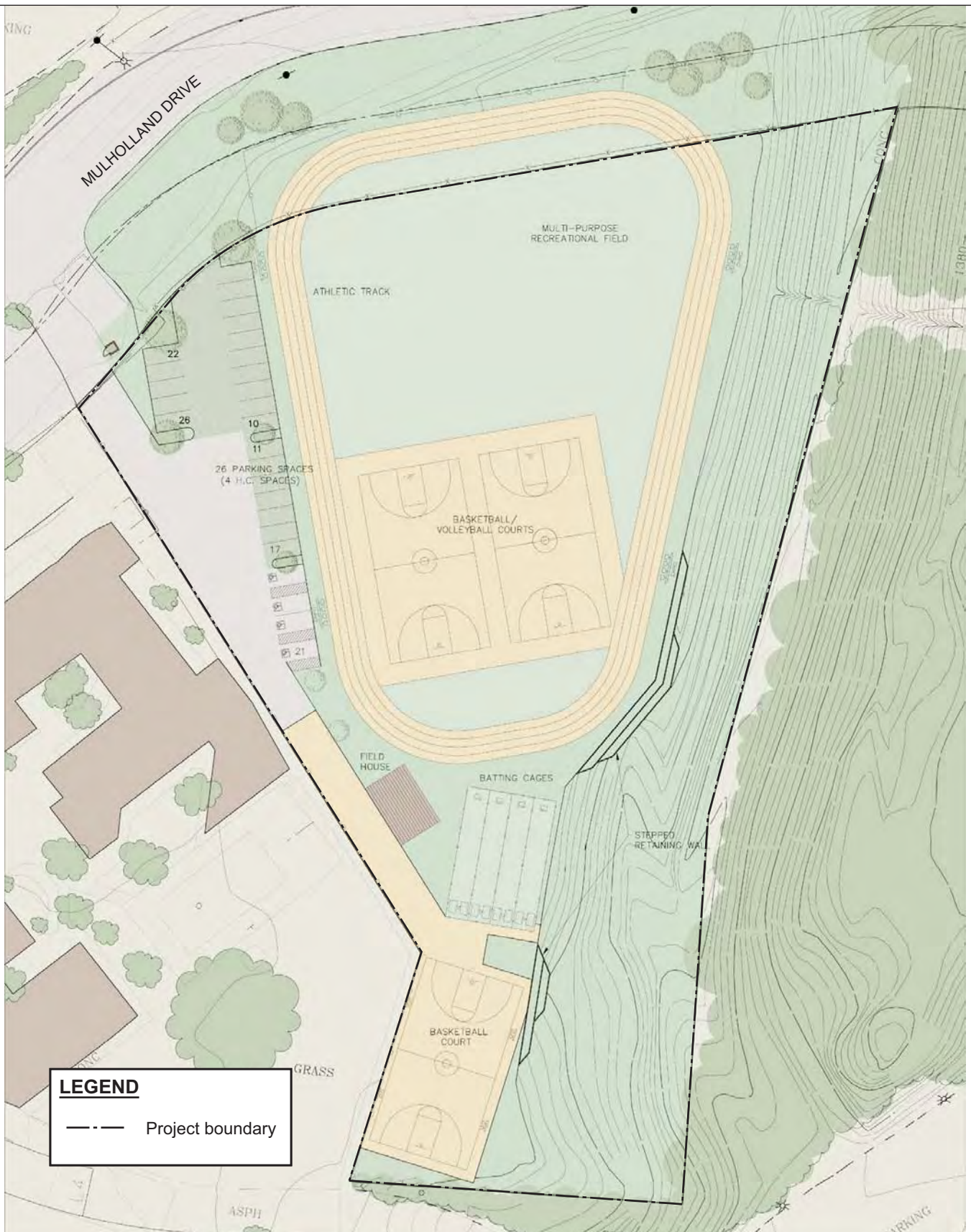
Existing temporary classrooms on the project site and other indoor and outdoor uses would be removed and the site would be improved with a variety of recreational facilities. As shown in Figure 6, on page 55, these facilities would include a variety of field based playing areas, including such features as a running track, grassy field areas, basketball/volleyball courts, and batting cages. Those areas not containing grass (e.g., the track and courts) would contain natural toned playing surfaces. The only notable structure on the site would be a small field house located along the western edge of the site. The field house, containing washrooms and equipment storage rooms, would be approximately 760 sq.ft. in size and no more than 12 feet in



Not to scale

Source: Fields Devereaux Architects & Engineers, 2004

Figure 5
Balcony Enclosures and Canopy-
Proposed Locations



Source: Fields Devereaux Architects & Engineers, 2004

Figure 6
Athletic Fields Site
Conceptual Site Plan

height. Also, a small guard shack would also be provided at the site entrance, similar to the existing guard shack.

Site activities would occur primarily during school hours, but could occur as late as 9:00 P.M. Pole-mounted lighting that would be shielded and oriented to maximize light spread to the field area would be installed along the east and west sides of the playing areas. Lighting would be directed toward the playing fields to reduce off-site glare.

Access to the site would be from Mulholland Drive at a driveway at the northwest corner of the project site. Access would be into a surface parking area with space for drop-off and pick-up of students, as well as 26 parking spaces. Of the parking spaces, 4 spaces with direct access to the playing fields would meet ADA requirements.

The project playing areas would be set onto a flat area that is bound by slopes of varying height and steepness on the north, east and south. The playing areas would extend into the existing right-of-way along Mulholland Drive by approximately 37 feet, but would lie approximately 40 feet south of the edge of the road, in a manner that is consistent with current site activities. Landscaping on this site would be similar to that proposed for the Middle School site and would consist of a native palette of plant species that would be naturally blended into the site and the surroundings. Landscaping adjacent to the Mulholland Drive right-of-way would include an informal arrangement of native plants and trees, with accent landscaping at the entrance to the site. The entire site would be enclosed with a black, vinyl coated chain link fence, covered by vegetation to reduce visual access to the site.

The steeper slopes, located along the eastern portion of the site, would require two retaining walls to allow playing areas to nestle into the toe of the slope. The two retaining walls located at the center and south end of the site would be approximately 100 feet and 55 feet long respectively. The proposed walls would be stepped in increments approximately 4 feet high and 4 feet deep. They would be cast in place concrete walls ranging from a few feet to a maximum height of 12 feet to 14 feet. The heavily planted and stepped sections of these walls would be surfaced with split faced concrete block, colored to blend with the earth tones of adjacent exposed soil and rock outcrops.

3. Project Phasing and Construction

The construction of the project would occur in two general phases with the improvements at the Consolidated Middle School/High School Site occurring first, and the improvements at the Athletic Field Site following. Development of the Middle School would occur over an 18-month period. Site excavation would require approximately 3 months, and building construction would

require approximately 15 months. Enclosure of the High School balconies and construction of the canopy would occur during the time of the Middle School construction. The development of the Athletic Fields would require approximately 6 months with 2 months for demolition/removal of the existing buildings, and 4 months for site construction. Development of the project is estimated to be completed in 2007.

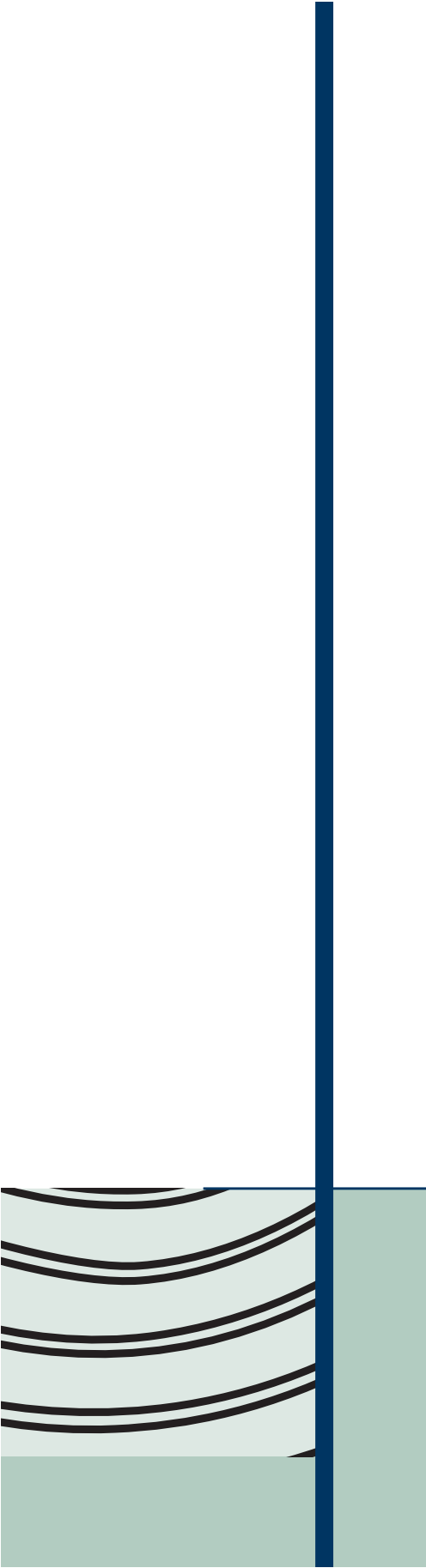
Implementation of the project would require some modification of the existing topography. Earthwork for the Middle School development would involve 29,000 cubic yards of cut material, 5,800 cubic yards of fill material and additional 6,000 cubic yards of removed foundation material resulting in a total of 29,200 cubic yards of exported material. Enclosure of the balconies and construction of the canopy on the High School site would require no earthwork. Earthwork for the development of the Athletic Fields would require 2,600 cubic yards of cut material, and 1,200 cubic yards of fill material resulting in a total of 1,400 cubic yards of material to be removed. The total export for the two sites would be 30,600 cubic yards of material. It is possible that much of the fill material would be transported to and utilized at nearby Bel Air Presbyterian Church property located on the south side of the Mulholland Drive, just west of the Athletic Field Site. If such material is not transported to this site, it would be transported to landfill(s) accepting such material. All grading activities would comply with applicable City of Los Angeles grading requirements.

F. NECESSARY APPROVALS

Approvals required for development of the proposed Stephen S. Wise Middle School Relocation Project would include, but may not be limited to, the following:

- A Conditional Use Permit (CU) to permit the addition of the Middle School within the existing High School site by allowing for an increase in enrollment and the additional square footage for the Middle School facilities and to allow the former Nursery School site to be converted to athletic fields for accessory use by the consolidated Middle School/High School.
- Mulholland Scenic Parkway Design Review Board approval as set forth in the Mulholland Scenic Parkway Specific Plan.
- Director's approval(s) as required by the Mulholland Scenic Parkway Specific Plan.
- Plan exception(s) to allow for structures to exceed the specific viewshed limits.
- Oak Tree Permits, as applicable.
- Haul Route Permit.

- Revocable Permit to occupy a portion of the Right-of-Way at the Athletic Fields site.
- If possible circulation enhancements are implemented along Mulholland Drive, approval of the City Council acting after receipt of the recommendation of the Director.
- Other discretionary or ministerial permits or approvals that may be required for project implementation.



III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

A. OVERVIEW OF ENVIRONMENTAL SETTING

The project sites are located on Mulholland Drive near the crest of the Santa Monica Mountains, with the San Fernando Valley lying to the north, and the West Los Angeles Basin and coastal area to the south. This area of Mulholland Drive is designated as the Mulholland Scenic Parkway and as an institutional use corridor under the Mulholland Scenic Parkway Specific Plan, with both designations applying to the project sites and adjacent properties. The area surrounding the project sites consists of a variety of institutional uses. The Consolidated Middle School/High School site is bounded by the Skirball Cultural Center on the south, and the Curtis School on the north and northeast. The I-405 Freeway lies just east of the site. Sepulveda Boulevard borders the site on the west, with a vegetated, undeveloped hillside located farther to the west. The proposed Athletic Fields site is bounded by the Bel Air Presbyterian Church and associated facilities on the northwest, the Westland School and the Mirman School on the west, and the Berkeley Hall School on a hillside to the south. The area directly east of this site consists of vacant hilltop.

The proposed Middle School site has been previously graded and existing elevations range from approximately 1,250 to 1,265 feet above sea level. This site is located near the top of a 40- to 80-foot west-facing slope above Sepulveda Boulevard. The Athletic Fields site is located on land that is relatively flat, with elevations that range from approximately 1,310 to 1,320 feet above sea level. This site includes a west-facing cut slope that was previously graded and ranges in height from approximately 60 to 100 feet. To the north of this portion of Mulholland Drive, the terrain continues to rise toward the north, until cresting and descending toward the San Fernando Valley.

The intervening area between the proposed Middle School site and proposed Athletic Fields site consists of a vacant, generally wooded area that is interrupted only by the driveway to the Berkeley School. Single-family residences are located farther to the north and west of the project sites and are largely isolated from the sites by other institutional uses in the area, as well as by topography and vegetation. The existing environmental conditions of the project sites are summarized as follows; however, Section IV, Environmental Impact Analysis, of this EIR provides more detailed discussions of each issue area.

1. Aesthetics (Visual Resources, Views, Light and Glare)

The project area is located within the Mulholland Scenic Parkway corridor, a winding two-lane road recognized for its scenic features and recreational value. Mulholland Drive provides both panoramic City views and a naturalistic setting with topographic variation. The general appearance along the Mulholland corridor is one of prevailing vegetation and open spaces with interspersed buildings. Travelers along Mulholland Drive are provided only brief views of the project site due to the corridor's tight angles and vegetation. Several school and church uses are set into the nearby hillside west of the project site. The Curtis School on Walt Disney Drive is the most proximate to the project site, although visually separated by topography and vegetation.

The Mulholland Scenic Parkway Specific Plan identifies Mulholland Drive as a scenic parkway and identifies vista points, which give travelers expansive views from Mulholland Drive to the surrounding terrain and valleys below. The closest vista point to the project site is the Grove Major Vista Point, located approximately 0.25 mile west of the proposed Athletic Field site. Views from the vista point are oriented toward the expansive urbanized valley lying beyond the Santa Monica Mountains. The Consolidated Middle School/High School site is not visible from the vista point due to the angle of the curve, vegetation and topography.

Views of the proposed Middle School site from Sepulveda Boulevard are limited to the perimeter fence due to the steepness and height of the slope above the boulevard. The High School is visible from Sepulveda Boulevard. The proposed Middle School site is located upslope from the I-405 corridor with intervening hillsides and the High School screening views of the Middle School and proposed Athletic Field sites. Therefore, the proposed Middle School site is not directly visible from the freeway. Direct views of the existing High School, specifically the balconies proposed for enclosure, are available to northbound travelers on I-405.

Indirect views of the Consolidated Middle School/High School site are available from properties in the adjacent hillsides. Views of the proposed Middle School site are limited from adjacent hillsides due to the small number of view locations, their orientations and intervening vegetation. The Skirball Center also has some views of the proposed Middle School site and the steep slope above Sepulveda Boulevard. Views into the proposed Athletic Fields Site from public and private vantage points are limited due to the vegetation surrounding the site, the steep upward slope along the eastern boundary of the site, and the screened fences along the western boundary. The proposed Athletic Fields site is not visible from Sepulveda Boulevard or I-405 due to the intervening topography.

Night lighting sources in the project vicinity are limited to street lighting, interior lighting, and grounds lighting on surrounding properties. Nighttime illumination on the

proposed Middle School site is also minimal, consisting one pole light illuminating the existing paved practice fields. The on-site lighting is directed inward and downward and is largely shielded by the existing landscaping, thereby limiting visibility from surrounding residential uses, which may be considered to be light-sensitive. Lighting that currently illuminates the proposed Athletic Field site includes pole lighting, located along the site boundary and the parking area.

2. Air Quality

The project site is located in the South Coast Air Basin, an area of high air pollution potential, particularly from June through September. Light winds and shallow vertical atmosphere mixing frequently reduce pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys and lower in the far inland areas of the Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in southern California. The area previously was in non-attainment for all National Ambient Air Quality Standards (NAAQS), except for sulfur dioxide (SO₂). The area is now defined as in attainment for nitrogen dioxide (NO₂), lead (Pb), and SO₂, with carbon monoxide (CO) approaching attainment. Particulate matter (PM₁₀) and ozone (O₃) levels, while reduced substantially from their peak levels, are still far from attainment.

SCAQMD monitoring stations most representative of the project area indicate that the California maximum 1-hour O₃ concentration is exceeded between one to nine times annually, the California PM₁₀ standard is exceeded between 1 and 12 times annually, and the national (Fine Particulates) PM_{2.5} standard for a 24-hour averaging time is exceeded between 0 and 4 times. No violations of the California or national standards for CO, NO₂, SO₂, standards occurred in the West Los Angeles area in recent years. Sensitive receptors in the project vicinity include the Curtis School to the north, the Mirman School and the Westland School to the west, the Berkeley Hall School to the south, the Bel Air Presbyterian Church to the northwest, and the High School to the east, as well as High School and the existing Stephen S. Wise Middle School.

3. Biological Resources

The proposed project sites are, for the most part, previously graded, developed and/or landscaped. Some large trees occurring within, and adjacent to, the project sites may support nesting birds. The project sites are not located within a designated County of Los Angeles Significant Ecological Area (SEA) nor, based on the review of relevant literature and data on sensitive habitats and species in the region including the California Natural Diversity Data Base, are the sites characterized by local, state or federal listed endangered, threatened, rare, protected,

candidate, or sensitive species or a Species of Special Concern. There are no other adopted plans, including Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project sites. No riparian vegetation, sensitive natural community, waters or wetlands are located on the project sites and the sites demonstrate no evidence of streams or ordinary high water mark (OHWM), saturation, or wetland vegetation. No blue-line streams are located within the boundary of the project areas are shown on USGS quad maps for the area.

As such, the project sites do not support substantive habitat that would sustain native biological resources. The landscaping on the project sites generally consists of ornamental trees and shrubs, although limited native plant species exist on-site, including several oak trees. Oak trees are located primarily on the proposed Middle School site.

4. Cultural Resources

The project sites are composed of shallow fill material and much of the native topsoil has been removed as part of previous grading and development activities. Thus, the potential for the discovery of unique or important archeological resources is limited. A search of South Central Coastal Information Center records, the National Register of Historic Places (NR), the California Register of Historical Resources (CR), the California Points of Historical Interest (CPHI), the California Historical Landmarks (CHL), the California State Historic Resources Inventory (HRI), and the City of Los Angeles Historic-Cultural Monuments register indicates that no previously recorded prehistoric or historic archaeological resources occur within the project sites or within a 0.5-mile radius of the project sites.

Natural History Museum of Los Angeles County (NHMLAC) records reveal that numerous areas containing paleontological resources are located within a 0.5-mile radius of the project site, although no known vertebrate fossil sites are within the proposed project site. Paleontological resources are located in bedrock material of the marine Late Miocene Monterey Formation or Modelo Formation, common in the Santa Monica Mountains and Coastal area. This formation produces fossil vertebrates, many of which are small deep-water fish. In addition, larger specimens such as marine birds, dolphins and whales have been discovered in the vicinity. NHMLAC records indicate that the paleontological sensitivity of the any portion of the proposed project sites having bedrock material of the marine Late Miocene Monterey Formation or Modelo Formation is considered to be high.

5. Geology/Seismic Hazards

The proposed Middle School site is generally mantled by shallow fill deposits ranging from about 1 to 2 feet over bedrock of the Modelo Formation. The topography of the entire

project site is diverse with a combination of natural and cut and fill slopes. The fill slopes occupy two pre-existing canyons that were backfilled during prior construction. A third canyon located on the southern portion of site has been graded with non-engineered fill placed over colluvium. Fill was also placed on the northern portion of the site for the construction of Mulholland Drive, with resulting fill slopes up to 30 feet in height. An 80-foot-high cut-slope, east of Mulholland Drive was graded at approximately 1:1 for the construction of Mulholland Drive. This slope generates loose debris from the weathering of bedrock materials and could present hazard due to rockfall, erosion, and mudflows. However, no evidence of distress from lateral spreading was observed during field investigations.

The topography of the proposed Athletic field site is characterized by a large, near-level pad; an ascending 60- to 100-foot-high, west-facing cut slope; and a 5- to 10-foot-high descending cut slope to the north along Mulholland Drive. An existing 10-foot-high retaining wall supports the north side of the descending slope. The site was excavated to create a relatively level pad for the existing nursery school facility, and fill soils cover the majority of the site to depths of 0.5 to 10 feet below the existing grade. As with the proposed Middle School site, some of the bedrock contains black shale, which is a potentially highly expansive bedrock.

The project site, as all of Southern California, is located in a seismically active region. However, no evidence of fault traces have been observed or recorded on the project sites and the sites are not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or a Seismic Hazard Zone established by the California Geological Survey. The bedrock underlying the project site consists of sedimentary rock units of the late Miocene age Modelo Formation.

6. Hydrology/Surface Water Quality

Approximately half of the proposed Middle School site is developed with a recreation area containing two grass practice fields separated by paved basketball courts with bleachers and small storage structures. The remainder of this site consists of a steeply sloping hillside, some of which is natural ground and some of which was previously graded for construction of Sepulveda Boulevard and, in more recent years, for the construction of one of the grass playing fields, driveway, and parking area for the existing high school. The unfiltered drainage from the grass playing fields and from the asphalt playground is conveyed through a series of catch basins and pipes southerly to the high school driveway and ultimately outlets into existing, unfiltered storm drains south of the high school site. The capacity of these catch basins and pipes are unknown. The developed area of the site has an average of 21 percent imperviousness. The steep slopes and natural area of the site drain directly to Sepulveda Boulevard, sometimes carrying debris, rocks and other material from the existing hillside into Sepulveda Boulevard. An existing drainage structure is located above Sepulveda Boulevard near the tunnel and a small debris wall is located at the southerly end of the site captures a certain amount of debris from the natural canyon. A large retaining basin at the back of the Skirball Cultural Center reduces the flow of

water into Sepulveda Boulevard adjacent to the center. The natural and graded slopes are calculated to be 10 percent impervious.

The Athletic Field site contains four modular structures on foundations (the existing nursery/pre-school site), with driveway, paved play areas and a graded, 100-foot slope at the easterly side of the site. The existing site drains into an existing storm drain system which passes under Mulholland Drive and continues northerly under the parking lot of the Bel Air Presbyterian Church. This system has grated inlets on the project site and at the church parking lot. Storm water from the hillside above the site is collected in bench drains on the hillside above and is conveyed to the existing storm drain. All storm water that enters the existing storm drain system, either from the parking lot, or from the top of the hillside, is unfiltered. Unfiltered water carries a certain amount of debris; oil and other materials into the storm drain system. At the present time, the developed area of the site is calculated to be 90 percent impervious and the ascending graded slope is 10 percent impervious.

7. Land Use

The proposed Middle School would be located within the existing 10.8-acre High School campus, and the proposed Athletic Fields would be located on a 2.8-acre nursery school/pre-school site, located approximately 1,000 feet west of the High School. The project sites are currently zoned RE-40-1-H (Residential Estate, Height District 1). Private schools are permitted within the RE zone by Conditional Use Permit (CU), through which design and/or operational conditions of use may be imposed and enforced by the City. In accordance with CU Nos. ZA 93-0147 (CUZ) (PAD), ZA 99-0514 (CUZ), and Council File 11-1648, maximum permitted enrollment for the existing High School is 650 students and, pursuant CU No. 93-0146 (CUZ)(ZV), up to 320 students are permitted at buildout on the existing nursery/pre-school site. (290 students are permitted in the existing temporary structures on the site.) The Consolidated Middle School/High School site is bounded by the Skirball Cultural Center on the south and the Curtis School on the north and northeast, across Mulholland Drive. The proposed Athletic Fields site is bounded by the Bel Air Presbyterian Church and associated facilities on the northwest, the Mirman School on the west (with the Westland School farther to the west), and the Berkeley Hall School on a hillside to the south. The area directly east of this site consists of a vacant, generally wooded area, interrupted only by the driveway to the Berkeley Hall School.

The project sites are located within the boundaries of the Brentwood-Pacific Palisades Community Plan and the Mulholland Scenic Parkway Specific Plan. The project sites and adjacent institutional uses are also located within the Mulholland Scenic Parkway Specific Plan Inner Corridor, a 500-foot buffer along both sides of Mulholland Drive. The Specific Plan also designates the Inner Corridor as an Institutional Use Corridor, which provides for uses such as schools, churches and accessory buildings. The Specific Plan includes numerous regulations that address site use, building design and construction procedures. The Specific Plan also controls

building size and placement and establishes height limits (40 feet for the project site) and setbacks (40-foot front yard and 20-foot side yard for the proposed project site). The Specific Plan also establishes Viewshed guidelines that pertain to maximum building heights.

The Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines, adopted May 22, 2003, also provide guidance for the design review process in the Inner Corridor and guidelines pertinent to environmental protection measures, grading limits, building standards, including regulations on grading, viewshed protection, building heights, roofs, yards, fences, gates and walls.

8. Noise

Sources of noise within the vicinity of the project site include traffic along local streets and the Interstate 405 Freeway. Other noise sources include outdoor activity (i.e., student activities at the High School and other school) and landscaping maintenance activities at the existing High School and adjacent schools. According to LAMC Section 111.03, the project area has a presumed ambient noise level of 50 dBA during daytime hours. Noise levels at the existing project site may exceed the presumed ambient due to the proximity of the Interstate 405 Freeway. A series of short-term measurements indicated ambient levels to be approximately 60 dBA L_{eq} along the property boundary between the existing nursery/pre-school and Mirman School. Ambient noise levels may fluctuate depending on the student activity level.

Some land uses, including residences, schools, religious institutions, and parks are considered more sensitive to intrusive noise than others due to the amount of noise exposure and the types of activities typically involved at the receiver location. Noise-sensitive land uses (sensitive receivers) in the vicinity of the proposed project include the Curtis School, the Skirball Cultural Center, Mirman School, Berkeley Hall School, Bel Air Presbyterian Church, and Westland School. Due to their proximity to Middle School site, students and faculty members at High School High School are also considered sensitive receivers.

9. Transportation and Circulation

Regional access to the project site is provided by the San Diego (I-405) Freeway and Sepulveda Boulevard. Immediate access to the site is provided via Mulholland Drive, an east-west scenic highway located just north of the project site. Near the intersection with Skirball Center Drive, two through travel lanes are provided in each direction. Otherwise, one travel lane is generally provided in each direction, with separate left-turn lanes available at most intersections and driveways. Traffic signals on Mulholland Drive control traffic at the intersections with Walt Disney Drive, Skirball Center Drive, and Casiano Road. Curbside parking is prohibited with Tow Away No Stopping Any Time (TANSAT) zones posted along

both the north and south sides of Mulholland Drive in the project vicinity. In the project vicinity, Mulholland Drive has a posted speed limit of 40 miles per hour (MPH).

Intersection service levels (LOS) in the area reflect the effects of commuting traffic on roadways in the vicinity of the project site. Existing LOS for the Mulholland Drive/Calneva Drive intersection is E in the A.M. and C in the P.M. and the LOS for the Sepulveda Boulevard/Skirball Center Drive intersection is F in the A.M. and D in the P.M. The remaining intersections in the vicinity are currently operating at LOS C or better during both the A.M. and P.M. peak hours. Due to the large number of schools in the area, Mulholland Drive also experiences spikes of traffic during the typical school drop-off and pick-up periods. Existing LOS at the Walt Disney Drive/Mulholland Drive intersection, which currently serves the Curtis School and is proposed to serve the Middle School site, was evaluated during the peak student pick-up and drop-off periods for the Curtis School (8:15–8:30 A.M. and 3:15–3:30 P.M.). During these time periods, the intersection is operating at LOS B and LOS A, respectively. The proposed project sites, including the existing High School and the existing nursery/pre-school site currently generate 3,455 trip ends a day, including 809 A.M. peak-hour trips and 640 P.M. peak-hour trips. The P.M. peak hour occurs between 3:00 and 4:00 P.M. due to the number of schools located along the Mulholland Drive corridor.

B. RELATED PROJECTS

The California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIRs) analyze cumulative impacts. CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” In addition, CEQA Guidelines Section 15130 indicates that the analysis of cumulative impacts need not be as in-depth as what is performed relative to the proposed project, but instead is to “be guided by the standards of practicality and reasonableness.”

Cumulative impacts are anticipated impacts of the project along with reasonably foreseeable growth. According to CEQA Guidelines Section 15130(b)(1), reasonably foreseeable growth may be based on either of the following:

- A list of past, present, and probable future projects producing related or cumulative impacts; or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental planning document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative visual impact generally could only affect the area within the view of the project site, while a cumulative air quality impact could affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those boundaries for the cumulative study area of each environmental issue, are identified in the applicable environmental issue section in Section IV, Environmental Impact Analysis, of this EIR.

Six projects have been identified within the vicinity of the project site. These projects are described in Table 1 on page 68 and are located on the map presented in Figure 7 on page 69. These projects include the following: (1) a 17,850-sq.ft. convent expansion at 4316 Lanai Road; (2) Stephen S. Wise Temple Nursery School accommodating a maximum of 290 students; (3) Mission Canyon State Park project within 262 acres; (4) school and pre-school facilities for 300 students at 16200 Mulholland Drive; (5) an existing private school with facilities approved for up to 675 students (an increase in the current enrollment of 535 students); and (6) an existing private school with a proposed increase of 80 students.

Table 1**RELATED PROJECTS**

No.	Project	Location	Land Use	Size	Status
1	99-0237	4316 Lanai Road between Marlboro Drive and Garvin Drive	Convent	17,850 SF expansion	Proposed
2		Stephen S. Wise Temple Nursery School	Nursery School Administrative Space	290 Students	Proposed
3		Mission Canyon Park Project	State Park	262 Acres	Proposed
4	ENV-2002-1963	16200 Mulholland Drive between Sepulveda Boulevard and Corda Drive	School (K–8) Pre-School ^a	240 Students 60 Students	Proposed
5	CPC No. 89-0763CU	15871 Mulholland Drive (at Walt Disney Drive) Corda Drive	Private School	675 Students Approved (535 Students Existing)	Approved
6		3900 Stansbury Ave.	Private School K–12	80-Student Increase	Proposed

^a A 240-student K–8 school replacing the existing 240-student Stephen S. Wise Temple Middle School. A 60-student preschool replacing the existing 60-student preschool at 16221 Mulholland Drive.

Source: City of Los Angeles Department of Transportation and Department of Planning, 2004.

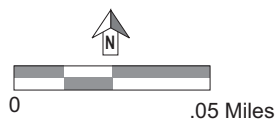
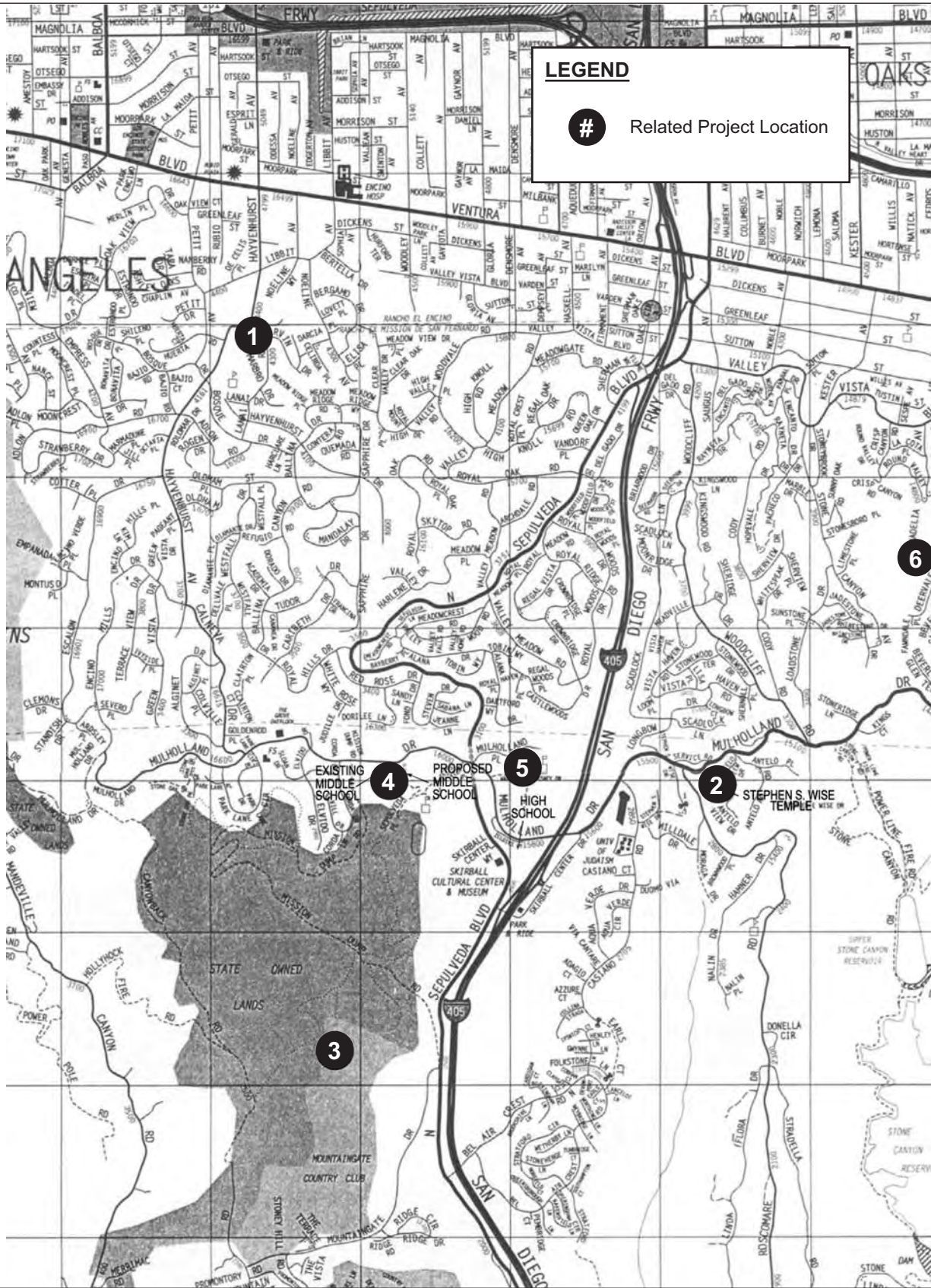
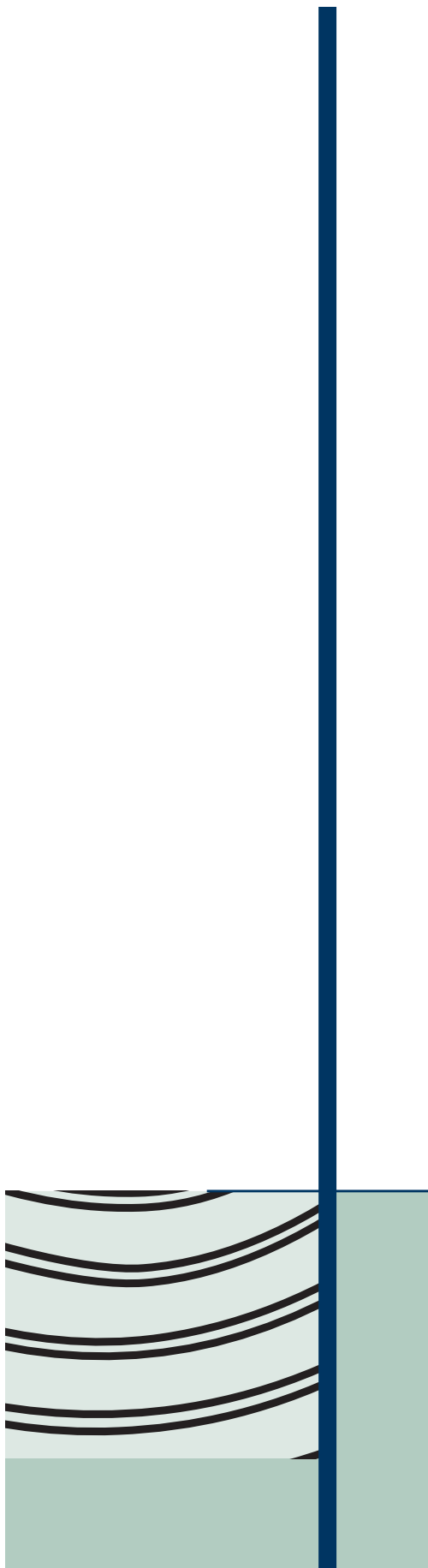


Figure 7
Location of Related Projects

Source: Map Source: Thomas Bros. Guide; Linscott Law & Greenspan Engineers



IV. ENVIRONMENTAL IMPACT ANALYSIS

IV. ENVIRONMENTAL IMPACT ANALYSIS

A. AESTHETICS, VIEWS AND LIGHT AND GLARE

This analysis addresses aesthetics, views, and light and glare. The aesthetic analysis compares the existing visual character of the project site and its surroundings to the design characteristics of the proposed alterations. The views analysis addresses visual access to prominent visual elements, such as the Santa Monica Mountains, and view quality along designated view corridors, such as Mulholland Drive. In general, the views analysis is closely tied to topography and distance from the resource. The analysis of light impacts addresses changes to the night-time character of an area due to project illumination. The analysis of glare addresses effects caused by reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Existing Site Character

(a) Consolidated Middle School/High School Site

Proposed Middle School. The Consolidated Middle School/High School site includes the Middle School site on the northern portion and the existing High School site on the southern portion. The proposed location of the Middle School is currently a recreation area located adjacent to and used by the existing High School. It includes two grass practice fields separated by paved basketball courts with bleachers and small storage structures. In addition, a chain-link fence, approximately 8 feet in height, surrounds the paved basketball court as shown in photograph 1 of Figure 8 on page 71.

An approximately 8-foot chain-link fence also surrounds the entire proposed Middle School site as shown in photograph 2 of Figure 8 on page 71. The site is set into a depressed plateau defined by the slope along the southern site of Mulholland Drive and the steep slope between the site and Sepulveda Boulevard. The downward slope from Mulholland Drive is vegetated with trees, shrubs and ground cover as shown in photograph 3 of Figure 8. Existing vegetation at the top of the project site creates a partial visual barrier between the project site and



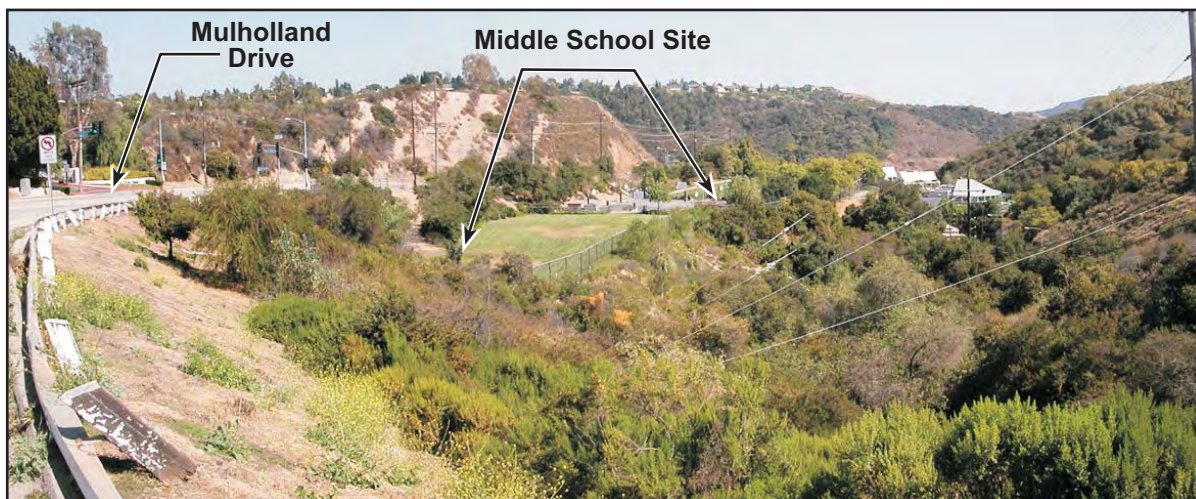
Photograph 1



Photograph 2



Photograph Location Key Map



Photograph 3



Figure 8
Photographs of the
Middle School Site

Source: PCR Services Corporation, 2005

Mulholland Drive. Vegetation surrounds the site and the adjacent slope as shown in photographs 2 and 3 of Figure 8 on page 71.

High School Balcony Enclosure. Photographs 4 and 5 in Figure 9 on page 73 provide views of the High School from locations south of the site. The High School is located downslope from the proposed Middle School site. The High School site includes a parking lot and four main structures, which are terraced and connected by a series of walkways and stairwells. The portion of the High School building affected by the proposed project is located at the southern most portion of the site. The façade of this building consists of light colored brick/block and stucco, which blends in with the existing environment. Three uncovered balconies extend from the south-facing wall of the three western buildings. A clock tower in the vicinity of the balconies is located on the High School site and serves as a prominent landmark from vantage points to the south.

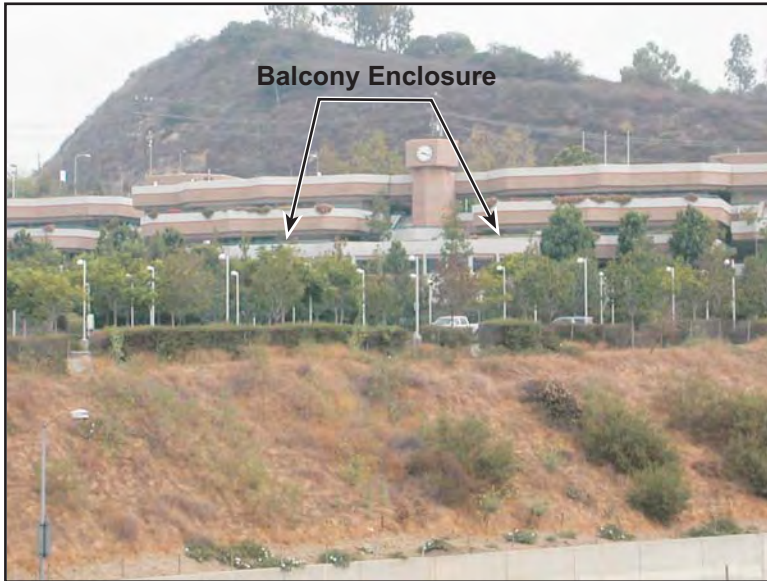
(b) Athletic Fields Site

The proposed Athletic Fields site contains four one-story temporary modular buildings, containing a total of approximately 20,000 square feet. These buildings are temporary in nature and have a façade of aluminum siding. A surface parking area with 50 parking spaces is located adjacent to Mulholland Drive on the northern portion of the site. A fenced outdoor play area is located in the central portion of the site and a small grass area is located at the southern end of the site. Photographs 8 and 9 of Figure 10 show the play areas and the various enclosures (e.g., fences, vegetation) within the site.

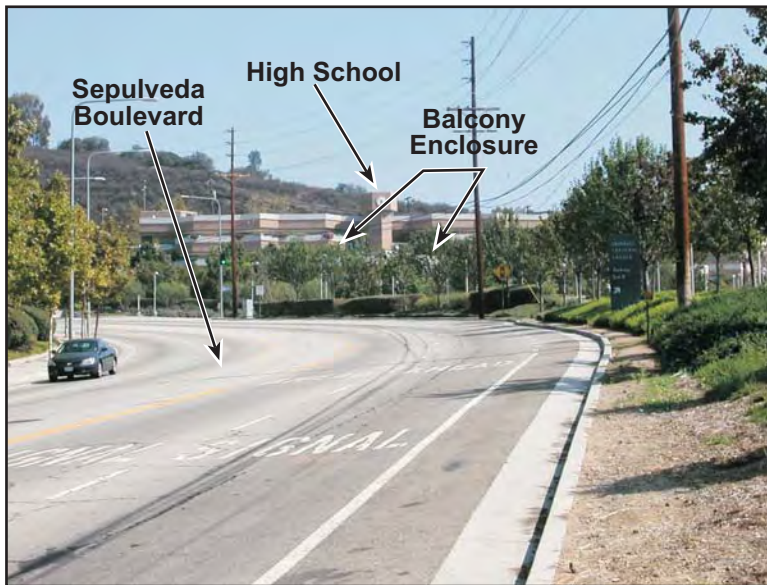
Landscaping on the proposed Athletic Field site consists of ornamental trees and shrubs primarily located along the western project boundary and the southern portion of the parking area. The right-of-way adjacent to the nursery school parking lot and Mulholland Drive contains several small oak trees, rocks and ground cover, as shown in photographs 6 and 7 of Figure 10 on page 74. Views of the site are limited from Mulholland Drive due to the surrounding vegetation and the tight curves along the road, as shown in Photograph 7.

(2) Character of Adjacent Areas

The project is located at the crest of the Santa Monica Mountains, which are recognized for their high scenic value. Regional views along the Mulholland Drive corridor include steep slopes and dramatic views of surrounding urban areas. The project sites are located within an institutional corridor with uses that include religious and educational facilities.



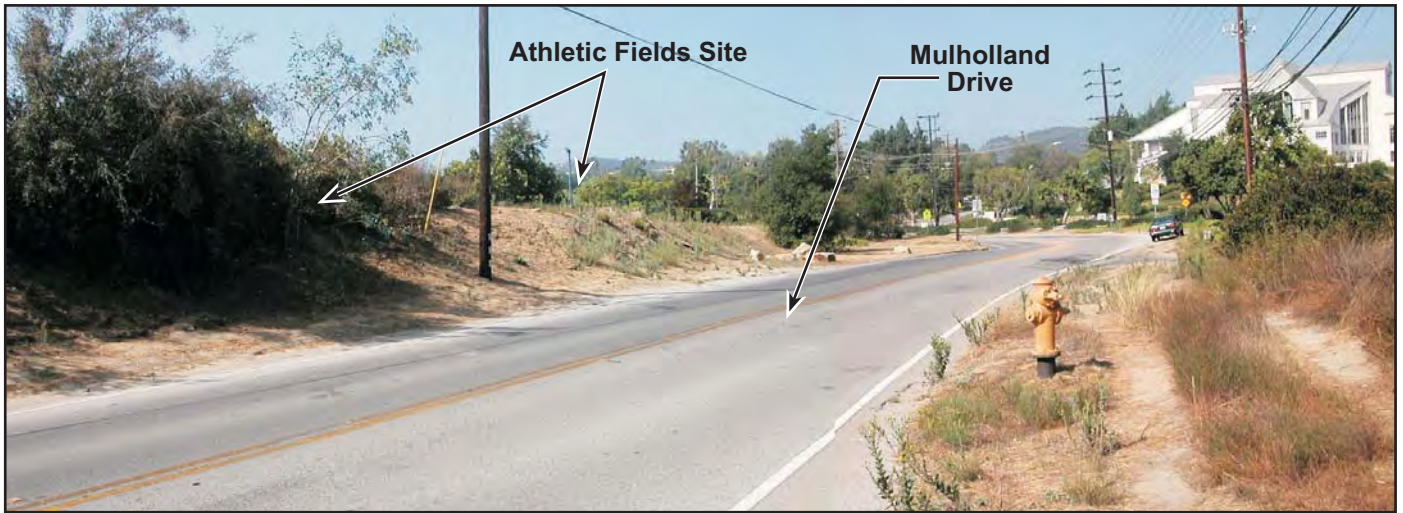
Photograph 4



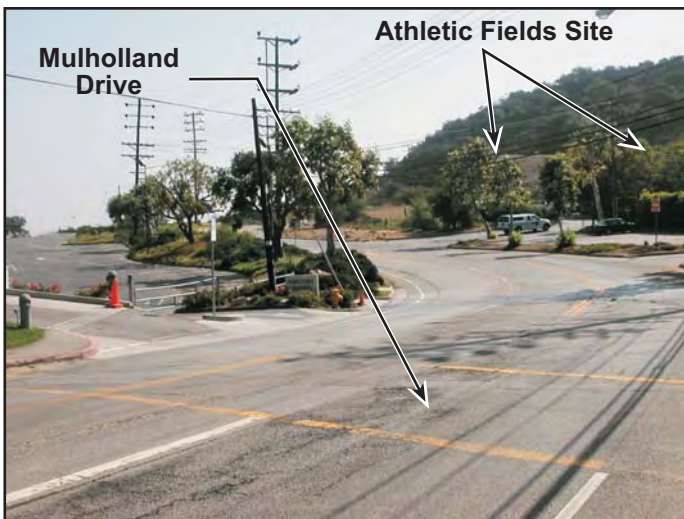
Photograph 5



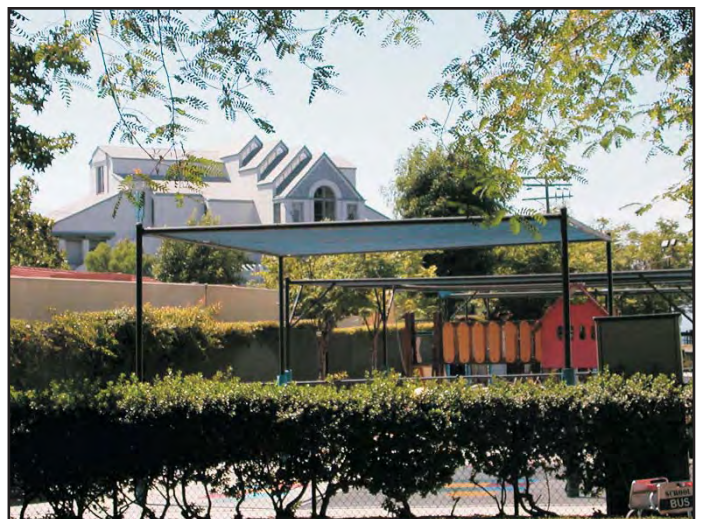
Photograph Location Key Map



Photograph 6



Photograph 7



Photograph 8



Photograph 9



Photograph Location Key Map



Figure 10
Photographs of the
Athletic Field Site

Source: PCR Services Corporation, 2005

(a) Area Surrounding the Consolidated Middle School/High School Site

To the north, the Consolidated Middle School/High School site is located in a cluster of hillside uses along Mulholland Drive, pocketed within the larger urbanized area. The general appearance along the Mulholland corridor is one of prevailing vegetation and open spaces with interspersed buildings, which contribute to the natural feel of the corridor. Several school and church uses are set into the nearby hillside vegetation west of the project site. There are also institutional uses located along the corridor to the east, beyond I-405. The Curtis School, located at the intersection of Mulholland Drive and Walt Disney Drive, is the most proximate use to the project site along this corridor. The Curtis School is somewhat isolated from the project site due to topography and vegetation. Views from the Curtis School property into the project site are available at Walt Disney Drive.

To the south and west, the project site is located east of Sepulveda Boulevard, atop a 50- to 75-foot high slope. The vegetated slope above Sepulveda Boulevard is steep, which contributes to the canyon atmosphere while driving along this corridor south of the Sepulveda Tunnel. The Skirball Center is located on Sepulveda just south of the project site. The I-405 corridor is located approximately 0.3 mile to the east. The I-405 corridor, the Skirball Center, and the existing High School on the project site create a more developed/urbanized appearance at the High School site when compared to the natural hillside atmosphere at other nearby locations.

In the larger outlying area, single-family residences are located in hillside areas north and west of the project, as well as the south, across the I-405. Residential neighborhoods are somewhat isolated from the project site, due to the intervening vegetation and variable topography.

(b) Area Surrounding the Athletic Fields Site

The Athletic Fields site is bordered by the Bel Air Presbyterian Church and associated facilities on the northwest, and the Mirman School on the west, and the Berkeley Hall School on a hillside to the south. There are vacant, wooded areas surrounding the site and single-family residences located to the north and west of the project site.

(3) View Locations and View Resources

The project sites, including the Consolidated Middle School/High School site and the Athletic Fields site, are visible from public and private locations in the area. Public views are generally those obtained by travelers along Mulholland Drive. Private views are originated from institutional uses such as schools and places of worship and a limited number of homes at more distant locations. The most notable view location in the area is Mulholland Drive, a scenic

parkway. Other notable, public view locations are Sepulveda Boulevard, and I-405. In addition, limited public views and some private views are available from nearby and outlying hillside areas.

(a) Consolidated Middle School/High School Site

Views From Mulholland Drive. The Mulholland Drive corridor, a winding two-lane road, is recognized for its scenic features and recreational value. It provides both panoramic City views and a naturalistic setting with topographic variation. Travelers along Mulholland Drive where the Middle School would be built are provided only brief views of the project site due to the corridor's tight angles and vegetation as shown in photographs 10 and 11 in Figure 11 on page 77.

The most notable view of the proposed Middle School site from Mulholland Drive occurs immediately north of Walt Disney Way. This vantage point is shown in photograph 3 in Figure 8 on page 71. As southbound travelers come around the bend north of the site, they have a full view of the site as well as the surrounding hillsides and distant structures. The site view is notable for approximately 400 feet north of Walt Disney Drive. As travelers continue south along Mulholland Drive, views of the site are quickly reduced due to existing vegetation, as shown in photograph 11. As northbound travelers pass next to the site, their view is shaped mostly by surrounding hillsides and vegetation along the side of the project site. Intermittent views of the site are available between the vegetation. As northbound travelers pass beyond Walt Disney Drive, they can see the Middle School site from the bend along the north end of the site only if they turn their heads back toward the left. The high school balconies are located on the south side of the site and therefore, are not visible from Mulholland Drive.

The Mulholland Scenic Parkway Specific Plan identifies Mulholland Drive as a scenic parkway and identifies vista points, which give travelers expansive views from Mulholland Drive to the surrounding terrain and valleys below. The closest vista point to the project site is the Grove Major Vista Point, located approximately 0.25 miles west of the proposed Athletic Field site. Views from the vista point are oriented toward the expansive urbanized valley lying beyond the Santa Monica Mountains. The Consolidated Middle School/High School site is not visible from the vista point due to the angle of the curve, vegetation and topography.

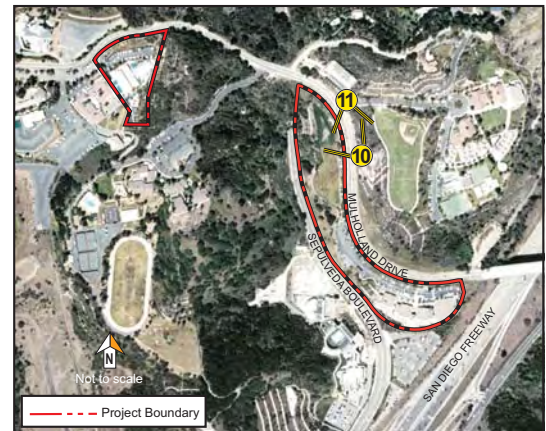
Views From Sepulveda Boulevard. Slopes along the western edge of the proposed Middle School site slope downward approximately 50 to 75 feet toward Sepulveda Boulevard. Views of the proposed Middle School site from Sepulveda Boulevard are limited to the perimeter fence due to the steepness and height of the slope above as shown in photographs 12 and 13 in Figure 12 on page 78. The High School is visible from Sepulveda Boulevard. However, as shown in photograph 5 of Figure 9, intervening trees screen views of the balconies.



Photograph 10



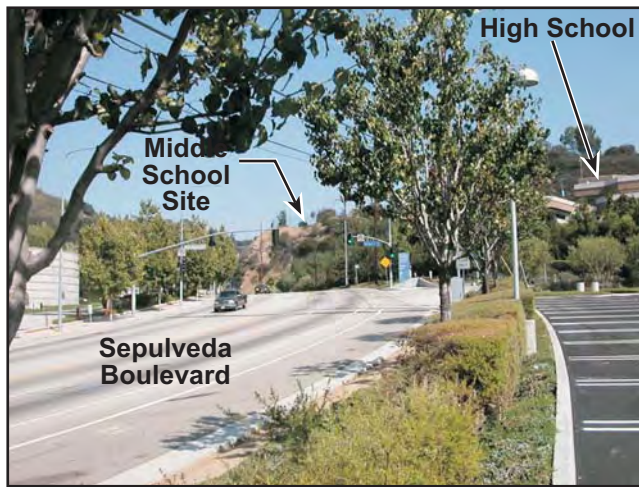
Photograph 11



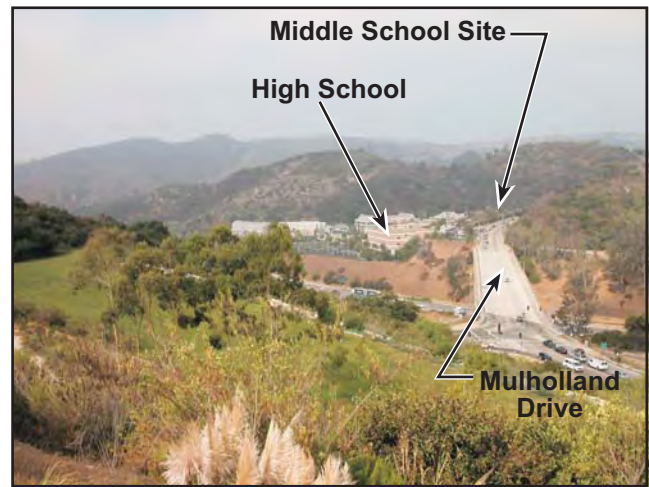
Photograph Location Key Map



Photograph 12



Photograph 13



Photograph 14



Photograph Location Key Map

Views From I-405. The Middle School site is located upslope from the I-405 corridor with intervening hillsides and the High School screening views of the Middle School and Athletic Field sites. Therefore, the proposed Middle School site is not directly visible from I-405. Direct views of the existing High School, specifically the balconies proposed for enclosure, are available to northbound travelers on I-405. The balconies are a small feature within the overall design of the High School and are not notable in themselves.

Other Adjacent Areas. Indirect views of the Consolidated Middle School/High School site are available from properties in the adjacent hillsides. The Middle School site is set within the hillside, blending with the surrounding landscape. Views of the Middle School site are limited from adjacent hillsides due to the small number of view locations, their orientations and intervening vegetation. The Skirball Center also has some views of the Middle School site and the steep slope above Sepulveda Boulevard. As shown in photograph 12 in Figure 12 on page 78, limited views of the perimeter fence and pole lights atop the Sepulveda slope occur from the entry drive to the Skirball Center.

A portion of the High School, including the terraced building façade, is also visible from the Skirball Center, located on Sepulveda Boulevard. However, as discussed above, trees in the forefront screen views of the lower portions of the High School. Vegetation also screens views of the High School balconies from the hillside above I-405 as shown in photograph 14 of Figure 12. Also shown in photograph 14, private properties located east of I-405, have views of the existing High School site as well as surrounding buildings including the Skirball Center. However, these views are limited due to the distance from the site, the angle at which the High School is situated and intervening vegetation.

(b) Athletic Fields Site

Views into the Athletic Fields Site from public and private vantage points are limited. This is due to the vegetation surrounding the site, the steep upward slope along the eastern boundary of the site, and the screened fences along the western boundary. The Athletic Fields site is not visible from Sepulveda Boulevard or I-405 due to the intervening topography, and therefore, these vantage points are not discussed below.

Mulholland Drive. As shown in photograph 6 in Figure 10, views into the site from Mulholland Drive are limited due to the vegetation along the northern boundary of the proposed school Athletic Fields site. In addition to the vegetation, the gated entry is narrow, allowing only a brief view of the site for travelers along Mulholland. Mulholland Drive curves sharply as one traverses west, completely cutting off views of the Athletic Fields site.

Other Adjacent Areas. Views into the project site from the surrounding residential areas are obstructed by vegetation and steep terrain. However, other private views may occur from adjacent institutional uses including the Mirman School, the Berkeley School and the Bel Air Presbyterian Church. The Mirman School is located immediately west of the proposed Athletic Fields Site. Views are interrupted by trees and shrubs along the boundary of the site. Indirect views also are available from the Berkeley School, located south of the site on an upslope lot. Additionally, indirect views may occur from the Bel Air Presbyterian Church, located northwest of the project site, across from Mulholland Drive. However, these views would only occur from upper levels of the site.

(4) Light and Glare

As stated above, the project area is located within an urbanized area, surrounded by institutional and residential uses as well as in close proximity to the I-405. These urban uses are sources of light and glare. Night lighting sources in the project vicinity are limited to street lighting, interior lighting, and limited grounds lighting on surrounding properties. Nighttime illumination on the proposed Middle School site is also minimal, consisting of one pole light illuminating the paved practice fields. The on-site lighting is directed inward and downward and is largely shielded by the existing landscaping, thereby limiting visibility from surrounding residential uses, which may be considered to be light-sensitive. There are no other sources of illumination on site.

The paved recreation area at the proposed Middle School site currently produces minimal sources of glare from the basketball backboards and the bleachers.

Lighting that currently illuminates the Athletic Field site includes pole lighting, located along the site boundary and the parking area. As with the proposed location of the Consolidated Middle School/High School, night lighting sources in the project vicinity include pole lighting and interior lighting from surrounding institutional uses as well as street lighting, interior lighting, and limited grounds lighting on surrounding residential properties. Minimal sources of glare are generated from the temporary structures and the parking lot.

b. Regulatory Framework

(1) Mulholland Scenic Parkway Specific Plan

Mulholland Drive is designated as a Scenic Highway in the Transportation Element¹¹ of the City of Los Angeles General Plan and as a Scenic Road in the Brentwood–Pacific Palisades

¹¹ Council File No. 97-1387, adopted by City Council September 8, 1999.

Community Plan.¹² The Transportation Element states that a Corridor Plan may be incorporated into the Specific Plan that encompasses the designated highway. Therefore, the Community Plan, through development regulations set forth in the Mulholland Scenic Parkway Specific Plan, sets forth requirements for development and the preservation of views along Mulholland Drive.

The intent of the Specific Plan is to assure maximum preservation and enhancement of unique scenic resources and features; to assure land use compatibility; to assure that the design and placement of buildings preserve, complement and/or enhance views from Mulholland Drive; to minimize grading and assure graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains; to preserve the natural topographic variation within the Inner and Outer Corridors; to reduce the visual intrusion caused by excessive lighting; to protect prominent ridges and topographic features; and to provide a review process for all projects visible from Mulholland Drive.

The project sites are located within the Inner Corridor and are subject to development regulations tailored for that designation. Specific Plan environmental subject areas germane to the project's aesthetic impacts include viewshed protection, allowable building heights, yard requirements, roofs and allowable materials for fences, gates and walls. The Specific Plan also identifies major vista points which have "exceptional mountain, ocean and/or city views and (are) set aside for public use."

As stated above, the project sites are located within the Inner Corridor, and are therefore subject to the regulations set forth in Section 5 of the Mulholland Scenic Parkway Specific Plan. As stated in Section 5.D(1), no building or structure visible from Mulholland Drive shall penetrate the viewshed. The Specific Plan defines the viewshed as "a visual field within the inner corridor, with a seven degree angle determined by the line of sight at four feet above the edge of Mulholland Drive."¹³ This section also states that the Director of Planning may approve a project's penetration into the viewshed after making the following findings: "...a) the Department of Building and Safety has determined that the height of the project does not exceed the height limit in paragraphs a, b or c of subdivision 2 and, b) the project is designed to complement the view from Mulholland Drive."¹⁴

Section 5.D(2) identifies allowable height limits of 40 feet for buildings on a downslope lot that are visible from Mulholland Drive and within 500 feet from the right-of-way. If the elevation of the highest adjoining sidewalk or exterior wall of a building exceeds grade by more

¹² Ordinance No. 167,943, Effective June 29, 2003, amended by Ordinance No. 173, 268 (7/1/00) and Ordinance No. 173,455 (9/22/00).

¹³ City of Los Angeles, Mulholland Scenic Parkway Specific Plan, May 13, 1992, page 6.

¹⁴ City of Los Angeles, Mulholland Scenic Parkway Specific Plan, May 13, 1992, page 12.

than 20 feet, a building or structure may exceed the prescribed height by up to 12 feet. However, no additional height shall cause any portion of the building or structure to exceed a height of 40 feet.¹⁵

Yard requirements for buildings located on lots that abut the right-of-way and are a minimum of 100 feet in depth are provided in Section 5.D(3). This section states that the front yard shall not be less than 20 percent of the depth of the lot, but need not exceed 40 feet. The side yard on each side of the main building shall not be less than 10 percent of the width of the lot, but need not exceed 20 feet.

Section 5.D(4) of the Specific Plan identifies allowable materials for fences, gates and walls visible from Mulholland Drive. The allowable materials include rough-cut, unfinished wood; native-type stone; split-face concrete block; textured plaster surface walls; black or dark green chain link or wrought iron; or a combination. In addition, according to Section 5.D(7), roofs visible from Mulholland Drive must be surfaced with non-glare materials and no equipment shall be placed thereon.

(2) Mulholland Scenic Parkway Specific Plan—Design and Preservation Guidelines

Additional guidelines are set forth in the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines (guidelines).¹⁶ The guidelines provide policies, interpretations and precedents used by the Design Review Board in implementing the Specific Plan. The intent of the guidelines is to provide applicants, City Planning personnel, and others with guidance in designing projects to be compatible with the scenic parkway. As stated in the guidelines, “...These guidelines do not create entitlements, nor are they mandatory requirements. They provide direction on how the Mulholland Scenic Parkway can best be preserved while allowing appropriate development, and clarify what can be expected when a project is reviewed by the Design Review Board and the Director. They recognize that individual projects and sites are different and present numerous and different design challenges. The guidelines do not require or expect every project applicant to address all the guidelines. An applicant should address the guidelines that are applicable to the proposed project and site conditions.”¹⁷

The site planning goal of the Design and Preservation Guidelines is to preserve and enhance both the natural topography and the scenic hillside character of the parkway. The

¹⁵ Building height is measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below the point of measurement.

¹⁶ Ordinance No. 167, 943, approved by the City Planning Commission May 22, 2003.

¹⁷ City of Los Angeles, *Mulholland Scenic Parkway Specific Plan—Design and Preservation Guidelines*, May 22, 2003, page 4.

objectives provide a broad statement followed by guidelines, which implement the objective. In the design review process, the Design Review Board applies the standards and criteria in the Specific Plan to ensure that all proposed projects within the Parkway preserve the natural environment and terrain of the Santa Monica Mountains, protect the hillside character of the Parkway, are compatible with the Parkway environment, and do not obstruct the views from Mulholland Drive. The guidelines state that a project would be approved by the Director once it has been found to complement the view from Mulholland Drive. Criteria to be considered in such an evaluation include whether the project would block any scenic view, be completely screened with native vegetation, and/or have architecture that fits into and blends into the site. The guidelines identified in the site planning section include the preferred criteria regarding placement of structures, walls, fences, light fixtures, trees, plants or other landscaping and irrigation systems in the right-of-way and types of vegetation allowable (e.g., plant colors should be consistent with the naturally occurring colors of the Santa Monica Mountains, lighting should avoid the creation of an urban street environment and protect the movement of wildlife, and exterior lighting fixtures should be shielded to screen the light source).

(3) Los Angeles Municipal Code

The project sites are zoned Residential Estate, Height District 1 (RE-40-1-H) and are located within the Institutional Use Corridor of the Brentwood–Pacific Palisades Community Plan and the Mulholland Scenic Parkway Specific Plan. The existing school uses are permitted on the sites pursuant to existing approved Conditional Use Permits (CUs). Additional land use controls are discussed in Section IV.G, Land Use.

Section 16.50 of the Los Angeles Municipal Code outlines procedures for obtaining approval of the Design Review Board.¹⁸ In order to obtain approval, the Design Review Board must hold a public meeting and notify owners and occupants adjacent to the subject property. Within five calendar days after it has acted on the application, the design review board must submit its recommendation to the Director of City Planning.

¹⁸ Ordinance No. 171,128, July 21, 1996, amended by Ord. No. 173,268 effective July 1, 2000.

2. ENVIRONMENTAL IMPACTS

a. Methodology

The evaluation of aesthetic impacts is based upon the potential for the project to result in changes to the site's aesthetic character, and the relationship of these changes to the surrounding environment. The visual character of the surrounding area was identified through field surveys, photographic interpretation, topographic analysis, and analysis of historic development patterns. In addition, the project was evaluated against the goals, purposes and policies of the Brentwood–Pacific Palisades Community Plan, the Mulholland Scenic Parkway Specific Plan and the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines.

The evaluation of impacts on views is based upon the project's potential to result in changes to the visual accessibility of unique visual resources within and near the project site as perceived by the public (e.g., motorists and pedestrians on nearby streets). This analysis addresses the degree to which proposed development may obstruct or detract from existing views from representative viewing locations. The identification of views within the project site and surrounding area was accomplished through field surveys, photographic documentation, and topographic analysis.

The assessment of potential illumination impacts is based on an evaluation of changes to on-site land uses and nighttime lighting sources and the resulting effects on identified sensitive receptors. A qualitative analysis of the potential for an increase in ambient light levels and light spillover onto off-site light-sensitive uses was conducted. Nearby sensitive receptors were identified through review of the aerial photograph and during a survey of the area.

The evaluation of existing glare conditions associated with the project site includes visual observations of the site. The potential for substantial changes to existing glare generation from future development of the site was then evaluated. Nearby receptors sensitive to glare exposure were identified through a windshield survey of the area and review of the aerial photograph.

b. Threshold of Significance

(1) Aesthetics

The following factors are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide" for consideration on a case-by-case basis in making a determination of significance:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which a proposed zone change would result in building that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

Based on these factors, a project would have a significant impact on aesthetics, if:

- The project would substantially and permanently detract from the valued visual character of a community, neighborhood or localized area by conversion of large areas of visible natural open space.
- The project introduces inappropriate contrast between proposed project elements and existing features that embody the area's valued aesthetic image.
- Existing features or elements (such as structures, public plazas, art or gardens) that substantially contribute to the valued visual character or image of an area are removed or altered in significant part by the project.
- The project represents substantial inconsistencies with goals and policies of the Community Plan applicable to local aesthetics.

(2) Views

The following factors are set forth in the City of Los Angeles' "L.A CEQA Thresholds Guide," for consideration on a case-by-case basis in making a determination of significance:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

Based on these factors, a project would have a significant impact on views, if:

- The project would substantially obstruct views available from a designated scenic highway, corridor or parkway, or would substantially obstruct recognized or valued views currently enjoyed from a public roadway, bike path, or trail vantages.

(3) Light and Glare

The following factors are set forth in the City of Los Angeles' "L.A CEQA Thresholds Guide," for consideration on a case-by-case basis in making a determination of significance:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas

Based on these factors, a project would have a significant illumination impact if:

- The project introduces new sources of light that would substantially affect nighttime views or substantially illuminate adjacent, off-site, light-sensitive uses.

c. Analysis of Project Impacts

(1) Aesthetics

(a) Consolidated Middle School/High School Site

(i) Project Design Features

The proposed Middle School site is located on the northern portion of the Consolidated Middle School/High School site, adjacent to the High School. The proposed project would develop the site with institutional uses associated with a middle school, including classrooms, computer workrooms, technology/media facilities, an art center and storage, a central religious studies/assembly hall, a student lounge, administrative support facilities including a staff lounge, and other related uses. These uses would comprise approximately 30,000 square feet of program floor area.

A conceptual site plan of the Middle School is shown Figure 4 in Section II, Project Description. A conceptual view of the proposed Middle School project from Mulholland Drive is shown in Figure 13 on page 88. As indicated, the Middle School is designed as four linked buildings, paralleling Mulholland Drive and terracing up to the north below the line of the street. These are low profile buildings with gently pitched roofs echoing the grade of Mulholland Drive and stepping façades. Circulation throughout the school is via covered porches and overhangs lining inward facing courtyards, out of view from the surrounding streets and neighborhoods. All portions of the building are single story, with a maximum height of approximately 18.5 feet above finished grade. All portions of the buildings would be below Mulholland Drive.

The building materials consist of integrally colored stucco, natural stone tile (ranging from blonde slate to quartzite or limestone), heavy timber screens and sun shades, and non-reflecting standing seam metal roofs. The northern portion of the project includes a courtyard that has been designed to provide a transition from the more natural slopes at the northern edge of the project site into interior courtyards and buildings located further south. Within the outdoor courtyards, the character of the materials and façade treatments shifts from a more natural appearance at the north end to a more “High Tech” character in the southernmost buildings. At the south end of the middle school campus, walls facing to the interior of the entry courtyard will include some of the natural materials from the north end of the site while also incorporating metal panels, more regularized paving patterns and channeled water features.

The courtyard at the northern end of the project site would serve as a gathering area and location for light recreational activities. Two half basketball courts, with a green asphalt surface and mobile hoops, would be surrounded by the low stone walls with turf seating and a random



Figure 13
Conceptual View of the Project
from Mulholland Drive

Source: Shimahara Illustration, 2004

canopy of oaks and sycamore trees overhead. A shallow water feature emerges from a site wall at the north end of the garden and enters the site through a large square opening. The highest retaining wall incorporates a naturalistic stone-climbing wall that is accessible only through the courtyards and would be completely screened from the street.

The proposed Middle School would sit on a shelf cut into the hillside below the line of Mulholland Drive. The slope down from Mulholland Drive would provide a project backdrop along the eastern side of the project site. A 30-foot high retaining wall would be set into the slope face along the northern side of the Walt Disney Drive accessway to shore up the road. Only the top 42 inches of this wall, providing a safety guardrail for the driveway, would be visible from Mulholland Drive. Along the western side of the project, the shelf slopes down to Sepulveda Boulevard. At the top of the slope, a retaining wall would be used to support project's terrace area and the northern-most classroom buildings. One major retaining wall, running roughly north and south, parallel to the classrooms would range from zero feet at the south end to approximately 27 feet at the north end. At the foot of the slope along Sepulveda Boulevard, a catchment wall/fence would be provided to protect the roadway from debris. This wall would be approximately four-foot high, made of concrete earth-tone colors with an approximately 3 feet of chain-link fencing on top.

Landscaping at the Middle School site would generally consist of a native palette of plant species that would be naturally blended into the site and the surroundings. Existing trees and vegetation would be retained where possible and supplemented with additional landscaping to reinforce the natural appearance of the site. Plant colors of added landscaping would be consistent with the naturally-occurring colors of the Santa Monica Mountains. Landscaping on the portion of the site that is adjacent to the Mulholland Drive right-of-way would consist of an informal arrangement of native plants, and the site driveway would be punctuated with compatible accent plants.

(ii) Project Impacts on Aesthetics

As described above, the analysis of aesthetics addresses four thresholds of significance related to: (1) potential detractor from the visual character of a community by conversion of large areas of visible natural open space; (2) inappropriate contrast between project elements and an area's valued aesthetic image; (3) removal of the valued visual elements; or (4) substantial inconsistencies with the goals and policies of the applicable plans.

With regard to the first threshold, the project would not alter the visual character of the community by converting a large area of natural open space. Rather, the project would convert a relatively small amount of space that is set into the larger hillside context and that has been previously altered from its natural state to contain the existing playing fields. Nearby views of the site are limited to a brief glimpse for southbound travelers on Mulholland Drive. Far range

views of the site are limited to a few private locations, where the view is shaped by the larger scale hillsides.

With regard to the second threshold regarding contrast, the project would not create an inappropriate contrast between project elements and the area's valued aesthetic image. The proposed development of the site would add a use that is similar to other nearby uses, and that is in keeping with the general character of the institutional corridor. Further, the project includes many design features that would minimize the potential impacts on the aesthetic character of the area. As described above, all of the project development would lie below Mulholland Drive, on a plateau set into the hillside, without substantially altering the hillside slopes that lie adjacent to the site on the east and west. The building roofs have varied roof heights, stepping façades and low profile buildings with gentle pitches that mimic the slope of Mulholland Drive, and create articulation. The placement of uses on the site also reduces impacts by maintaining the natural landscaping on the northern portion of the site and providing a transition to the project buildings with the courtyard/student area. This area provides open space on a portion of the site and includes landscaping and water features. Finally, the minimalist modern architecture, natural building colors and landscaping selection of plant materials would all reduce potential contrast with the surrounding setting, and aesthetic character of the area.

With regard to the third threshold regarding valued visual elements, the project site does not contain features or elements such as structures, public plazas, art or gardens that contribute to the valued visual character of the area. Therefore, no such features would be altered.

With regard to the threshold that addresses policies, the proposed project would be consistent with those standards that affect site appearance as implemented through the Mulholland Scenic Parkway Specific Plan. Based on the following, the project would directly be in accord with requirements for building heights, yard requirements, roofs and allowable materials for fences, gates and walls:.

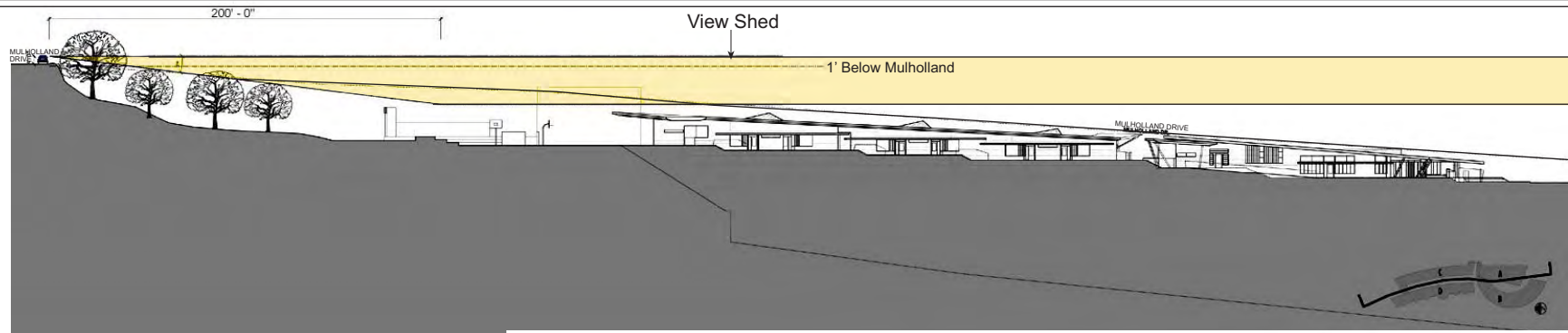
- All portions of the Middle School building are single story, with a maximum height of 18.5 feet above finished grade. Thus, the proposed heights would be well below the 40-foot height limitation for the project site.
- Yard restrictions for the project site require a front-yard setback of 40 feet and maximum side yard setback of 20 feet. The project would include a minimum setback of 80 feet on any side, well above the minimum setbacks required.
- Roof restrictions require that all roofs visible from Mulholland Drive be surfaced with non-glare materials and no equipment shall be placed thereon with the exception of solar energy devices. The Middle School's roof would consist of non-reflecting

standing seam metal. The high school balcony enclosures would be a sloped, dull, non-reflective, ridged metal surface.

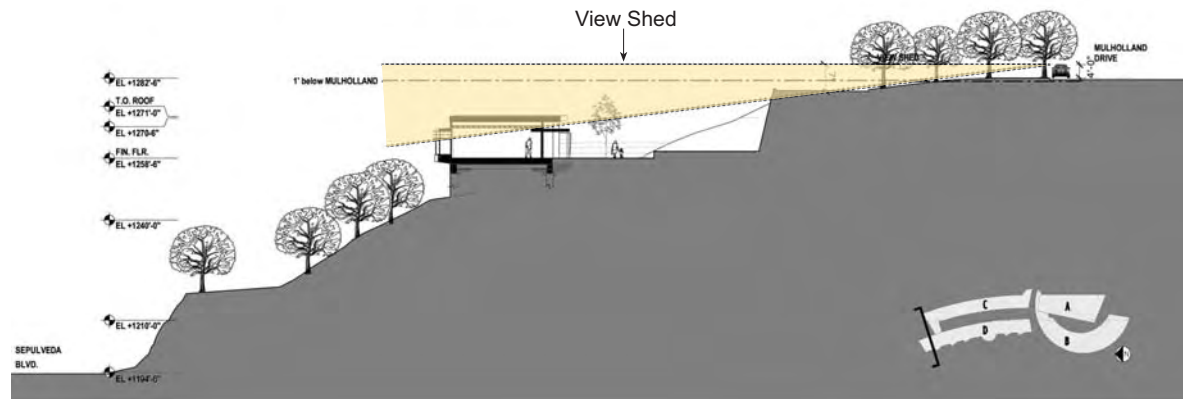
- Other restrictions require that all fences, gates and walls visible from Mulholland Drive shall be constructed of the following materials: rough-cut, unfinished wood; native-type stone; split-face concrete block; textured plaster surface walls; black or dark green chain link or wrought iron; or a combination thereof. The project's building materials are consistent with these guidelines. In general, they consist of integrally colored stucco, natural stone tile (ranging from blonde slate to quartzite or limestone), heavy timber screens and sun shades. Retaining walls located on the Middle School site would consist of split face concrete block and/or textured plaster surface walls.

Among the proposed project actions is a request for a plan exception to allow building structures at the Middle School site to penetrate the "Viewshed," as defined in V.D, Building Standards, of the Specific Plan described above. However, the exception would not cause adverse impacts, would be consistent with the general intent of the Specific Plan, and would address that intent in the context of the unique circumstances of the project site. As noted above, the project's maximum heights of approximately 18.5 feet above finished grade are substantially less than the 40-foot heights that are allowed in the Specific Plan, and would not cause adverse effects with regard to overall building heights. Further, the project effects regarding penetration of the Viewshed would be minimal. Cross Sections of the proposed project, with the project's building heights, relative to the Viewshed are shown on Figure 14 on page 92. The three cross sections show conditions through three different locations along Mulholland Drive. Cross Section 1 represents the view for a southbound traveler on Mulholland Drive at a location north of the project. This is the most notable view location and the only view location with clear views of the project site along Mulholland Drive. As indicated in Cross Section 1, the project is fully below the Viewshed at this view location and thus would not block any scenic view. It may also be noted in Cross Section 1 that all of the roof lines fall below Mulholland Drive by at least 1 foot, and over much of the project, by several feet. In addition, the varied roof features that approach the elevation of Mulholland Drive add pattern and interest to the roofline.

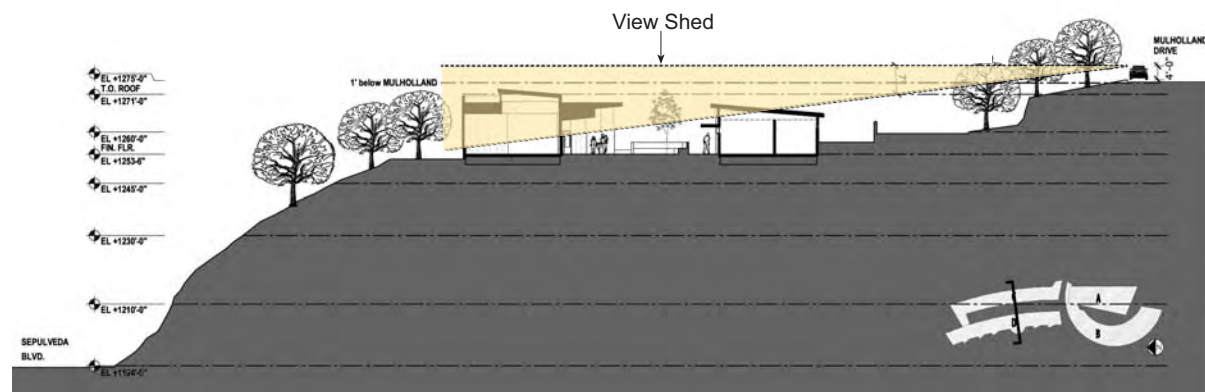
Cross Section 2 and Cross Section 3 show conditions at two locations further south along Mulholland Drive. Pedestrians along Mulholland Drive (the right-of-way is shown as the location for a planned trail in the Specific Plan) would have better views. Travelers along this stretch would be able to see roof-tops of the new structures, but these views would be intermittent glimpses amongst the vegetation, and the sightings would be below the horizon. As indicated in Cross Section 3, the buildings would be below the horizontal view gaze for a traveler on Mulholland Drive. Further, the buildings closest to Mulholland Drive would only negligibly penetrate the Viewshed and would not block any scenic view. The further tier of buildings would not penetrate the Viewshed for approximately 150 feet of horizontal distance,



Cross Section 1



Cross Section 2



Cross Section 3

thus not affecting 75 percent of the Viewshed distance. It may also be noted in Cross Section 2 and Cross Section 3 that the buildings are set into the hillside. On the south (west) the buildings continue the natural lines of the slope along Sepulveda Boulevard. On the north (east), building roof lines blend with Mulholland Drive. A steep slope rises above Mulholland Drive. Thus, the overall hillside form is maintained.

Based on the above, it may be concluded that the impacts of views of buildings falling within the Viewshed would be extremely limited. To the extent that such buildings might be seen, their appearance would be consistent with the general hillside conditions. Further, as indicated in the analysis regarding aesthetic character and contrast, above, the project includes features that complement the project's surroundings. These include the project's placement of buildings into the hillside, the maintenance of natural area at the northern edge of the project site, rooflines that mimic the slope of Mulholland Drive and create articulation, the use of natural colors in the buildings and landscaping that blends with the surrounding areas. The site's historic uses have altered the site appearance with landscaping and grass play areas in place of native vegetation. Project development would retain native vegetation to the extent feasible and new native species would be planted. Thus, the project would be consistent with the general intent of the Specific Plan's Design and Preservation Guidelines.¹⁹

The proposed project would require approval from the Mulholland Scenic Parkway Design Review Board pursuant Section 16.50 of the Los Angeles Municipal Code. The Board would therefore evaluate the potential impacts on the existing valued aesthetic character of the area by applying the standards and criteria in the Specific Plan. The Mulholland Scenic Parkway Design and Preservation Guidelines provide direction on how the Parkway can best be preserved while allowing appropriate development and clarify what can be expected when the Design Review Board and the Director review a project.

The proposed project would also be subject to provisions of the City's Oak Tree Ordinance 153,478. The potential impacts of the project on Oak Trees are addressed in Section IV.C, Biological Resources. To the extent that existing Oak Trees affect the aesthetics of the site, it may be noted that the proposed project would remove 12 of the oak trees, and 10 would be preserved in place. The oak trees that would be removed would be replaced on at least a 2:1 basis, in accordance with the City of Los Angeles Ordinance No. 153,478 (Oak Tree Ordinance, as amended). These Oak Trees would contribute to the aesthetic character of the site, and would blend with other proposed landscaping.

¹⁹ As described in the Setting Subsection, on page 82, the guidelines are not mandatory requirements, nor do they expect every project applicant to address all the guidelines. An applicant should address the guidelines that are applicable to the proposed project and site conditions.

High School Balcony Enclosure and Canopy. The proposed project would include a modification to the existing high school at the southern end of the Consolidated Middle School/High School site. The modification would entail the closing in of three outdoor balconies, converting them to indoor educational space. The location of the balconies is illustrated in Figure 5, in Section II, Project Description, and in photograph 4 on Figure 9.

Figure 15 on page 95 shows a before-and-after comparison of the existing buildings. The added enclosure would be a sloped non-reflective surface. Construction materials would include materials similar in color and texture to the adjacent building materials and would contribute to a continuity of design. Non-reflective glass would be added with a series of mullions to add texture to the wall faces.

The added roof and walls would alter the appearance of the existing building slightly. However, the overall appearance of the high school would remain the same. These minor alterations would not have a substantial affect with regard to the significance thresholds. Specifically, the covering of the balconies would not introduce a contrasting element into the view or convert large areas of visible natural open space. The area's aesthetic image would be retained. In addition, enclosing the existing balconies would not remove or alter features that substantially contribute to the valued visual character of the area. The clock tower lying between the balconies, is a notable view feature. Its role would not be altered. Enclosing the balconies would not cause an inconsistency with goals or policies of the Specific Plan. Therefore, the modification to the existing high school to enclose three balconies would result in a less than significant impact on aesthetics.

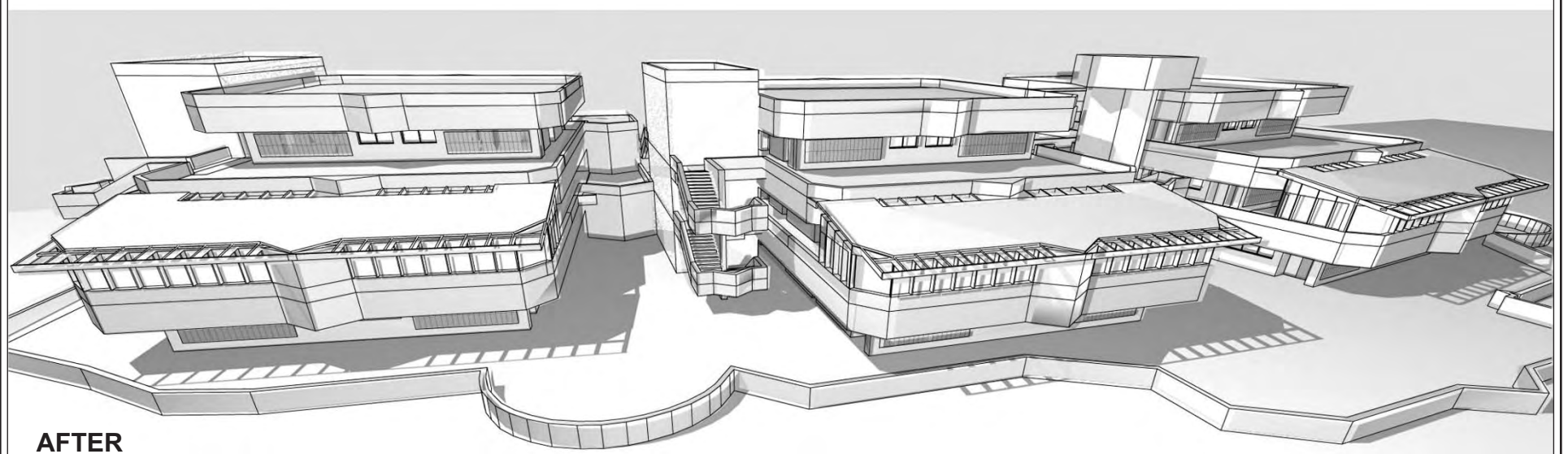
The High School improvements would also include a canopy that would be added to provide cover from rain and sun for on-site pedestrians. This canopy would cover the main staircase drop-off area at the High School. It would extend southward to the upper High School classrooms below; and it would extend west and north over a corridor to the Middle School site. The canopy would be a lightweight steel structure, not exceeding approximately 10 feet in height. The canopy would be a minor structure that would blend with the overall design of the High School. Impacts of this structure on aesthetics would be less than significant.

(b) Athletic Field Site

Existing temporary classrooms on the project site would be removed and the site would be improved with a variety of recreational facilities. As shown in Figure II-7, in Section II, Project Description, these facilities would include a variety of field based playing areas, including such features as a running track, grassy field areas, basketball/volleyball courts and batting cages. Those areas not containing grass (e.g., the track and courts) would contain natural toned playing surfaces. The only notable structure on the site would be a small field house



BEFORE



AFTER



Figure 15
High School Balconies
Before and After

Source: Field Devereaux Architects & Engineering, 2005

located along the western edge of the site. The field house, containing washrooms and equipment storage rooms, would be approximately 760 sq.ft. in size and no more than 12 feet in height. Also, a small guard shack would be provided at the project entrance, similar to the existing guard shack.

The project playing areas would be set onto a flat area that is bound by slopes of varying height and steepness on the north, east and south. The playing areas would extend into the existing right-of-way by approximately 37 feet, but would lie approximately 40 feet south of the edge of the road. Views of the project site along Mulholland Drive are extremely limited due to viewing angles and vegetation. As indicated in photograph 6 on Figure 10, travelers passing by see only the vegetation lying within the right-of-way.

The proposed athletic fields and courts would be placed to minimize disruption to the existing hillside to the east. Two sections of retaining walls would maintain the slope adjacent to the basketball courts and the center and south end of the site. The two retaining walls would be approximately 100 feet and 55 feet long respectively. The proposed walls would be stepped in increments approximately 4 feet high and 4 feet deep. They would be heavily planted and stepped sections would be surfaced with split faced concrete block, colored to blend with the earth tones of adjacent exposed soil and rock outcrops. As with the proposed Middle School site, the landscape plan would consist of native plants that would naturally blend into the site and the surroundings. Landscaping adjacent to the Mulholland Drive right-of-way would include an informal arrangement of native plants and trees, with accent landscaping at the entrance to the site. The entire site would be enclosed with a black vinyl, chain link fence.

The field house, at a maximum of 12 feet in height would be well below the allowed 40-foot height limit. It would be located well out of the 200-foot Viewshed limit. The field house would not exceed density guidelines or setback requirements, not encroaching on a required 20-foot side-yard requirement. The field house would use materials and colors that are consistent with those required in the Specific Plan.

As with the Consolidated Middle School/High School site, development of the Athletic Fields site would also be subject to provisions of the City's Oak Tree Ordinance 153,478. The potential impacts of the project on Oak Trees are addressed in Section IV.C, Biological Resources. The oak trees that would be removed would be replaced on at least a two-to-one basis in accordance with the City of Los Angeles Ordinance No. 153,478 (Oak Tree Ordinance, as amended). These Oak Trees would contribute to the aesthetic character of the site, and would blend with other proposed landscaping.

The impacts of the proposed athletic fields would not exceed the four significance thresholds for Aesthetics. As stated above, the project site is currently developed with a parking

lot, temporary modular buildings and play equipment, and views of the site are limited due to intervening vegetation. Therefore, the existing project site would not be considered a large open space area or include features or elements (e.g., structures, gardens) that substantially contribute to the valued visual character or image of an area. Further, the proposed project would create active open space, positively contributing to the area's visual character. The proposed Athletic Fields Site would not detract from existing features that represent the area's valued aesthetic image or introduce an inappropriate contrast between the proposed project elements and the existing features. Further, the proposed project would not result in substantial inconsistencies with adopted goals and policies applicable to local aesthetics. Therefore, the aesthetic impacts at the proposed Athletic Fields site would be less than significant.

(2) Views

(a) Consolidated Middle School/High School Site

Views from Mulholland Drive. As described in the Setting Section above, views of and over the project site from Mulholland Boulevard are extremely limited. The only notable view entailing the project site is the view for southbound travelers over a length of approximately 400 feet north of Walt Disney Drive. This view is shown in photograph 3 of Figure 8 on page 71. From this location, travelers see the project site set into the depression below Mulholland Drive with the roadway, its adjacent landscaping and adjacent hillsides located to the east/north. The project buildings would be set into the site, and would not rise above Mulholland Drive. (See Figure 13 on page 88.) Therefore, the buildings would lie below the horizontal view line experienced by these travelers, and not block unique view resources. In addition, the project site is relatively small and has already been altered from its natural character. It is set into the landscape and does not contain any features that would distinguish it as a unique view resource.

Views for southbound travelers south of Walt Disney Drive and for all northbound travelers is shaped by the hillside to the east/north and trees along the west/south side of the roadway. As indicated in cross sections 1 through 3 in Figure 14 on page 92, views over the project site are extremely limited. While some project rooftops would be visible to these travelers, the rooftops would be seen intermittently between landscaping and very low within the view area. They would blend into the setting and would not substantially alter any views of valued scenic resources.

As discussed above, Mulholland Drive is designated as a Scenic Parkway in the Mulholland Scenic Parkway Specific Plan. The closest major vista point, the Grove Major Vista Point is located 0.9 mile west of Sepulveda Boulevard. The view at the Grove Major Vista Point is oriented toward the valley below. In addition, the project site is not visible from this vista

point due to the winding road and intervening vegetation. Therefore, development of the Consolidated Middle School/High School site would not substantially obstruct a recognized or valued view currently enjoyed from a public roadway.

Views from Sepulveda Boulevard. The tunnel entrance and surrounding slopes dominate the view along this portion of Sepulveda Boulevard. Development of the proposed Middle School would not obstruct any views along this roadway. The only project structure immediately adjacent to Sepulveda is the catchment wall/fence that would be provided to protect the roadway from debris. This wall would be approximately four-feet high, made of concrete earth-tone colors and with approximately 3 feet of chain-link fencing on top. As such, the structure would blend into the lowest portion of the hillside. The overall view would not be substantially altered.

Project classrooms and fencing at the top of the site may be visible for northbound travelers, from distances well south of the project site. However, development would be mostly hidden by the High School and would appear only as a slight development modification extending beyond the rear of the High School. See photograph 5 of Figure 9 on page 73. Landscaping would be incorporated along the perimeter, screening the buildings. The limited building exposure would not block any views, nor substantially alter the overall view from this location.

Views of the Middle School site from other locations along Sepulveda Boulevard would be far more limited, due to the immediate proximity of the steep slopes and building setbacks at the top of the slope. Views at locations adjacent to the site for travelers along both northbound and southbound Sepulveda Boulevard would not be affected.

The project's High School balcony enclosures would be visible to northbound travelers along Sepulveda Boulevard. See photograph 5 of Figure 9 on page 73. However, the enclosures would only provide minor modifications to the appearance of the existing buildings. They would not obstruct any views or alter any unique view resources.

Views from I-405. Views of the proposed Middle School from I-405 would not occur, due to the project's location behind the High School. Views of the balcony enclosures would be visible for northbound travelers. See photograph 4 of Figure 9 on page 73. However, the enclosures would provide minor modifications to the appearance of the existing buildings. They would not obstruct any views or alter any unique view resources.

Views from Other Areas. Views of the Middle School project would occur from some distant hillside locations. Any such views would be extremely limited, due to viewing angles, and intervening development and topography. To the extent that such views occur, the project

would appear as an additional increment of development set into the larger setting. Middle School buildings would not block any views from these locations, nor substantially alter the quality of any view resources. Views of the balcony enclosures would blend in with the existing High School structures.

(b) Athletic Fields Site

Views from Mulholland Drive. The proposed Athletic Field would be set back approximately 40 feet from Mulholland Drive at its closest point and would extend up to approximately 32 feet into the unutilized portion of the Mulholland Drive right-of-way. Although the proposed Athletic Field would extend into the Mulholland Drive right-of-way, landscaping would screen views of the area from Mulholland Drive and improvements would remain consistent with the scenic parkway environment. The only structure on this site, the field house, would be a very small structure, located well within the project site. It would not block any prominent views nor alter any view resources that contribute to existing view quality. (The guard shack would be negligibly noticeable.)

Views from Sepulveda Boulevard and I-405. The Athletic Fields site would not be visible from Sepulveda Boulevard or the I-405. Therefore, the proposed athletic fields would not affect the views along these corridors.

Views from Other Areas. Views of the proposed Athletic Fields site are limited due to the surrounding vegetation and the eastern slope adjacent to the site. As stated above, views of the site would be altered in such a way that enhances the site's appearance, removing the temporary modular structures and replacing them with active open space. The athletic fields include only one notable structure, a small field house that would consist of colors that blend in with the surrounding landscape. (The guard shack would be negligibly noticeable.) Therefore, the athletic fields would not obstruct the views from adjacent hillsides.

Based on the discussion above, neither project site would obstruct any part of views available from a designated scenic highway, corridor or parkway, or would substantially obstruct a recognized or valued view enjoyed from public or private vantages. Therefore, impacts to existing views would be less than significant.

(3) Light and Glare

(a) Consolidated Middle School/High School Site

Proposed Middle School. Pole lighting would be installed along the internal roadway and parking area and security lighting would be placed along the buildings and walkways. All

outdoor lighting would be low-level and would be shielded and directed away from off-site areas. Landscape lighting would be downward facing and emit low illumination. The proposed project would not result in a change in ambient illumination levels as a result of project sources. The project is also located in an urbanized area with sources of light and glare from surrounding institutional uses, residential properties and the nearby I-405. In addition, project lighting would be oriented away from light-sensitive areas and hillsides would further block the spread of light. Light impacts of the proposed Middle School would be less than significant.

The intensity of glare would largely depend on the building materials used. The Middle School's exterior would consist of natural colors including integrally colored stucco, stone tile, heavy timber screens and sun shades and non-reflecting standing seam metal roofs. Therefore, building materials would be non-reflective and, therefore, would not produce substantial amounts of glare.

High School Balcony Enclosure and Canopy. Neither the balcony enclosures nor the added canopy would change the ambient illumination levels since these project features would not introduce new sources of light. Rather, enclosing the balconies would reduce light spill over onto adjacent properties. As stated above, the materials used for the enclosures would be non-reflective and would be similar in color and texture to the adjacent building materials, thus creating a continuity of design. Wall surfaces would be made of non-reflective glass with a series of mullions to add texture to the wall faces. Canopy materials would not be highly reflective.

Based on the discussion above, the Consolidated Middle School/High School site would not introduce new sources of light that would substantially affect nighttime views or illuminate off-site, light-sensitive uses. Therefore, the improvements within the Consolidated Middle School/High School site would not result in significant light and glare impacts.

(b) Athletic Fields Site

Pole-mounted lighting that would be shielded and oriented to maximize light spread to the field area would be installed along the east and west sides of the recreational areas. Specifically, lighting would be directed toward the playing fields to reduce off-site glare. In addition, lighting would be low-wattage, shielded and directed away from off-site areas to prevent spill over onto adjacent property. In addition, the athletic fields would operate primarily during daylight hours while school is in session. In the event that the fields are utilized during the evening, the hours of operation would be limited and, therefore, opportunities for impacts from lights would be minimal. Lighting would be used primarily during the late afternoon of the winter months, with evening activities ending by 9:00 P.M. As a result, the Athletic Fields site

would not introduce uses that would substantially illuminate adjacent, off-site, light-sensitive uses.

Those areas not containing grass (e.g., the track and courts) would contain natural toned playing surfaces. No broad expanses of light-colored surfaces would be created as a result of the project. Furthermore, the indirect reflection of sunlight from parked vehicles and direct glare generated from vehicle headlights within the parking areas would be screened via landscaping, which would protect the surrounding roadways and residential uses. As such, the project would not produce intense glare on glare-sensitive uses and would result in less than significant impacts.

3. CUMULATIVE IMPACTS

There are six related projects in the vicinity of the proposed project. These related projects are generally infill projects. Related projects 2, 4, 5, and 6 would be subject to the provisions in the Mulholland Scenic Parkway Specific Plan, as well as review by the Design Review Board to determine the extent to which these projects incorporate the Mulholland Scenic Parkway Design and Preservation Guidelines. In addition, related projects 2, 4, and 5 are within the Institutional Use Corridor of the Mulholland Scenic Parkway Specific Plan Area where permitted land uses include schools and religious facilities. Therefore, these three related projects would not contrast with the overall character of the immediate area. All related projects would be analyzed on a case-by-case basis to determine its impact on aesthetics, views and light and glare. None of the related projects are situated adjacent to the project site or within the same visually accessible areas as the proposed project. Also, the proposed project's impacts on aesthetics, views, and light and glare would be less than significant. Overall, development of the related projects in the surrounding area, in combination with the proposed project, would result in a cumulative aesthetic impact on aesthetics and views that is less than significant.

4. MITIGATION MEASURES

Impacts on aesthetics, viewsheds, and light and glare would be less than significant. However, the following mitigation measure is proposed to ensure that impacts associated with lighting would be less than significant.

Mitigation Measure A-1: Pole lighting within the Athletic Field site shall not be used after 9 P.M.

.5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Through the integration of environmentally appropriate designs, building materials and landscaping materials, the proposed project would compliment the visual aspects of the project sites and would not have a significant impact on the aesthetic character of the site or the surrounding areas views. The proposed project would not result in a substantial change in ambient illumination levels as a result of project sources. In addition, project lighting would be oriented away from light-sensitive areas and hillsides would further block the spread of light. In addition, the mitigation measure above would ensure that pole-lighting within the Athletic Field site will not be used after 9 P.M. Therefore, impacts to aesthetics, views, and light and glare would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

B. AIR QUALITY

This section addresses the air emissions generated by construction and operation of the proposed project. The analysis of proposed project-generated air emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or South Coast Air Quality Management District (SCAQMD) significance threshold. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the Air Quality Management Plan and the City of Los Angeles General Plan.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

The project sites are located within the South Coast Air Basin (Basin), an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronimo Pass area in Riverside County. Its terrain and geographical location determine this distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills.

The southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin making it an area of high pollution potential.

The greatest air pollution impacts throughout the Basin occur from June through September. This condition is generally attributed to light winds and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone (O₃) concentrations, for example, tend to be lower along the coast, higher in the near inland valleys,

and lower in the far inland areas of the Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in southern California.

The South Coast Air Quality Management District (SCAQMD), which has been established as the local air pollution control agency in the Basin, has published a Basin-wide air toxics study (MATES II, *Multiple Air Toxics Exposure Study*, March 2000). The MATES II study represents one of the most comprehensive air toxics studies ever conducted in an urban environment. The study was aimed at determining the cancer risk from toxic air emissions throughout the Basin by conducting a comprehensive monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to fully characterize health risks for those living in the Basin. The study concluded that the average carcinogenic risk in the Basin is approximately 1,400 in one million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors. Approximately 70 percent of all risk is attributed to diesel particulate emissions, approximately 20 percent to other toxics associated with mobile sources (including benzene, butadiene, and formaldehyde), and approximately 10 percent of all carcinogenic risk is attributed to stationary sources (which include industries and other certain businesses, such as dry cleaners and chrome plating operations). The SCAQMD is in the process of updating the MATES II Study with the MATES III Study.

b. Local Air Quality

(1) Existing Pollutant Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Basin. The monitoring station that is most representative of existing air quality conditions in the project area is the West Los Angeles Monitoring Station, located at Wilshire Boulevard and Sawtelle Boulevard, approximately five miles northwest of the project site. Criteria pollutants, including O₃, carbon monoxide (CO) and nitrogen dioxide (NO₂) are monitored at this station. Particulate matter less than 10 microns and 2.5 microns in diameter (PM₁₀ and PM_{2.5}) and sulfur dioxide (SO₂) are not monitored at the West Los Angeles Monitoring Station. The nearest and most representative monitoring station for PM₁₀ and SO₂ is the Hawthorne Monitoring Station. This station is located on West 120th Street in Hawthorne, approximately 11 miles southeast of the project site. Since neither the West Los Angeles nor Hawthorne monitoring stations monitor PM_{2.5}, the most representative coastal monitoring station for PM_{2.5} is the North Long Beach Station. This station is located at 3648 North Long Beach Boulevard, approximately 25 miles southeast of the project site. The most recent data available from these monitoring stations encompassed the years 1999 to 2003 and is provided in Table 2 on pages 105 and 106. This data shows the following pollutant trends:

Table 2

**POLLUTANT STANDARDS AND AMBIENT AIR QUALITY DATA FROM THE WEST LOS ANGELES,
HAWTHORNE, AND NORTH LONG BEACH MONITORING STATIONS**

Pollutant/Standard	1999	2000	2001	2002	2003
Ozone (O₃)					
<u>O₃ (1-Hour)</u>					
Maximum Concentration (ppm)	0.12	0.10	0.10	0.12	0.12
Days > CAAQS (0.09 ppm)	4	2	1	1	9
Days > NAAQS (0.12 ppm)	0	0	0	0	0
<u>O₃ (8-Hour)</u>					
Maximum Concentration (ppm)	0.08	0.08	0.08	0.08	0.08
Days > NAAQS (0.08 ppm)	0	0	0	0	0
Particulate Matter (PM₁₀)^a					
<u>PM₁₀ (24-Hour)</u>					
Maximum Concentration	69	74	75	12	57
Calculated Days > CAAQS (50 µg/m ³)	6	9	8	12	1
Calculated Days > NAAQS (150 µg/m ³)	0	0	0	0	0
<u>PM₁₀ (Annual Average)</u>					
Annual Arithmetic Mean (50 µg/m ³)	35	36	37	37	37
Annual Geometric Mean (20 µg/m ³)	33	33	34	34	N/A
Particulate Matter (PM_{2.5})					
<u>PM_{2.5} (24-Hour)</u>					
Maximum Concentration (µg/m ³)	67	82	73	63 ^a	47
Calculated Days > NAAQS (65 µg/m ³)	1	4	1	0	0
<u>PM_{2.5} (Annual)</u>					
Annual Arithmetic Mean (15 µg/m ³)	22	19	21	20	N/A
Carbon Monoxide (CO)					
<u>CO (1-Hour)</u>					
Maximum Concentration (ppm)	6	6	4	N/A	N/A
Days > CAAQS (20 ppm)	0	0	0	N/A	N/A
Days > NAAQS (35 ppm)	0	0	0	N/A	N/A
<u>CO (8-Hour)</u>					
Maximum Concentration (ppm)	3.8	4.3	3.0	2.7	2.5
Days > CAAQS (9.0 ppm)	0	0	0	0	0
Days > NAAQS (9 ppm)	0	0	0	0	0

Table 2 (Continued)

**POLLUTANT STANDARDS AND AMBIENT AIR QUALITY DATA FROM THE WEST LOS ANGELES,
HAWTHORNE, AND NORTH LONG BEACH MONITORING STATIONS**

Pollutant/Standard	1999	2000	2001	2002	2003
Nitrogen Dioxide (NO₂)					
<u>NO₂ (1-Hour—State Standard)</u>					
Maximum Concentration (ppm)	0.13	0.16	0.11	0.11	0.09
Days > CAAQS (0.25 ppm)	0	0	0	0	0
<u>NO₂ (Annual Average—National Standard))</u>					
Annual Arithmetic Mean (0.05 ppm)	0.03	0.03	0.03	0.02	N/A
Sulfur Dioxide (SO₂)					
<u>SO₂ (1-Hour)</u>					
Maximum Concentration (ppm)	0.09	0.17	0.09	N/A	N/A
Days > CAAQS (0.25 ppm)	0	0	0	N/A	N/A
<u>SO₂ (24-Hour)</u>					
Maximum Concentration (ppm)	0.02	0.02	0.01	0.01	0.01
Days > CAAQS (0.04 ppm)	0	0	0	0	0
Days > NAAQS (0.14 ppm)	0	0	0	0	0
<u>SO₂ (Annual Average)</u>					
Annual Arithmetic Mean	0.004	0.002	0.001	0.001	N/A
Days > NAAQS (0.03 ppm)	0	0	0	0	0

Ambient data for airborne lead are not included in this table since the Basin is currently in compliance with State and Federal standards for lead. The West Los Angeles Ambient Air Quality Monitoring Station stopped monitoring for SO₂ in 1991; PM₁₀ was never monitored at the West Los Angeles Station.

ppm = parts per million

µg/m³ = micrograms per cubic meter

N/A = not available

CAAQS = California Ambient Air Quality Standard

NAAQS = National Ambient Air Quality Standard

^a Data presented for PM₁₀ are from the Hawthorne Monitoring Station.

^b Data presented for PM_{2.5} are from the North Long Beach Monitoring Station. Ambient data for fine particulate matter (PM_{2.5}) was not available prior to 1999.

Source: South Coast Air Quality Management District, Air Quality Data 1999-2001 and California Air Resources Board, Air Quality Data 2002-2003. Resources Board, Air Quality Data 1999-2003.

Ozone (O₃)—The maximum 1-hour O₃ concentration recorded during the 1999 to 2003 period was 0.12 part per million (ppm), which was recorded in 1999, 2002, and 2003. During this period, the California standard of 0.09 ppm was exceeded between one to nine times annually, with the lowest number of exceedance recorded in 2001 and 2002. The national 1-hour standard of 0.12 ppm was not exceeded during the five-year period. The maximum 8-hour O₃

concentration was 0.08 ppm, which was recorded in each of the previous five years. The national 8-hour O₃ standard of 0.08 ppm was not exceeded during the previous five-year period.

Carbon Monoxide (CO)—The maximum recorded 1-hour concentration during the 1999 to 2003 period was 6.0 ppm, which was recorded in 1999 and 2000. During this time period, there were no exceedance of the California or national 1-hour CO standards. The maximum recorded 8-hour CO was 4.3 ppm, which was recorded in 2000. There were also no exceedance of the California or national 8-hour CO standards.

Nitrogen Dioxide (NO₂)—The highest recorded concentration of NO₂ during the period 1999 to 2003 was 0.16 ppm, which was recorded in 2000. No violations of the California or national standards occurred during this time period.

Sulfur Dioxide (SO₂)—The highest recorded 1-hour concentration of SO₂ during the period 1999 to 2003 was 0.17 ppm, which was recorded in 2000. The highest recorded 24-hour concentration of SO₂ during the period 1999 to 2003 was 0.02 ppm, which was recorded in 1999 and 2000. No violations of the California or national standards were recorded during this time period.

Particulate Matter (PM₁₀)—The highest recorded concentration during the period 1999 to 2003 was 75 micrograms per cubic meter of particulates (µg/m³), which was recorded in 2001. During this same time period, the California PM₁₀ standard was exceeded between 1 and 12 times annually, with the highest number of exceedance in 2001 and the lowest number of exceedance recorded in 2002. PM₁₀ is monitored every six days coincident to a national schedule; thus, PM₁₀ exceedances are based on the number of days that sampling occurred.

Fine Particulates (PM_{2.5})—The highest recorded concentration during the period 1999 to 2003 was 82 µg/m³, which was recorded in 2000. During this time period, the national PM_{2.5} standard for a 24-hour averaging time was exceeded between 0 and 4 times, with the highest number of exceedances recorded in 2000. PM_{2.5} is monitored every six days coincident to a national schedule; thus, PM_{2.5} exceedances are based on the number of days that sampling occurred.

(2) Existing Health Risk in the Surrounding Area

According to the SCAQMD's MATES-II study, the project areas are within a cancer risk zone of approximately 600 to 1,000 in one million, which is largely due to diesel particulate generated from mobile sources. In comparison, as discussed above, the average cancer risk in the Basin as a whole is approximately 1,400 per million.

(3) Sensitive Receptor Locations

With regards to air quality, residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Sensitive receptors in the project vicinity include the Curtis School to the north, the Mirman School and the Westland School to the west, the Berkeley Hall School to the south, the Bel Air Presbyterian Church to the northwest, and the High School to the east. These sensitive air quality receptors are shown in Figure 16 on page 109.

c. Regulatory Framework

A number of statutes, regulations, plans and policies have been adopted which address air quality concerns. The proposed project site and vicinity is subject to air quality regulations developed and implemented at the Federal, State, and local levels. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of the Federal Clean Air Act (CAA). Some portions of the CAA (e.g., certain mobile source requirements and other requirements) are implemented directly by USEPA. Other portions of the CAA (e.g., stationary source requirements) are implemented through delegation of authority to State and local agencies.

(1) Federal Clean Air Act

The CAA was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The CAA also mandates that the state submit and implement the State Implementation Plan (SIP) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The City of Los Angeles is within the South Coast Air Basin (Basin), and as such is in an area designated a non-attainment area for certain pollutants that are regulated under the CAA.

The 1990 Amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which would most substantially affect the



Not to scale

Source: Eagle Aerial, 2000

Figure 16
Air Quality
Sensitive Receptor Locations

development of the proposed project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: (1) O₃; (2) NO₂; (3) SO₂; (4) Particulate Matter (PM₁₀); (5) CO; and (6) Pb. Table 3 on pages 111 and 112 shows the NAAQS currently in effect for each criteria pollutant. The NAAQS were amended in July 1997 to include an 8-hour standard for O₃ and to adopt a NAAQS for PM_{2.5}. The Basin fails to meet national standards for O₃ (for both the 1-hour and 8-hour standard) and PM₁₀, and therefore is considered a Federal “non-attainment” area for these pollutants. The CAA sets certain deadlines for meeting the NAAQS within the Basin including: (1) 1-hour O₃ by the year 2010; (2) 8-hour O₃ by the year 2021; and (3) PM₁₀ by the year 2006. Nonattainment designations are categorized into seven levels of severity: (1) basic; (2) marginal; (3) moderate; (4) serious; (5) severe-15;²⁰ (6) severe-17;¹ and (7) extreme. Table 4 on page 113 lists the criteria pollutants and their relative attainment status.

No official determination has been made regarding the attainment status for the new PM_{2.5} standard. There is a three-year transition period currently underway for the collection of ambient PM_{2.5} air monitoring data. This information will be used to identify and delineate areas within the Basin do not meet the new PM_{2.5} standard. Once the SCAQMD completes this initial data collection process and the USEPA officially designates areas as non-attainment, the deadline to meet the PM_{2.5} standard will be 10 years from said date. As an interim measure, the USEPA recommends that PM₁₀ be used as a surrogate for PM_{2.5}.

(2) California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. The CAAQS incorporate additional standards for most of the criteria pollutants and include set standards for other pollutants recognized by the State. In general, the California standards are more health protective than NAAQS. California has also set standards for PM_{2.5}, sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The Basin is in compliance with the California standards for sulfates, hydrogen sulfide, and vinyl chloride, but does not meet the California standard for visibility reducing particles. Table 3 on pages 111 and 112 details the current NAAQS and CAAQS, while Table 4 on page 113 provides the Basin’s attainment status with respect to federal and State standards.

²⁰ The “-15” and “-17” designations reflect the number of years within which attainment must be achieved.

Table 3
AMBIENT AIR QUALITY STANDARDS ^a

Pollutant	Averaging Time	California Standard ^b	Federal Primary Standard ^b	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone (O₃) ^c	1 hour	0.09 ppm	—	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Motor vehicles.
	8 hours	—	0.08 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, CO interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO₂)	Annual Arithmetic Mean	—	0.05 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.25 ppm			
Sulfur Dioxide (SO₂)	Annual Arithmetic Mean	—	0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm			
	24 hours	0.04 ppm	0.14 ppm		
Particulate Matter (PM₁₀)	Annual Geometric Mean	20 µg/m ³	—	May irritate eyes and respiratory tract. Absorbs sunlight, reducing amount of solar energy reaching the earth. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 Hours	50 µg/m ³	150 µg/m ³		
	Annual Arithmetic Mean	—	50 µg/m ³		
Particulate Matter (PM_{2.5}) ^d	Annual Geometric Mean	12 µg/m ³	15 µg/m ³	Increases respiratory disease, lung damage, cancer, premature death; reduced visibility; surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO _x , SO _x , organics).
	24 Hours	—	65 µg/m ³		

Table 3 (Continued)

AMBIENT AIR QUALITY STANDARDS ^a

Pollutant	Averaging Time	California Standard ^b	Federal Primary Standard ^b	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Lead	Monthly	1.5 µg/m ³	—	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction (in severe cases).	Lead smelters, battery manufacturing & recycling facilities.
	Quarterly	—	1.5 µg/m ³		
Sulfates (SO ₄)	24 hours	25 µg/m ³	—	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Coal or oil burning power plants and industries, refineries, diesel engines.

^a Ambient air quality standards are set at levels which provide a reasonable margin of safety and protect the health of the most sensitive individual in the population.

^b ppm = parts per million and µg/m³ = micrograms per cubic meter.

^c Ozone is formed when NO_x and VOC react in the presence of sunlight. There are no air quality standards for VOC. However, VOC is recognized as a pollutant of concern as it is a precursor to the formation of ozone.

^d A Federal air quality standard for PM_{2.5} was adopted in 1997. Presently, no methodologies for determining impacts relating to PM_{2.5} have been developed. In addition, no strategies or mitigation programs for this pollutant have been developed or adopted by Federal, state, or regional agencies.

Source: California Air Resources Board, Ambient Air Quality Standards, 2004 and the USEPA, 2004.

(3) South Coast Air Quality Management District

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the nondesert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The previously discussed Basin is a subregion of the SCAQMD jurisdiction. While air quality in this area has improved, the Basin requires continued diligence to meet air quality standards. The SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the CAAQS and NAAQS. These plans require, among other emissions-reducing activities, control technology for existing sources; control programs for area sources and indirect sources; a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified permitted emission sources; transportation control measures; sufficient control strategies to achieve a five percent or more annual reduction in emissions (or 15 percent or more in a three-year period) for Reactive Organic Compounds

Table 4

SOUTH COAST AIR BASIN ATTAINMENT STATUS

Pollutant	National Standards	California Standards
Ozone (O ₃) (1-hour standard)	Extreme	Non-attainment
Ozone (O ₃) (8-hour standard)	Severe-17	N/A
Carbon Monoxide (CO)	Serious ^a	Non-attainment
Sulfur Dioxide (SO ₂)	Attainment ^b	Attainment ^b
Nitrogen Dioxide (NO ₂) ^b	Attainment ^b	Attainment
PM ₁₀	Serious	Non-attainment
PM _{2.5}	Pending ^c	N/A
Lead (Pb)	Attainment ^b	Attainment ^b

^a The Basin has technically met the CO standards for attainment since 2002, but the official status has not been reclassified by the USEPA.

^b An air basin is designated as being in attainment for a pollutant if the standard for that pollutant was not violated at any site in that air basin during a three-year period.

^c Attainment status with the PM_{2.5} standard will not be determined until 2004.

Source: USEPA Region 9 and California Air Resources Board, 2004.

(ROC), NO_x, CO, and PM₁₀; and demonstration of compliance with the California Air Resources Board's established reporting periods for compliance with air quality goals.

The SCAQMD adopted a comprehensive AQMP update, the 2003 Air Quality Management Plan for the South Coast Air Basin, on August 1, 2003.²¹ The 2003 AQMP outlines the air pollution control measures needed to meet Federal health-based standards for O₃ (1-hour standard) by 2010, and PM₁₀ by 2006. It also demonstrates how the Federal standard for CO, achieved for the first time at the end of 2002, will be maintained.²² This revision to the AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone SIP for the South Coast Air Basin for the attainment of the Federal O₃ air quality standard.²³ Lastly, the plan takes a preliminary look at what will be needed to achieve new and more stringent health standards for O₃ and PM_{2.5}.

²¹ South Coast Air Quality Management District, AQMD Website, www.aqmd.gov/news1/aqmp_adopt.htm.

²² The Basin has technically met the CO standards since 2002, but the official attainment status has not been reclassified by the USEPA.

²³ Until the 2003 AQMP is officially approved by the USEPA, the 1997 AQMP and the 1999 Amendments to the Ozone SIP will remain in effect.

The SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to construction or operation of the project. For example, SCAQMD Rule 403 requires the implementation of best available fugitive dust control measures during active operations capable of generating fugitive dust emissions from onsite earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads. As another example, SCAQMD Regulation XIII ensures that the operation of new facilities does not interfere with progress in attainment of the NAAQS. SCAQMD Rule 403 and Regulation XIII are included in Appendix B of this EIR.

The SCAQMD has published a handbook (*CEQA Air Quality Handbook*, November 1993) that is intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. This handbook provides standards, methodologies and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. In addition, the SCAQMD has published a guidance document (*Localized Significance Threshold Methodology for CEQA Evaluations*, June 2003) (SCAQMD LST Guidance Document) that is intended to provide guidance in evaluating localized effects from mass emissions during construction. This document was also used in the preparation of this analysis.

(4) Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated metropolitan planning organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the *Regional Comprehensive Plan and Guide (RCPG)* for the SCAG region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation components of the AQMP and are utilized in the preparation of air quality forecasts and the consistency analysis that is included in the AQMP.

2. ENVIRONMENTAL IMPACTS

a. Methodology

Construction. Mass daily regional emissions during construction were compiled using URBEMIS 2002, which is an emissions estimation/evaluation model developed by the CARB that is based, in part, on SCAQMD CEQA Air Quality Handbook guidelines and methodologies. The URBEMIS 2002 model separates the construction process into three phases. The first phase

is building demolition with emissions resulting from demolition dust, debris haul truck trips, equipment exhaust, and worker commute exhaust. The second phase of construction is site grading with emissions resulting from fugitive dust, soil haul truck trips, equipment exhaust, and worker commute exhaust. The third phase is subdivided into building equipment, architectural coating, asphalt, and worker commute. Emissions from the third phase of construction include equipment exhaust from building construction and asphalt paving, ROC emissions from architectural coating and asphalt paving, and worker commute exhaust. The localized effects from the on-site portion of mass daily emissions were evaluated using procedures outlined in the SCAQMD LST Guidance Document. A complete listing of the construction equipment by phase and construction phase duration assumptions used in this analysis is included within the URBEMIS 2002 printout sheets that are provided in Appendix B of this EIR.

Operation. The URBEMIS 2002 software was also used to compile the mass daily emissions estimates from mobile- and area-sources that would occur during long-term project operations. In calculating mobile-source emissions, the URBEMIS 2002 default trip length assumptions were applied to the average daily trip estimates provided by the project traffic consultant to arrive at vehicle miles traveled. Stationary-source emissions were compiled using procedures outlined in the SCAQMD CEQA Handbook. All emissions calculation worksheets and air quality modeling output files are provided in Appendix B of this EIR.

b. Threshold of Significance

(1) Construction Emissions

The following factors are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," for consideration on a case-by-case basis for evaluation of significance:

Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

Fugitive Dust**Grading, Excavation and Hauling:**

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

Heavy-Duty Equipment Travel on Unpaved Roads:

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

Other Mobile Source Emissions

- Number and average length of construction worker trips to project site, per day; and
- Duration of construction activities.

While these factors are important inputs in determining the amounts and nature of air pollution emissions generated by a project during construction, they do not constitute a threshold to which the resultant emissions may be compared for purposes of determining significance. Therefore, the following thresholds from the SCAQMD will be utilized. The project would have a significant impact from construction activities if:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 75 pounds a day for ROC;

(2) 100 pounds per day for NO_x; (3) 550 pounds per day for CO; and (4) 150 pounds per day for PM₁₀ or SO_x.²⁴

- Project-related fugitive dust and construction equipment combustion emissions cause an incremental increase in localized PM₁₀ concentrations of 10.4 µg/m³ at a sensitive receptor location or cause NO₂ or CO concentrations to exceed their respective AAQS at a sensitive receptor location.²⁵
- The project creates objectionable odors.

(2) Operational Emissions

Thresholds of significance regarding operational emissions are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant impact on air quality from project operations if any of the following would occur:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the daily thresholds presented below:²⁶

Pollutant	Significance Threshold (lbs./day)
ROG	55
NO _x	55
CO	550
PM ₁₀	150
SO _x	150

- Either of the following conditions would occur at an intersection or roadway within 0.25 mile of a sensitive receptor:
 - The project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively; or

²⁴ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.

²⁵ While the SCAQMD *CEQA Air Quality Handbook* (1993), does not provide any localized thresholds, the SCAQMD currently recommends localized significance thresholds (LST) for PM₁₀, NO₂, and CO in its draft document titled "SCAQMD Localized Significance Threshold Methodology for CEQA Evaluations (SCAQMD LST Guidelines)," June 19, 2003. Although recommended by the SCAQMD, currently, the use of LSTs for purposes of impact evaluation is voluntary.

²⁶ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.

- The incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.
- The project creates an objectionable odor at the nearest sensitive receptor.

In addition to the above thresholds established by the City, the SCAQMD has established the following thresholds by which to determine whether a project would have a significant operational air quality impact:

- The project would not be compatible with SCAQMD and SCAG air quality policies if it:
 - Causes an increase in the frequency or severity of existing air quality violations;
 - Causes or contributes to new air quality violations;
 - Delays timely attainment of air quality standards or the interim emission reductions specified in the AQMP; or
 - Exceeds the assumptions (e.g., population, housing and employment growth) utilized in the SCAQMD's AQMP.

(3) Toxic Air Contaminants

The following factors are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," for consideration on a case-by-case basis in making a determination of significance:

- The regulatory framework for the toxic material(s) and process(es) involved;
- The proximity of the toxic air contaminants to sensitive receptors;
- The quantity, volume and toxicity of the contaminants expected to be emitted;
- The likelihood and potential level of exposure; and
- The degree to which project design will reduce the risk of exposure.

Under significance thresholds that are based on these factors, the project would have a significant toxic air contaminant impact, if:

- On-site stationary sources emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million or an acute or chronic hazard index of 1.0.²⁷
- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety.
- The project would be occupied primarily by sensitive individuals within a quarter mile of any existing facility that emits air toxic contaminants which could result in a health risk for pollutants identified in District Rule 1401.²⁸

c. Analysis of Project Impacts

(1) Construction

Construction of the project would be completed in two general phases occurring sequentially. The first phase would consist of development of the proposed Middle School including site preparation activity and building erection. Construction activity at the Middle School site would occur for approximately 18 months. Site excavation would take approximately 3 months and building construction would take approximately 15 months. Enclosure of the balconies and construction of the canopy on the High School site would occur during the time of the Middle School construction. The second phase would consist of development of the proposed Athletic Field site and would include site preparation activity and construction of limited retaining walls. The development of the Athletic Field site would take approximately 6 months with 2 months for demolition/removal of the existing buildings, and 4 months for site construction. Build-out of the project would occur in 2007.

(a) Regional Construction Emissions

Construction of the project would generate air emissions through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from site preparation and construction activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment such as bulldozers, wheeled loaders, and cranes. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints)

²⁷ SCAQMD Risk Assessment Procedures for Rules 1401 and 212, November 1998.

²⁸ SCAQMD, *CEQA Air Quality Handbook*, Chapter 6 (Determining the Air Quality Significance of a Project), April 1993.

and other building materials would release reactive organic compounds. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It should be noted that the project would comply with SCAQMD Rule 403 which sets forth a series of requirements and control measures to reduce the amount of particulate matter entrained in the ambient air as a result man-made fugitive dust sources. As indicated in Table 1, Best Available Control Measures, of SCAQMD Rule 403, fugitive dust control measures include, but are not limited to:

- Utilization of a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site;
- Stabilizing stockpiles and disturbed soil throughout the project site;
- Applying water, as necessary, during earth moving activities to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction;
- Reducing emissions from soil exporting by stabilizing soil while loading, transporting, and unloading and maintaining at least six inches of freeboard on haul vehicles.

(i) Consolidated Middle School/High School Site

Unmitigated daily construction-related regional emissions for the Middle School site are presented in Table 5 on pages 121 and 122. As shown, maximum regional emissions at the Middle School site would exceed the SCAQMD daily significance thresholds for NO_x but not for ROC, CO, PM₁₀, or SO_x. Thus, the construction activity at the Middle School site would result in a significant short-term regional impact without incorporation of mitigation.

An alternative analysis was completed to assess emissions from hauling exported soil from the Middle School site to the nearby Bel Air Presbyterian Church located approximately 0.5 mile to the west on Mulholland Drive as opposed to the ten mile URBEMIS default distance to the nearest landfill. This scenario would reduce the miles traveled by heavy-duty trucks and, therefore, reduce on-road emissions associated with the project. Emissions of ROC, CO, SO_x, and PM₁₀ would not substantially change but emissions of NO_x would be reduced under this haul scenario. However, maximum NO_x emissions during the site preparation phase at the Middle School site would be reduced from approximately 144 pounds per day to 122 pounds per day. Emissions of NO_x at the Middle School site would still be greater than the 100 pounds per

Table 5

**ESTIMATE OF UNMITIGATED REGIONAL AND LOCALIZED CONSTRUCTION EMISSIONS
(pounds/day)**

Phase/Stage/Duration	ROC	NO_x	CO	SO_x	PM₁₀^a
Middle School Site^b					
Site Preparation (3 months)					
On-Site	15	119	111	<1	41
Off-Site	1	25	6	<1	<1
Total	16	144	117	<1	42
Building Erection/Finishing (15 months)					
On-Site	23	79	92	<1	3
Off-Site	<1	2	1	<1	<1
Total	23	81	93	<1	3
Maximum Regional Emissions Total	23	144	117	<1	42
Regional Daily Significance Threshold	75	100	550	150	150
Over/(Under)	(52)	44	(433)	(149)	(108)
Exceed Threshold?	No	Yes	No	No	No
Maximum On-site Localized Emissions Total	—	119	111	—	41
Localized Daily Significance Threshold ^c	—	214	1,049	—	39
Over/(Under)	—	(95)	(938)	—	2
Exceed Threshold?	N/A	No	No	N/A	Yes
Athletic Field Site					
Demolition (Removal of trailers and associated improvements) (2 months)					
On-Site	6	45	47	<1	2
Off-Site	<1	<1	2	<1	<1
Total	6	45	49	<1	2
Site Preparation (4 months)					
On-Site	10	70	77	<1	19
Off-Site	<1	1	<1	<1	<1
Total	10	72	78	<1	19
Maximum Regional Emissions Total	10	72	78	<1	19
Regional Daily Significance Threshold	75	100	550	150	150
Over/(Under)	(65)	(28)	(472)	(149)	(133)
Exceed Threshold?	No	No	No	No	No

Table 5 (Continued)

**ESTIMATE OF UNMITIGATED REGIONAL AND LOCALIZED CONSTRUCTION EMISSIONS
(pounds/day)**

Phase/Stage/Duration	ROC	NO_x	CO	SO_x	PM₁₀^a
Maximum On-Site Localized Emissions Total	—	70	77	—	19
Localized Daily Significance Threshold ^d	—	144	452	—	6
Over/(Under)	—	(74)	(375)	—	13
Exceed Threshold?	N/A	No	No	N/A	Yes

N/A = Not Applicable

Construction emission calculation worksheets are included in the Appendix B of this EIR.

^a PM₁₀ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

^b Middle School emissions estimates include construction activities associated with enclosure of the balconies and construction of the canopy at the High School site.

^c The project site is located in SCAQMD Source Receptor Area (SRA) No. 2. These LSTs are based on the site location SRA and project area that could be under construction on any given day. The nearest sensitive receptor to the Middle School site is the Curtis School located approximately 150 feet to the north. In regard to the LST look-up tables, the analysis assumed a five-acre site with a 50 meter receptor distance.

^d The nearest sensitive receptor to the Athletic Field site is the Mirman School located adjacent to the west. In regard to the LST look-up tables, the analysis assumed a 2-acre site with a 25-meter receptor distance, which is recommended by the SCAQMD for adjacent receptors.

Source: PCR Services Corporation, 2004.

day SCAQMD daily significance threshold and this component of the project would still result in a significant construction-related NO_x impact.

(ii) Athletic Field Site

Unmitigated daily construction-related regional emissions for the Athletic Field site are also presented in Table 5. As shown, maximum regional emissions at the Athletic Field site would not exceed the SCAQMD daily significance thresholds for NO_x, ROC, CO, PM₁₀, or SO_x. Therefore, construction activity at the Athletic Field site would result in a short-term regional impact that would be less than significant.

Under the alternative haul analysis previously described, NO_x emissions at the Athletic Field site would decrease by approximately 2 pounds per day. Regional impacts for this component of the project would remain less than significant.

(iii) Combined Impacts

There would be no construction activity overlap between the Consolidated Middle School/High School and the Athletic Field sites. The Consolidated Middle School/High School would be fully completed and operational prior to the demolition and redevelopment of the Athletic Field site. Thus, there would be no combined regional emissions from construction activities occurring on the two project sites.

(b) Localized Construction Emissions

Emissions for the localized construction air quality analysis were compiled using localized significance thresholds (LST) methodology promulgated by the SCAQMD. Similar to regional emissions, localized on-site emissions were calculated using URBEMIS 2002. LSTs were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor(s). LSTs for CO and NO₂ were derived by adding the incremental emissions impacts from the project activity to the peak background NO₂ and CO concentrations and comparing the total concentration to the most stringent air quality standards. The SCAQMD developed construction PM₁₀ LSTs based on concentration levels that comply with SCAQMD Rule 403 or 10.4 µg/m³ of PM₁₀ over a 24-hour exposure duration.

(i) Consolidated Middle School/High School Site

Table 5 on pages 121 and 122 also presents the unmitigated maximum daily construction-related localized emissions. The nearest air quality sensitive receptors to the Middle School site are the Curtis School to the north and the Berkeley Hall School to the west. Based on maximum localized emissions and sensitive receptors distances, localized construction emissions generated from construction activity at the Middle School site would not exceed the SCAQMD daily significance thresholds for NO₂ or CO at the Curtis School or the Berkeley Hall School. In addition, localized PM₁₀ emissions would not exceed the SCAQMD daily significance threshold at the Berkeley Hall School. However, localized PM₁₀ emissions generated from construction activity at the Middle School site would exceed the SCAQMD daily significance threshold level at the Curtis School during site preparation activity. Therefore, construction activity at the Middle School site would result in a significant localized PM₁₀ impact without incorporation of mitigation measures.

An analysis was also completed to assess localized PM₁₀ emissions associated with transporting soil from the Middle School site to the Bel Air Presbyterian Church property as opposed to a landfill. On-site PM₁₀ emissions from this scenario would result from the unloading of soil from the haul trucks. PM₁₀ emissions were calculated using methodology provided in the USEPA's *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition*,

Volume 1: Stationary, Point, and Area Sources. The analysis determined that localized emissions at the Bel Air Presbyterian Church property as a result of soil export from the Middle School would be less than one pound per day. As such, project-related localized emissions at the Bel Air Presbyterian Church property would result in an impact that would be less than significant.

(ii) Athletic Field Site

Table 5 also presents the unmitigated maximum daily construction-related localized emissions from the Athletic Field site. The nearest air quality sensitive receptors to the Athletic Field site include the Mirman School and the Westland School to the west, the Berkeley Hall School to the south, and the Bel Air Presbyterian Church to the northwest. Based on maximum localized emissions and sensitive receptors distances, localized construction emissions generated from construction activity at the Athletic Field site would not exceed the SCAQMD daily significance thresholds for NO₂ or CO at all sensitive receptors. Localized PM₁₀ emissions would also be less than significant with the exception of the Mirman School during site preparation activities. Therefore, the project would result in a significant localized PM₁₀ impact without incorporation of mitigation measures.

(iii) Combined Impacts

There would be no construction activity overlap between the Consolidated Middle School/High School and the Athletic Field sites. The Consolidated Middle School/High School would be fully completed and operational prior to the demolition and redevelopment of the Athletic Field site. Thus, there would be no combined localized emissions from construction activities occurring on the two project sites.

(c) Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively short-term construction schedule, the project (i.e., construction of both the Middle School and Athletic Field sites) would not result in a long-term (i.e., 70 years) substantial source of TAC emissions and corresponding individual cancer risk and, therefore, project-related toxic emission impacts during construction would not be significant.

(d) Odors

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create objectionable odors. Therefore, no impact would occur and no mitigation measures would be required.

(2) Operations

Project operational impacts were evaluated at full buildout (i.e., construction of both the Middle School and Athletic Field sites), which is anticipated to occur in 2007. In order to properly analyze operational emissions, it is important to assign appropriate emissions and emission factors to the individual emission sources. Mobile source emission forecasts are sensitive to the forecast year, as future mobile source emission factors are substantially reduced as cleaner on-road vehicles are introduced into, and older more polluting vehicles retire from, the countywide vehicle fleet.

(a) Regional Operation Impacts

Air pollutant emissions associated with project occupancy and operations of both sites would be generated by both the consumption of energy (electricity and natural gas) and by the operation of on-road vehicles. Emissions associated with energy consumption are classified by the SCAQMD as regional stationary source emissions. Electricity is considered an area source since it is produced at various locations within, as well as outside of, the Basin. Since it is not possible to isolate where electricity is produced, these emissions are considered to be regional in nature. Emissions of criteria pollutants associated with the production of energy were calculated using emission factors from the SCAQMD's *CEQA Air Quality Handbook* (Appendix to Chapter 9).

As shown in the traffic impact study completed by Linscott, Law, & Greenspan, the project would result in a net reduction of 340 trip ends per day. Thus, there would be a decrease in mobile emissions as a result of implementation of the project. As shown in Table 6 on page 126, regional emissions resulting from the project would be well below the SCAQMD thresholds for CO, ROC, NO_x, PM₁₀, or SO_x. Therefore, the project operations would not result in significant impacts associated with regional air quality emissions.

Table 6

**ESTIMATE OF UNMITIGATED REGIONAL OPERATIONAL EMISSIONS
(Pounds per Day)**

Emission Source	CO	NO_x	PM₁₀	ROC	SO_x
Existing Uses					
On-Road Mobile Sources ^{a, b}	294	36	31	24	<1
Stationary Sources ^c	<1	4	<1	<1	<1
Total Emissions	295	40	31	24	<1
Proposed Uses					
On-Road Mobile Sources ^{a, b}	266	33	28	21	<1
Stationary Sources ^c	<1	4	<1	<1	<1
Total Emissions	267	37	28	21	<1
Net Uses					
Net On-Road Mobile Sources ^{a, b}	(28)	(3)	(3)	(3)	(<1)
Net Stationary Sources ^c	<1	<1	<1	<1	<1
Total Net	(28)	(3)	(3)	(3)	<1
SCAQMD Daily Significance Threshold	550	55	150	55	150
Over (Under)	(578)	(58)	(153)	(58)	(150)
Significant Impact	No	No	No	No	No

^a Calculated based on average daily trips, as presented in Section IV.I, Transportation and Parking, of this EIR.

^b URBEMIS 2002 output files are provided in Appendix B of this EIR.

^c Based on electricity and natural gas consumption taken from the SCAQMD's CEQA Air Quality Handbook.

Source: PCR Services Corporation, 2004.

(b) Localized Carbon Monoxide Concentration Impacts

Project traffic, during the operational phase of the project, would have the potential to create local area impacts. The SCAQMD recommends a hot-spot evaluation of potential localized CO impacts when volume-to-capacity (V/C) ratios are increased by 2 percent at intersections with a level of service (LOS) of D or worse. The SCAQMD also recommends a CO hot-spot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from an LOS of C to D. As presented in the traffic study, the project would not increase the vehicle-to-capacity ratio by more than 0.4 percent at any intersection. Thus, project construction-related traffic would not result in any exceedances of the State 1-hour or 8-hour CO standard at any of the study intersections. Localized air quality impacts related to mobile source emissions would therefore be less than significant.

(c) Air Toxic Impacts

The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.²⁹ The project would not generate new bus trips and future trips would be of shorter length than existing bus trips. Specifically, Middle School students are currently bused to the High School site for access to additional classroom space. These trips would no longer occur with completion of the project. Instead, the buses would be used to transport Consolidated Middle School/High School students approximately 0.5 mile to the Athletic Field site. This associated reduction in vehicle miles traveled would serve to reduce bus-related diesel particulate emissions.

In addition, bus operations would be required to abide by the California Air Resource's Board Air Toxic Control Measure (ATCM) that limits school bus idling. The ATCM requires a school bus driver to turn off the bus engine upon arriving at a school and to restart no more than 30 seconds before departing. A driver of a school bus is subject to the same requirement when operating within 100 feet of a school and is prohibited from idling more than 5 minutes at each stop beyond schools, such as activity destinations. Based on the limited activity of the toxic air contaminant sources and control regulations, the project would not warrant the need for a health risk assessment, and potential air toxic impacts would be less than significant.

An assessment of potential accidental releases of air toxic emissions or acutely hazardous materials posing a threat to public health and safety was also conducted. The project would only have limited amounts of hazardous materials on site and primarily related to consumer products. These sources would be well below levels that could result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety and therefore the project would result in no impact.

In addition to the analysis of potential on-site sources of air toxics, an analysis was also conducted to determine whether the proposed project would result in the siting of sensitive receptors within a quarter mile of existing off-site sources of toxic air contaminants that would result in a significant health impact. The project has been analyzed using screening procedures identified in Chapter 5 of the SCAQMD's *CEQA Air Quality Handbook*. Based on this screening analysis, which included an USEPA and CARB database search as well as a field reconnaissance of the project vicinity, no sources of toxic air contaminants were identified that would result in levels of air toxics that would emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million.

²⁹ SCAQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions*, December 2002.

As such, project development would result in no impact on human health.³⁰ Also, according to the SCAQMD's MATES-II study, the cancer risk in the project vicinity is approximately 600 to 800 in one million, which is approximately 57 to 43 percent lower than the average cancer risk in the Basin of 1,400 per million.

(d) Odors

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Therefore, the project would not create adverse odors as discussed above and would have no impact related to objectionable odors.

(e) Consistency with Adopted Plans and Policies

The SCAQMD has adopted criteria for assessing consistency with applicable regional plans and the AQMP in its *CEQA Air Quality Handbook*. This section of the air quality analysis examines the consistency of the project with applicable AQMP policies. Refer to Section IV.G, Land Use, for SCAG policies related to air quality.

(i) SCAQMD Handbook Policy Analysis

In accordance with the procedures established in the SCAQMD *CEQA Air Quality Handbook*, the following criteria are addressed in order to determine project consistency with SCAQMD and SCAG policies:

1. Whether the project will result in any of the following:
 - An increase in the frequency or severity of existing air quality violations; or
 - Cause or contribute to new air quality violations; or
 - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions utilized in preparing the AQMP?

³⁰ EPA's *Environmental Mapper of potential Superfund Sites, Hazardous Waste, Toxic Releases, and Air Emissions* (www.epa.gov/enviro/html/em/index.html) and ARB's *Facility Search for Emissions Inventory of Air Toxics* (www.arb.ca.gov/app/emsinv/facinfo/facinfo.php).

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for projects include forecasts of project-related emissions in a regional context during construction and project occupancy. These forecasts are provided earlier in this section (regional construction impacts and regional operation impacts). Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions on localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in the preceding sections, localized concentrations for PM₁₀, CO, and NO₂ have been analyzed for the project.

During the project construction period, PM₁₀ is the primary pollutant of concern with respect to localized concentrations and ambient air quality. As such, the project's construction-period PM₁₀ emissions were analyzed to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standard for PM₁₀. As discussed below in Subsection 4. (Mitigation Measures) to this Air Quality section, results of the localized PM₁₀ analysis indicate that with implementation of the proposed mitigation measures, the increase in the ambient PM₁₀ concentration during construction would not exceed the SCAQMD-recommended 10.4 µg/m³ PM₁₀ significance threshold at any sensitive receptor locations. The project will comply with SCAQMD Rule 403 and will implement all feasible mitigation measures for control of PM₁₀. As a result, impacts were concluded to be less than significant.

Project-related CO and NO₂ emissions during construction were also evaluated to determine if there is a potential for such emissions to cause or affect a violation of respective ambient air quality standards. As demonstrated earlier, results of the CO and NO₂ dispersion modeling indicate that it is unlikely that emissions during construction will form a new or exacerbate an existing CO or NO₂ "hot spot."

During long-term project operations, CO is the preferred pollutant for assessing local area air quality impacts from motor vehicle operations. Based on methodologies set forth by the SCAQMD, one measure of local area air quality impacts which can indicate whether the project will cause or affect a violation of an air quality standard will be based on the estimated CO concentrations at selected receptor locations located in close proximity to the project sites. As indicated earlier, no violations of the State and Federal CO standards are projected to occur.

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it must be recognized that air quality planning within the Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP.

Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with population, housing and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of land use planning strategies. The following discussion provides an analysis of each of these three criteria.

- Is the project consistent with the population, housing and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions which were used in the development of the AQMP. The 2003 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates, in part, SCAG's 2001 Regional Transportation Plan (RTP) socioeconomic forecast projections of regional population and employment growth. The project would not increase population, housing and employment numbers on site. Therefore, it can be concluded that the project would be consistent with the projections in the AQMP.

- Does the project implement all feasible air quality mitigation measures?

Implementation of all feasible mitigation measures is recommended to reduce air quality impacts to the extent possible. The project would incorporate a wide array of key air pollution control strategies identified by the SCAQMD, as described below in subsection IV.B.4. Thus, the project would be consistent with this criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

The project would be consistent with City of Los Angeles and SCAG land use policies with respect to proposed development at the site locations, as discussed in Section IV.G, Land Use, of this EIR. Furthermore, the project will be required to comply with air quality regulations set forth by the SCAQMD and will include mitigation measures to reduce air quality emissions.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the project on air quality in the Basin. While construction of the project would result in a short-term regional NO_x air quality impact, project development would not have a long-term impact on the regions ability to meet State and Federal air quality standards. In addition, the project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of PM₁₀. Also, the project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the project's long-

term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's AQMP.

3. CUMULATIVE IMPACTS

All of the identified related projects (see Section III, Environmental Setting, of this EIR) have been considered for the purposes of assessing cumulative construction and operational air quality impacts.

a. Construction Impacts

As discussed in Section III, Environmental Setting, of this EIR, there are four related projects identified within the project study area. With respect to construction-period air quality emissions and the Basin-wide cumulative air quality condition, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal Clean Air Act mandates. As described below in subsection IV.B.4, the project would comply with SCAQMD Rule 403 requirements, and would implement all feasible mitigation measures. In addition, the project would comply with adopted AQMP emissions control measures and these same requirements would be imposed on related projects. However, the project would contribute to a significant cumulative construction air quality impact given that the Basin is non-attainment for O₃ and that the project would result in short-term regional construction impacts for an O₃ precursor (NO_x).

As described below in subsection IV.B.5, with implementation of the proposed mitigation measures, the project would not result in a localized construction impact. However, cumulative localized impacts were evaluated at the Berkeley Hall School resulting from concurrent emissions from construction activity at the existing Middle School location at the Bel Air Presbyterian Church where a new educational facility is proposed and the project-related Middle School site. This represents a conservative cumulative scenario for potential air quality impacts. Although the Mirman School would be located closer to the two construction sites, potential exposure from both sites would be limited due to geometry and meteorological conditions (i.e., wind can not blow in opposite direction concurrently). Construction emissions associated with the existing Middle School location at the Bel Air Presbyterian Church are speculative as it is a related project and localized emissions were assumed to be similar to project-related emissions at the Middle School site. Using these emissions and the LST methodology, combined localized emissions would be well below the SCAMQD significance threshold levels at the Berkeley Hall School. Therefore, the project would not contribute to a cumulative localized construction air quality impact.

b. Operational Impacts

The SCAQMD has set forth both a methodological framework, as well as significance thresholds, for the assessment of a project's cumulative air quality impacts. The SCAQMD's methodology differs from the cumulative impacts methodology employed elsewhere in this EIR, in which foreseeable future development within a given service boundary or geographical area is predicted and associated impacts measured. The SCAQMD's approach for assessing cumulative operational impacts is based on the SCAQMD's AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. This forecast also takes into account SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the project is consistent with forecasted future regional growth. Therefore, if all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative operational air quality impact would not occur.

Based on the SCAQMD's methodology (presented in Chapter 9 of the *CEQA Air Quality Handbook*), a project would have a significant cumulative air quality impact if the ratio of daily project employee vehicle miles traveled to daily countywide vehicle miles traveled exceeds the ratio of daily project employees to daily countywide employees. The project would not increase employment within the project sites and, therefore, the cumulative ratio analysis is not applicable or necessary. The project would not have a significant cumulative impact on regional air quality based on the SCAQMD's criteria.

4. MITIGATION MEASURES

a. Construction

Mitigation Measures B-1 through B-4, provided below, are in addition to SCAQMD Rule 403 (Fugitive Dust) requirements to reduce PM₁₀ emissions.

Mitigation Measure B-1: Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Mitigation Measure B-2: Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions to the extent feasible. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure B-4: To the extent feasible, electricity powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

b. Operation

During the operational phase, the proposed project would not result in any significant impacts to air quality and, therefore, no mitigation measures are recommended or required.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

As shown in Table 7 on pages 134 and 135, construction activities related to construction of the project would still exceed the SCAQMD daily emission thresholds for regional NO_x at the Middle School site after implementation of all feasible mitigation measures. Therefore, construction of the project would have a significant and unavoidable impact on regional air quality.

With regard to localized emissions, the mitigation measures presented above would reduce localized PM₁₀ emissions at the Curtis School and the Mirman School to below the SCAQMD LST thresholds. Therefore, construction of the project would have an impact on local air quality that would be less than significant at both project sites.

b. Operation

During the operational phase, the proposed project would not result in any significant impacts to air quality and, therefore, no mitigation measures are recommended or required.

Table 7

**ESTIMATE OF MITIGATED REGIONAL AND LOCALIZED CONSTRUCTION EMISSIONS
(pounds/day)**

Phase/Stage/Duration	ROC	NO_x	CO	SO_x	PM₁₀^a
Middle School Site^b					
Site Preparation (3 months)					
On-Site	15	113	106	<1	21
Off-Site	1	25	6	<1	<1
Total	16	138	112	<1	21
Building Erection/Finishing (15 months)					
On-Site	23	75	88	<1	3
Off-Site	<1	2	1	<1	<1
Total	23	77	89	<1	3
Maximum Regional Emissions Total	23	138	112	<1	21
Regional Daily Significance Threshold	75	100	550	150	150
Over/(Under)	(52)	138	(438)	(149)	(129)
Exceed Threshold?	No	Yes	No	No	No
Maximum On-Site Localized Emissions Total	—	113	106	—	21
Localized Daily Significance Threshold ^c	—	214	1,050	—	39
Over/(Under)	—	(101)	(944)	—	(18)
Exceed Threshold?	N/A	No	No	N/A	No
Athletic Field Site					
Demolition (Removal of trailers and associated improvements) (2 months)					
On-Site	6	43	45	<1	2
Off-Site	<1	<1	2	<1	<1
Total	6	43	47	<1	2
Site Preparation (4 months)					
On-Site	9	67	73	<1	4
Off-Site	<1	1	<1	<1	<1
Total	10	68	74	<1	4
Maximum Regional Emissions Total	10	68	74	<1	4
Regional Daily Significance Threshold	75	100	550	150	150
Over/(Under)	(65)	(32)	(476)	(149)	(146)
Exceed Threshold?	No	No	No	No	No

Table 7 (Continued)

ESTIMATE OF MITIGATED REGIONAL CONSTRUCTION EMISSIONS
(pounds/day)

Phase/Stage/Duration	ROC	NO_x	CO	SO_x	PM₁₀^a
Maximum On-Site Localized Emissions Total	—	67	73	—	4
Localized Daily Significance Threshold ^d	—	144	452	—	6
Over/(Under)	—	(77)	(379)	—	2
Exceed Threshold?	N/A	No	No	N/A	No

N/A = Not Applicable

Construction emission calculation worksheets are included in the Appendix B of this EIR.

^a PM₁₀ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

^b Middle School emissions estimates include construction activities associated with enclosure of the balconies and construction of the canopy at the High School site.

^c The project site is located in SCAQMD Source Receptor Area (SRA) No. 2. These LSTs are based on the site location SRA and project area that could be under construction on any given day. The nearest sensitive receptor to the Middle School site is the Curtis School located approximately 150 feet to the north. In regard to the LST look-up tables, the analysis assumed a five-acre site with a 50 meter receptor distance.

^d The nearest sensitive receptor to the Athletic Field site is the Mirman School located adjacent to the west. In regard to the LST look-up tables, the analysis assumed a 2-acre site with a 25-meter receptor distance, which is recommended by the SCAQMD for adjacent receptors.

Source: PCR Services Corporation, 2004.

IV. ENVIRONMENTAL IMPACT ANALYSIS

C. BIOLOGICAL RESOURCES

The following analysis of biological resources is based on the *Oak Tree Survey for the Stephen S. Wise Middle School Relocation Project* (August 2004) and associated review of the project site by PCR biologists. The *Oak Tree Survey* is provided as Appendix C, to this EIR.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Biological Resources

The project sites are located in the Santa Monica Mountains along Mulholland Drive. Both of the project sites are located outside of an area designated as a Significant Ecological Area by the County of Los Angeles.³¹ As described below, the areas of the project sites that are proposed for development have generally been graded or otherwise developed. These sites are surrounded by numerous institutional uses as well as some undeveloped areas.

Consolidated Middle School/High School Site

The 4.5-acre Middle School site would comprise a portion the 10.8-acre Consolidated Middle School/High School site is generally bounded by I-405 on the southeast, Skirball Cultural Center on the south and the Curtis School on the north and northeast across Mulholland Drive. To the north of this portion of Mulholland Drive, the topography slopes upward to a degree until the descent into the San Fernando Valley begins.³² Sepulveda Boulevard and a portion of the Sepulveda Tunnel border the west-facing slope of the site, with an undeveloped hillside located farther to the west. Much of the Middle School and surrounding area has been disturbed by landscaping activities, ornamental plantings, human use, and development. Developed and otherwise disturbed areas on and around the project site include grass playing fields, ornamental landscaping and basketball courts.

³¹ *County of Los Angeles, Los Angeles County Significant Ecological Area Update Study, November 2000.*

³² *Van Beveren & Butelo, Inc. Report of Geotechnical Investigations for the Proposed Middle School Project, October 13, 2003.*

Biological resources within the proposed development area are limited to native willow (*Salix* sp.) trees and very small coast live oak (*Quercus agrifolia*) trees (discussed below). The slopes surrounding the Middle School site are predominantly vegetated with native species including coast live oak (*Quercus agrifolia*) (discussed below) with some escaped ornamental species. Of these, the dominant species are trailing African daisy (*Osteospermum fruticosum*) and iris (*Iris* sp.).

Athletic Fields Site

The proposed 2.8-acre Athletic Fields site is located approximately 1,000 feet west of the proposed Middle School site. This site is bounded by the Bel Air Presbyterian Church and associated facilities on the northwest, the Mirman School on the west, with the Westland School farther to the west, and the Berkeley Hall School on a hillside to the south. The area directly east of this site consists of vacant land on top of a hillside, and the intervening area between the two sites consists of a vacant, generally wooded area that is interrupted only by the driveway to the Berkeley School.

The proposed Athletic Fields site has been developed with several temporary classroom structures and play areas. Biological resources within the proposed development area are limited to ornamental plantings, three small coast live oak (*Quercus agrifolia*) (discussed below) and two western sycamores (*Platanus racemosa*), the only native plant species within the proposed development area. These trees occur in the northern portion of the site within a row of ornamental trees along the southern edge of a parking lot. Most of the ornamental trees in the row are non-native eastern sycamore (*Platanus occidentalis*); however, all are clearly landscape plantings. Areas adjacent to the proposed development area are mostly developed or ornamentally landscaped, excluding the slope immediately east. Roughly the northern half of this slope is manufactured and has been revegetated with mostly native scrub species. Other than a few shrubs that have sprouted from root crowns, the plants in this area are immature and exposed soils dominate the slope. The southern half of the slope is not manufactured and is dominated by mature ceanothus chaparral with only a few patches of immature revegetated habitat.

Overview of Resources at the Consolidated Middle School/High School and Athletic Fields Sites

With regard to development on both of the project sites, PCR biologists reviewed all available relevant literature and data on sensitive habitats and species which have the potential for occurrence in the region. Emphasis was placed on plants identified as sensitive by the California Native Plant Society, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game utilizing the California Natural Diversity Database (CNDDB), which contains information regarding sensitive species and habitats known to occur in the

region. Representative species which were the focus of our research efforts included, but were not necessarily limited to the following: Plummer's mariposa lily (*Calochortus plummerae*), Nevin's barberry (*Berberis nevinii*), and San Fernando Valley Spineflower (*Chorizanthe parryi* var. *Fernandina*). Due to the lack of native vegetation, the presence of development, and non-native ornamental landscaping, it has been determined that no candidate, sensitive or special status species has the potential to occur within the two properties. In addition, the USGS quad map for the Van Nuys area does not show a blue-line stream within the boundary of the project areas. Furthermore, during the site visits, PCR biologists examined the project sites for evidence of streams and an ordinary high water mark (OHWM), saturation, or wetland vegetation using methods outlined in the ACOE's Wetland Delineation Manual (Environmental Laboratory 1987) based on hydrologic and edaphic features, and on the vegetation composition of each sampling site. No riparian vegetation, sensitive natural community, waters or wetlands were found.

(2) Wildlife Corridors

As indicated above, the project site is located in the Santa Monica Mountains. A management goal for the maintenance of wildlife resources in the Santa Monica Mountains is the protection of habitat linkages, potential movement zones, or corridors for wildlife. Given an open space area that is both large enough to maintain viable populations of species and provide a variety of travel routes (canyons, ridgelines, trails, riverbeds, and others), wildlife will use these "local" routes while searching for food, water, shelter, and mates, and will not need to cross into other large open space areas. Once open space areas become constrained and/or fragmented as a result of urban development or construction of physical obstacles such as roads and highways, remaining landscape features or travel routes that connect the larger open space areas can become corridors as long as they provide adequate space, cover, food, and water, and do not contain obstacles or distractions (man-made noise, lighting) that would generally hinder wildlife movement. These corridors will foster "regional" wildlife movement from one core habitat area to another core habitat area (i.e., portions of the Santa Monica Mountains east and west of the 405 Freeway).

Wildlife movement on a smaller or "local" scale is expected in and around the project site due to the presence of native habitat areas. The open space, native habitat areas in the vicinity of the sites are likely utilized by a variety of species of insects, amphibians, reptiles, birds, and mammals. In addition, wildlife use by deer and coyote has been documented within the CalTrans easements adjacent to the I-405 at the Mulholland Drive overpass.³³

³³ Roth, Jeffrey. 2001. *Wildlife Corridors Across the I-405 Freeway in the Sepulveda Pass, Los Angeles, California*. A thesis submitted in partial fulfillment of the requirements for the degree of Master of Arts in Geography. California State University, Northridge.

Animals traveling north and east from vast open space areas of the Santa Monica Mountains are impeded by dense urban development of the San Fernando Valley to the north and Sepulveda Boulevard and the I-405 Freeway to the east. A recent wildlife movement study conducted within the Sepulveda Pass from the I-405/US-101 Interchange south to Sunset Boulevard studied the potential crossing areas within the Sepulveda Pass of animals traveling to and from the eastern and western sides of the I-405.³⁴ The study indicated that the majority of wildlife are crossing the I-405 at the Sepulveda Boulevard and Bel Air Crest underpasses. The Sepulveda Boulevard underpass is approximately two miles south of the project site and the Bel Air Crest underpass is approximately one mile south of the project site. No data suggesting that the Mulholland overpass was used by wildlife to cross the I-405 was collected during this study. In fact, the study suggests that wildlife movement across the Mulholland overpass is deterred due to the high potential for vehicle-related mortality. Furthermore, the study recommends the placement of fencing between the Cal Trans easements and the I-405 Freeway to inhibit the crossing of wildlife in this area.

(3) Oak Trees

(a) Consolidated Middle School/High School Site

As stated above, the proposed Middle School development area consists of grass playing fields, ornamental landscaping, and basketball courts. Biological resources within the proposed Middle School development area are limited to several native willow (*Salix* sp.) trees and very small coast live oak (*Quercus agrifolia*) trees. Specifically, based on the Oak Tree Survey the proposed Middle School site contains 19 oak trees that have a diameter of 8 inches or greater.

(b) Athletic Fields Site

As indicated above, biological resources within the proposed development area are limited to ornamental plantings, two western sycamores (*Platanus racemosa*), and several small oak trees located within the right-of-way adjacent to the nursery school parking lot and Mulholland Drive. Based on the Oak Tree Survey, three of these oak trees have a diameter of 8 inches or greater.

³⁴ *Ibid.*

b. Regulatory Framework**(1) Federal Endangered Species Act of 1973, PL 93-205 (16 U.S.C. 1531)**

The purpose of the Federal Endangered Species Act is to provide a means whereby the ecosystem upon which endangered species and threatened species rely may be conserved. The Act defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an endangered species within the foreseeable future.” Under provisions of the Act, it is unlawful to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” any listed species. Depending on interpretation, a taking could include certain types of habitat modification.

(2) Federal Clean Water Act, Section 404

Section 404 of the Clean Water Act (CWA) regulates the discharge of dredged material, placement of fill material, or excavation within “Waters of the U.S.” and authorizes the Secretary of the Army, through the Chief of Engineers, to issue permits for such actions. “Waters of the U.S.” are defined by the CWA as “rivers, creeks, streams, and lakes extending to their headwaters and any associated wetlands.” Wetlands are defined by the CWA as “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions.”

The Army Corps of Engineers (ACOE) generally takes jurisdiction within rivers and streams to the OHWM, which is determined by erosion, the deposition of vegetation or debris and changes and vegetation. The ACOE defines jurisdictional wetlands as areas that contain vegetation, soils and hydrology as defined by the ACOE Wetland Delineation Manual.

(3) Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA) protects most native bird species from destruction or harm. This protection extends to individuals as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list.

In practice, federal permits potentially impacting migratory birds typically have conditions that require pre-disturbance surveys for nesting birds and, in the event nesting is observed, a buffer area with a specified radius would be established, within which no disturbance or intrusion would be allowed until the young had fledged and left the nest. If not otherwise specified in the permit, the size of the buffer area would vary with species and local

circumstances (e.g., presence of busy roads), and would be based on the professional judgment of the monitoring biologist.

(4) State of California Fish and Game Code

The California Department of Fish and Game takes jurisdiction to the bank of the stream or to the limit of the adjacent riparian vegetation. Section 1602³⁵ of the California Fish and Game Code requires any entity (e.g., person, State or local government agency, or public utility) who proposes a project that will substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, to notify California Department of Fish and Game (CDFG) of the proposed project. In the course of this notification process, the CDFG will review the proposed project as it affects streambed habitats within the project site. The CDFG may then place conditions on the Section 1602 clearance to avoid, minimize, and mitigate the potentially significant adverse impacts within CDFG jurisdictional limits.

In addition, Section 3503 of the California Fish and Game Code states that, “it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”

(5) California Endangered Species Act, Fish and Game Code, Division 3, Chapter 1.5

The California Endangered Species Act provides for a state list of endangered and threatened species by the Fish and Game Commission and restricts activities that may impact these species. The Act defines an endangered species as, “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.”

(6) City of Los Angeles Oak Tree Ordinance (No. 153,478)

The City’s Oak Tree Ordinance (L.A. Municipal Code Section 46.00; Ordinance No. 153,478) regulates the relocation or removal of all native oak trees, excluding scrub oak, of at least 8 inches in diameter at breast height (DBH). The Ordinance prohibits without a permit

³⁵ *Senate Bill No. 418, approved by the Governor October 8, 2003, includes revisions to the Streambed Alteration Agreement process.*

the removal of any regulated oak tree including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated oak trees that are removed be replaced on at least a 2:1 basis.³⁶ The City also requires that a report be prepared by a tree expert discussing the subject oak tree(s), their preservation, effects of the proposed construction, and mitigation measures. The City Street Tree Division of the Department of Public Works oversees implementation of the requirements of the Oak Tree Ordinance including the Oak Tree Protection Guidelines contained therein.

(7) Mulholland Scenic Parkway Specific Plan

Section B.4 of the Specific Plan states that no oak tree (*quercus agrifolia*, *lobata*, *q. virginiana*) shall be removed, cut down, or moved without prior written approval of the Director of Planning. The Director may approve the removal, cutting down or moving of an oak tree after making the following findings:

- The removal, cutting down or moving of an oak tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.
- The oak tree is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at said location.

2. ENVIRONMENTAL IMPACTS

a. Methodology

To evaluate potential impacts of the project, all available relevant literature and data on local wildlife corridors, and sensitive habitats, as well as species that have the potential for occurrence in the region, were reviewed by PCR biologists. The USGS Quad map and current aerial photography was reviewed. In addition, the California Natural Diversity Data Base (CNDDB) was searched regarding sensitive species and habitats that are known to occur in the vicinity.

Site visits were conducted by PCR biologists on December 21, 2001; March 31, 2003; April 21, 2003; and August 17, 2004. These site visits included a field reconnaissance visit by a

³⁶ There is a motion before the City Council to instruct the Departments of Public Works, City Planning and Environmental Affairs to work with the City Attorney's Office to investigate appropriate revisions to the City's Oak Tree Ordinance to enable City Arborists to preserve native tree species. As of the date of this document, no specific revisions to the City's Oak Tree Ordinances have been recommended.

qualified biologist to determine what biological resources were present or potentially present within the project boundaries. In addition, during the site visits, these sites were assessed for “waters of the U.S.” and “waters of the State,” as well as wetlands. Also included was a site analysis conducted by a qualified biologist and International Society of Arboriculture (ISA) certified arborist to determine the presence of oak trees, in accordance with the City of Los Angeles’ Oak Tree Ordinance.

The oak tree survey was based on information compiled through field reconnaissance, previous documentation, and appropriate reference materials. Such reference materials include aerial photography, a USGS topographic map, digital ortho quarter quadrangle data, and literature search. The oak tree survey conducted on August 17, 2004, consisted of tagging each tree of 8 inches or greater and multi-trunked trees equaling 8 inches or greater, measuring the diameter of each tree at breast height (DBH) (54 inches from ground level), observing height and canopy width, and assessing the condition of each tree by rating its health, structure, and aesthetics with a rating of very good, good, fair, poor, or very poor. In order to locate the approximate location of each tree or clump of trees on-site, the use of a 2000 Eagle aerial photograph (1” = 150’) was used in the field. A grid system was developed using fixed objects such as existing buildings, street trees and roads along the site borders as reference points to assist in the approximate location of each tree or clump of trees over the two sites.

b. Thresholds of Significance

The following thresholds of significance are applied to the proposed project as set forth in the City of Los Angeles’ *CEQA Thresholds Guide*, which states that a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species;
- The alteration of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light), to a degree that may diminish the chances for long-term survival of a sensitive species.

c. Analysis of Project Impacts

(1) Biological Resources

The proposed project would generally be constructed within areas that are developed, graded, and/or landscaped. As stated above, the project site is located outside of an area designated as a Significant Ecological Area by the County of Los Angeles. Based on the review of relevant literature and data on sensitive habitats and species in the region including the California Natural Diversity Data Base, and due to the lack of native vegetation, the presence of development, and abundance of non-native ornamental landscaping, the project would not result in the loss of individuals, or the reduction of existing habitat, of a local, state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern, or a reduction in a locally designated natural habitat community. In addition, given the lack of sensitive species found within the sites, the existing developed nature of the sites and the presence of other institutional uses in the vicinity, the project would not interfere with habitat such that normal species behaviors are disturbed to the degree that may diminish the chances for long-term survival of a sensitive species. Thus, such impacts would be less than significant.

Furthermore, during the site visits, PCR biologists examined the project sites for evidence of streams and an ordinary high water mark (OHWM), saturation, an or wetland vegetation using the methods outlined in the ACOE's Wetland Delineation Manual (Environmental Laboratory 1987). No riparian vegetation, sensitive natural community, waters or wetlands were found. In addition, the USGS quad map for the Van Nuys area does not show a blue-line stream within the boundary of the project areas. Thus, the project would not result in impacts associated with "Waters of the U.S." or wetlands or wetland habitats.

Due to some large trees occurring within and adjacent to both project sites, nesting birds may be present and subject to impact from construction activities. To avoid potential impacts, a mitigation measure is provided below regarding implementation of the Migratory Bird Treaty Act (MBTA). Implementation of these measures will ensure that potential impacts would be less than significant.

Based on the above discussion, development of the Middle School and the Athletic Field sites would not result in significant impacts to biological resources.

(2) Wildlife Corridors

The project site occurs within an area that supports local wildlife movement for more ubiquitous, development-adapted, species. These species likely utilize the native habitat for foraging and for cover. However, the project site does not appear to support regional movement

between the eastern and western portions of the Santa Monica Mountains due to the densely developed areas to the north of the project site and the presence of large, arterial highways to the east (i.e., Sepulveda Boulevard, Mulholland Drive, and the I-405 Freeway). As indicated above, a recent study indicates that regional wildlife movement is not occurring in the area of the Mulholland overpass and that wildlife movement in this area for the purposes of crossing the I-405 Freeway should be deterred. Furthermore, since the proposed project is generally occurring within already developed areas of the current campus, long-term, significant impacts associated with wildlife corridors are not expected to occur.

(3) Oak Trees

(a) Consolidated Middle School/High School Site

Of the 19 oak trees located within the proposed Middle School site, a total of 11 oak trees would be impacted by the proposed project, as shown in Figure 17 on page 146. On average, the 11 oak trees within the proposed project area are in fair condition across all three categories. None of the oak trees have been identified as candidates for transplanting. The oak trees that would be removed would be replaced on at least a 2:1 basis in accordance with the City of Los Angeles Ordinance No. 153,478 (Oak Tree Ordinance, as amended). With adherence to the Oak Tree Ordinance and with implementation of the mitigation measures outlined below, the project would not result in the loss of individuals or the reduction of existing habitat of a locally designated plant community and the project's impact to on-site oak trees would be reduced to a less-than-significant level.³⁷

(b) Athletic Fields Site

As stated above, the proposed 2.8-acre athletic field site contains three coast live oak trees along the right-of-way of Mulholland Drive. Based on the area of potential disturbance, one oak tree would be impacted by the proposed project, as shown in Figure 17. As with the Middle School site, oak trees that would be removed would be replaced on at least a 2:1 basis in accordance with the City of Los Angeles Ordinance No. 153,478 (Oak Tree Ordinance, as amended). Therefore, with adherence to the Oak Tree Ordinance and with implementation of the mitigation measures outlined below, the project would not result in the loss of individuals or the reduction of existing habitat of a locally designated plant community and the project's impact to on-site oak trees would be reduced to a less-than-significant level.

³⁷ *In the event that the Oak Tree Ordinance is amended to specify more or different mitigation provisions regarding oak trees or other native tree species before decision making on this proposed project is completed by the City, compliance with such mitigation provisions by the project may be required.*



Source: Eagle Aerial Imaging; PCR Services Corporation 2005

Figure 17
Oak Tree Location and Impacts Map

3. CUMULATIVE IMPACTS

The related projects would generally consist of infill development. Therefore, biological resources would not be impacted, as such work would largely occur on previously disturbed land. Related projects would be analyzed on a case-by-case basis for their impacts to oak trees pursuant to City of Los Angeles Ordinance No. 153,478 (Oak Tree Ordinance, as amended). Thus, no cumulative impact to biological resources would occur.

4. MITIGATION MEASURES

The following mitigation measures would apply to the oak trees subject to the City of Los Angeles Oak Tree Ordinance (Ord. No. 153,478).

a. Tree Protection Measures Prior to Construction

Throughout the construction period, the preserved oak trees shall be protected by fencing and signage. All contractors shall be made aware of the tree protection measures.

Mitigation Measure C-1: Communication: All construction work potentially impacting any protected oak tree shall be approved by, performed under the supervision of, and inspected by a certified arborist or registered consulting arborist. This arborist shall also oversee all maintenance work on the oak trees including irrigation, pruning and spraying. The on-site construction supervisor shall be responsible to ensure that all contractors, equipment operators, spotters, assistants, or those directing operations in the area are fully informed of the oak tree protection practices. This shall include information on the oak tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

Mitigation Measure C-2: Fencing: Six-foot-high, brightly colored construction fencing secured to heavy-gauge posts 8 feet on-center shall be erected along the construction side of each oak tree. The protective fence shall be installed 5 feet outside of the drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line. The fence shall delineate the oak tree protection area and prevent unwanted activity in and around the oak trees. Construction personnel shall keep the fenced area clear of building materials, waste, and excess soil (ISA 2001). In addition, no digging, trenching, compaction, or other soil disturbance shall be allowed in or around the fenced area (ISA 2001). Tree protection signs shall be attached to every other post. An opening (or gate) in

the fence shall be provided to allow access within the tree protection zone for tree maintenance purposes. All work within the fenced area shall be approved in writing and performed under the supervision of an arborist. The fence shall be maintained upright, taut and aligned at all times. Fencing shall be removed only after all construction activities are complete.

Mitigation Measure C-3: Irrigation: The oak trees shall not be irrigated during the summer or fall months prior to any root pruning.

b. Protection Measures and Maintenance During Construction

Once construction activities have begun the following measures are recommended:

Mitigation Measure C-4: Equipment Operation and Storage: Heavy equipment operation around the trees shall be avoided. Operating heavy machinery around the root zones of trees would increase soil compaction, which decreases soil aeration and subsequently reduces water penetration in the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced tree protection zone, unless where specifically approved in writing and under supervision of the certified arborist.

Mitigation Measure C-5: Storage and Disposal: Supplies and materials, including paint, lumber, concrete overflow, etc., shall not be stored or discarded within the protection zone. All foreign debris within the protection zone shall be removed; it is important to leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrients. Draining or leakage of equipment fluids near retained trees shall be avoided. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. Equipment shall be parked at least 50 feet away from retained trees to avoid the possibility of leakage of equipment fluids into the soil.

Mitigation Measure C-6: Grade Changes: Grade changes, including adding fill, shall not be permitted within the tree protection zone, without special written authorization and under supervision by the certified arborist. Lowering the grade within this area would necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the trees. Adding soil, even temporarily, on top of the existing grade would compact the soil further, and decrease both water and air availability to the trees' roots.

Mitigation Measure C-7: Moving Construction Materials: Care shall be taken when moving equipment or supplies near the trees, especially overhead. Tree damage shall be avoided when transporting or moving construction materials

and working around the trees (even outside of the fenced tree protection zone). Above ground tree parts that could be damaged (e.g., low limbs, trunks) shall be flagged with red ribbon. If contact with tree crowns is unavoidable, the interfering branch(es) shall be pruned by a licensed tree trimmer experienced with oak trees using ISA standards.

Mitigation Measure C-8: Pruning: Unless unavoidable, trees shall not be pruned until all construction is completed. This will help protect the tree canopies from damage. All pruning shall be done under the direction of an ISA Certified Arborist and using ISA guidelines.

Mitigation Measure C-9: Root Pruning: Except where specifically approved in writing, all trenching shall be outside of the fenced protection zone. Roots primarily extend in a horizontal direction forming a support base for trees that are similar to the base of a wineglass. Where trenching is necessary in areas that contain tree roots, hand trenching or an air spade is recommended. Prune the roots using a Dosko root pruner or equivalent. All cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. The trench shall be made no deeper than necessary. If trenching within the tree protection zone is unavoidable, an air spade shall be used rather than mechanical trenching equipment. Any underground line within the tree protection zone shall curve so that no roots are impacted.

Mitigation Measure C-10: Irrigation: Approximately 48 hours before root pruning, the soil shall be irrigated to a depth of 3 feet. The liquid root stimulant “Root Concentrate” shall be added to the irrigation water prior to root pruning. This product helps the trees to regenerate root growth. Root Concentrate can be purchased from Target Specialty Products Inc. located in Santa Fe Springs, California, 562/802-2238. Application of this product is best achieved in a dilution state via the use of a water truck. Follow “Root Concentrate” label instructions.

Mitigation Measure C-11: Once roots have been pruned (30 percent or more of the total root zone), the trees shall be irrigated for the first 12 months. The first irrigation shall be within 48 hours of root pruning, containing a liquid root stimulant such as “Root Concentrate.” For the first 12 months following root pruning, the soil shall be deep watered every two weeks during the summer and once a month during the winter (adjust accordingly with rainfall). One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of 3 feet. The soil should dry out between watering; avoid keeping a consistently wet soil.

Mitigation Measure C-12: One person shall be designated to be responsible for irrigating (deep watering) the trees. Check soil moisture with a soil probe

before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that will distribute water slowly (so as to avoid runoff) and evenly throughout the fenced protection zone. If irrigated via a water truck, a 12-inch-high berm shall be built around the fenced area. Constructing several dividing berms within the fenced area (like spokes on a wheel) will help to distribute evenly the water within the irrigation zone.

Mitigation Measure C-13: Washing: During construction, the trees' foliage shall be washed with a strong water stream every week in early hours before 10:00 A.M. to control mite and insect populations. Washing should include the upper and lower leaf surfaces and the tree bark.

Mitigation Measure C-14: Spraying: Following root pruning a preventative spray is recommended for insect control. Insects and other damaging organisms are attracted to and will proliferate in trees under stress. The spraying should be performed by a licensed applicator under the direction of a licensed pest control advisor.

Mitigation Measure C-15: Inspection: An ISA Certified Arborist shall inspect the oak trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre-construction baseline shall be submitted following each inspection. Photographs of the trees are to be included in the report on a minimum annual basis.

c. Maintenance After Construction

Once construction is complete the fencing may be removed and the following measures performed to sustain and enhance the vigor of the oak trees.

Mitigation Measure C-16: Mulch: The natural duff layer under the trees shall be maintained. Additional mulch shall be added in areas where the natural duff layer is less than 3 inches. All mulch added shall be organic mulch such as wood chips, shredded bark, or pine needles. Avoid piling mulch up against the trunk of trees to avoid disease problems. The mulch helps condition the soil, moderates soil temperatures, maintains moisture, and reduces competition from weeds and grass.

Mitigation Measure C-17: Pruning: The trees will not require regular pruning. Pruning should only be done to maintain clearance and remove broken, dead or diseased branches. Pruning shall only take place following a recommendation by an ISA Certified Arborist and performed under the supervision of an ISA Certified Arborist. No more than 15 percent of the

canopy shall be removed at any one time. All pruning shall conform to International Society of Arboriculture standards.

Mitigation Measure C-18: Irrigation: Beyond the 12 months following substantial root pruning, the trees should not require regular irrigation. However, soil probing shall be performed to accurately monitor moisture levels. Especially in years with low winter rainfall, supplemental irrigation may be necessary. If recommended by the appointed arborist, trees should be irrigated only during the winter and spring months. Once native oaks are placed in an improved landscape setting, there is a greater concern for over watering than under watering.

Mitigation Measure C-19: Other Plant Material: There shall be no additional plants installed within the drip line of an oak tree. A minimum 30-inch dry zone shall be maintained around tree trunks.

Mitigation Measure C-20: Washing: Periodic washing of the foliage is recommended even after construction. This shall be completed twice a year (early June and late August) with a high-powered hose only in the early morning hours. Washing shall include the upper and lower leaf surfaces and the tree bark. Washing will help control dirt/dust buildup that can lead to mite and insect infestations.

Mitigation Measure C-21: Spraying: Because of the impact that trees will sustain during construction, trees may require regular application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. An ISA Certified Arborist shall develop a preventative spraying program once the extent of construction activity is known. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor.

Mitigation Measure C-22: Inspection: The oak trees impacted by construction shall be monitored by an ISA Certified Arborist, appointed by the Recreation and Parks Department, for the first five years after construction completion. The Arborist shall submit an annual report with photographs and compare tree health and condition to the original, pre-construction baseline.

Mitigation Measure C-23: Compliance with the Migratory Bird Treaty Act (MBTA): Due to some sizeable trees and shrubs occurring within and adjacent to the Sites, removal of any large trees and large vegetation (i.e., large branching shrubs) shall take place outside of the nesting season (February 15–August 15) in accordance with the MBTA. If such removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active

nests are found, a 200-foot buffer radius (500 feet for raptors) shall be established until the fledglings have left the nest.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With incorporation of the mitigation measures outlined above, no significant impacts to biological resources would occur as a result of the proposed project.

IV. ENVIRONMENTAL IMPACT ANALYSIS

D. CULTURAL RESOURCES

As described in the Initial Study prepared for the project and provided in Appendix A, there are no structures currently located in the area of the Consolidated Middle School/High School site proposed for development. In addition, the existing structures within the athletic field site are temporary in nature and were placed on the site in approximately 1990. Due to the lack of sufficient age and historical/architectural associations, none of these structures appear eligible for Federal, State, or local historical designation, nor are they considered historic resources pursuant to CEQA Section 15064.5. As such, implementation of the project would not result in significant impacts associated with known historic resources. Thus, this section of the EIR focuses on potential impacts associated with archaeological and paleontological resources. The analysis regarding archaeological resources is based on the *Records Search for 16100 Mulholland Drive, Los Angeles, California Van Nuys 7.5" USGS Quad*, prepared for PCR Services Corporation by the South Central Coastal Information Center in December 2001. The analysis regarding paleontological resources is based on the *Paleontological Records Search for the 16100 Mulholland Drive, Los Angeles County: one-half mile radius, Van Nuys quad 7.5'*, prepared for PCR Services Corporation by the Natural History Museum of Los Angeles County in November 2001. These record searches are included as Appendix D to this document.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

The proposed Consolidated Middle School/High School and Athletic Fields sites are located at the crest of the Santa Monica Mountains. The sites are generally mantled by shallow fill soils over bedrock of the Modelo Formation. The Modelo Formation bedrock is composed generally of thinly- to thickly-bedded siltstone, shale and sandstone units. The topography of the project sites is diverse with both natural and cut and fill slopes.

The areas of the project sites proposed for development have been previously disturbed through grading and development. The proposed Middle School consolidation site is currently vacant and consists of two grass fields and a paved area used for recreational purposes associated with the High School. It has been graded with both engineered and non-engineered fill placed over colluvium and bedrock. This site is mantled by fill ranging from approximately one to two feet with up to 30 feet of fill in a former canyon. The Athletic Fields site was previously graded to create a relatively level pad for the approximately 20,000 square feet of temporary modular

buildings and outdoor recreational areas that are located on the site. This site contains fill material generally ranging from about 0.5 to 25.5 feet deep.

(1) Paleontological Resources

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. As defined in this section, paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints from a previous geologic period. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities.

(2) Archaeological Resources

Archaeology is the recovery and study of material evidence of human life and culture of past ages. Over time, this material evidence becomes buried, fragmented or scattered or otherwise hidden from view. It is not always evident from a field survey if archaeological resources exist within a project site. Thus, the possible presence of archaeological materials must often be determined based upon secondary indicators, including the presence of geographic, vegetative, and rock features which are known or thought to be associated with early human life and culture, as well as knowledge of events or material evidence in the surrounding area.

b. Regulatory Framework

Numerous laws and regulations require federal, State, and local agencies to consider the effects of a proposed project on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies (e.g., State Historic Preservation Office and the Advisory Council on Historic Preservation). The National Historic Preservation Act (NHPA) of 1966, as amended; the California Environmental Quality Act (CEQA); and the California Register of Historical Resources, Public Resources Code (PRC) 5024, are the primary federal and State laws governing and affecting preservation of historic resources of national, State, regional, and local significance. Other relevant regulations at the local level include the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.130), the Brentwood–Pacific Palisades Community Plan, and the Conservation Element of the City’s General Plan. A description of the applicable laws and regulations is provided in the following paragraphs.

(1) Federal Level**(a) Paleontological Resources**

Federal protection for significant paleontological resources would apply to the project if any construction or other related project impacts occurred on federal owned or managed lands. Federal legislative protection for paleontological resources stems from the Antiquities Act of 1906 (PL 59-209; 16 United States Code 431 et seq.; 34 Stat. 225), which calls for protection of historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest on federal lands. Because the proposed project is on privately owned land, this federal statute is not applicable.

(b) Archaeological Resources**National Register of Historic Places**

First authorized by the Historic Sites Act of 1935, the National Register of Historic Places (National Register) was established by the NHPA of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment.”³⁸ The National Register recognizes properties that are significant at the national, State and local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria:³⁹

- a. Are associated with events that have made a significant contribution to the broad patterns of our history;
- b. Are associated with the lives of persons significant in our past;
- c. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that

³⁸ *Code of Federal Regulations (CFR), 36 Section 60.2.*

³⁹ *U.S. Department of the Interior, National Park Service, National Register Bulletin: How to Apply the National Register Criteria for Evaluation (Washington, DC: National Park Service, 1995).*

- represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least fifty years old to be eligible for National Register listing.⁴⁰

In addition to meeting the criteria of significance, a property must have integrity. Integrity is understood as “the ability of a property to convey its significance.”⁴¹ The National Register recognizes seven qualities that, in various combinations, define integrity. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.⁴² The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association.

(2) State Level

(a) Paleontological Resources

Paleontological resources are also afforded protection by environmental legislation set forth under CEQA. Appendix G (part V) of the CEQA Guidelines provides guidance relative to significant impacts on paleontological resources, stating that “a project will normally result in a significant impact on the environment if it will ...disrupt or adversely affect a paleontologic resource or site or unique geologic feature, except as part of a scientific study.” Section 5097.5 of the PRC specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for damage or removal of paleontological resources.

(b) Archaeological Resources

The State implements the NHPA through its statewide comprehensive cultural resources surveys and preservation programs. The California Office of Historic Preservation (OHP), as an

⁴⁰ *Exceptional Significance as defined by National Register Criteria Consideration G: Properties That Have Achieved Significance Within the Past Fifty Years. National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1995).

⁴¹ *National Register Bulletin 15, p. 44.*

⁴² *Ibid.*

office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historic Resources Inventory. The State Historic Preservation Officer is an appointed official who implements historic preservation programs within the State's jurisdictions.

California Register of Historical Resources

Created by Assembly Bill 2881 which was signed into law on September 27, 1992, the California Register of Historical Resources (California Register) is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."⁴³ The criteria for eligibility for the California Register are based upon National Register criteria.⁴⁴ Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register of Historic Places.⁴⁵

To be eligible for the California Register of Historical Resources, a pre-historic or historic property must be significant at the local, state, and/or federal level under one or more of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is

⁴³ *California Public Resources Code Section 5024.1(a).*

⁴⁴ *California Public Resources Code § 5024.1(b).*

⁴⁵ *California Public Resources Code § 5024.1(d).*

possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register of Historic Places and those formally Determined Eligible for the National Register of Historic Places.
- California Registered Historical Landmarks from No. 770 onward.
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5.⁴⁶
- Individual historical resources.
- Historical resources contributing to historic districts.
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the State. CEQA requires lead agencies to determine if a proposed project would have a significant effect on archaeological resources (Public Resources Code Sections 21000 et seq.). As defined in Section 21083.2 of the Public Resources Code a “unique” archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

⁴⁶ *Those properties identified as eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and/or a local jurisdiction register.*

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In addition, CEQA Section 15064.5 broadens the approach to CEQA by using the term “historical resource” instead of “unique archaeological resource.” The CEQA Guidelines recognize that certain archaeological resources may also have significance. The Guidelines recognize that a historical resource includes: (1) a resource in the California Register of Historical Resources; (2) a resource included in a local register of historical resources, as defined in Public Resources Code §5020.1 (k) or identified as significant in a historical resource survey meeting the requirements of Public Resources Code §5024.1 (g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of §21084.1 of the Public Resources Code and §15064.5 of the Guidelines apply. If an archaeological site does not meet the criteria for a historical resource contained in the Guidelines, then the site is to be treated in accordance with the provisions of Public Resources Code §21083.2, which refer to a unique archaeological resource. The Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. (Guidelines §15064.5(c)(4)).

(3) Local Level—City of Los Angeles

(a) Paleontological Resources

The City of Los Angeles Conservation Element, Chapter II, Section 3, states that the City has a primary responsibility to protect paleontological sites pursuant to CEQA. As such, the City’s policy is to identify and protect significant paleontological sites and/or resources known to exist or identified during land development, demolition or property modification activities. If land development occurs within a potentially significant paleontological area, “the developer is required to contact a bona fide paleontologist to arrange for assessment of the potential impact

and mitigation of potential disruption of or damage to the site.” If significant resources are discovered, authorities must be notified and the designated paleontologist may cease construction activity in that portion of the project site. This cessation allows time for the assessment, removal or protection of the paleontological resources.⁴⁷

(b) Archaeological Resources—City of Los Angeles

The City of Los Angeles enacted a Cultural Heritage Ordinance in 1962, and amended in 1985, which created the City’s Cultural Heritage Commission and criteria for the designation of Historic-Cultural Monuments (LAHCM). According to the ordinance, LAHCMs are any sites (including significant trees or other plant-life located thereon), buildings, or structures of particular historic or cultural significance to the City of Los Angeles in which the broad cultural, economic, political, or social history of the nation, state, or city is reflected or exemplified. LAHCMs are regulated by the City’s Cultural Heritage Commission, which reviews permits to alter, relocate, or demolish these landmarks.

The City’s Cultural Heritage Ordinance (Section 22.120, et seq. of the City of Los Angeles’ Administrative Code) establishes criteria for designating local historic resources as Los Angeles Historic-Cultural Monuments. The City’s criteria are sufficiently broad enough to include a wide variety of historic resources, including archaeological sites. However, a proposed resource should possess sufficient architectural, historical, and/or cultural significance to warrant designation. Though there is no age requirement for designation as a LAHCM, sufficient time to develop an accurate historical perspective and to evaluate its significance in context should be considered. A LAHCM must satisfy one or more of the City’s criteria, which are defined as the following:

- It reflects or exemplifies the broad cultural, political, economic, or social history of the nation, state, city or community;
- It is identified with historic personages or with important events in the main currents of national, state, or local history;
- It embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for a study of a period style or method of construction; and/or
- It is a notable work of a master builder, designer, or architect whose individual genius influenced his age.

⁴⁷ *City of Los Angeles Conservation Element, Section 3. Adopted September 2001.*

The Brentwood–Pacific Palisades Community Plan also includes the following policy that relates to the preservation of archaeological sites:⁴⁸

“Policy 17-1.2: Protect and preserve archaeological sites of Native Americans.”

c. Archaeological/Ethnographic Setting

The project sites lie within the ethnographic territory of the Native American group known as the Gabrielino, one of the most populous ethnic nationalities of aboriginal southern California. Gabrielino territory included the Los Angeles Basin, the coast of Aliso Creek in Orange County to the south to Topanga Canyon in the north, the four southern Channel Islands, and watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers. Their name is derived from their association with Mission San Gabriel Archangel.

The Gabrielino were not the first inhabitants of the Los Angeles Basin, but arrived around 500 B.C. The Gabrielino are descendants of the Shoshonean migration, which originated out of the Great Basin and displaced the already established Hokan speakers. The Gabrielino were advanced in their culture, social organization, religious beliefs, and art and material production. Class differentiation, inherited chieftainship, and intervillage alliances were all components of Gabrielino society. At the time of European contact, the Gabrielino were actively involved in trade using shell and beads as currency. The Gabrielino were known for excellent artisanship in the form of pipes, ornaments, cooking implements, inlay work, and basketry. The Gabrielinos evolved an effective economic system which managed food reserves (storage and processing), exchanged goods, and disturbed resources.

d. Resources Identified within Project Sites

(1) Paleontological Resources

The Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County (NHMLAC) conducted a records search for previously identified paleontological resources within a 0.5 mile radius of the project sites.⁴⁹ Their records revealed that there were no known vertebrate fossil localities within the proposed project sites. However, the records search did indicate that within a 0.5 mile radius of the project site, there are numerous localities. The closest localities were within areas that contained bedrock material of the marine Late Miocene

⁴⁸ *City of Los Angeles, Brentwood-Pacific Palisades Community Plan, June 17, 1998.*

⁴⁹ *Natural History Museum of Los Angeles County, Vertebrate Paleontology Section, Paleontological Records Search for 16100 Mulholland Drive, Los Angeles County: one-half mile radius, Van Nuys Quad 7.5', November 2001.*

(equivalent to the Clarendonian North American Land Mammal age) Monterey Formation (also known as the Modelo Formation). These localities produced fossil vertebrate, many of which were small deep-water fish only a few inches long. In addition, larger specimens such as marine birds, dolphins and whales have been discovered in the nearby vicinity. The records search indicated that the paleontological sensitivity of the any portion of the proposed project sites having bedrock material of the marine Late Miocene Monterey Formation is considered to be high.

(2) Archaeological Resources

A records search was completed by the South Central Coastal Information Center in December 2001 to determine if there have been any previously identified archaeological resources identified on or near the Consolidated Middle/School High School or Athletic Fields project sites.⁵⁰ According to the 2001 records search for the project area, based on archaeological surveys conducted in the area there are no previously recorded prehistoric or historic archaeological resources within the project sites or within a one-half mile radius of the project sites. The records search also included an examination of the National Register of Historic Places (NR), California Register of Historical Resources (CR), California Points of Historical Interest (CPHI), California Historical Landmarks (CHL), California State Historic Resources Inventory (HRI), and the listing of the City of Los Angeles Historic-Cultural Monuments register. Consistent with the findings of the Initial Study provided in Appendix A, there are no prehistoric or historic archaeological resources listed on any of these registers. Furthermore, as previously discussed, the project sites are composed of shallow fill material and much of the native topsoil has been removed as part of previous grading and development activities. Thus, the potential for the discovery of unique or important archaeological resources is limited.

2. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Paleontological Resources

To develop a baseline paleontological resources inventory of the proposed project site and surrounding area and to assess the potential paleontological productivity of each stratigraphic unit present, the published and available unpublished geological and

⁵⁰ South Central Coastal Information Center, California Historical Resources Information System, Records Search for 16100 Mulholland Drive, Los Angeles, CA Van Nuys 7.5" USGS Quad and Beverly Hills 7.5' USGS Quadrangle, December 2001.

paleontological literature was reviewed; and stratigraphic and paleontologic inventories were compiled, synthesized, and evaluated by the staff of the NHMLAC. These methods are consistent with the Society of Vertebrate Paleontology (SVP) guidelines for assessing the importance of paleontological resources in areas of potential environmental effect. No paleontological field survey was undertaken.

In its standard guidelines for assessment and mitigation of adverse impacts to paleontological resources, the SVP established three operational categories of sensitivity of rock units in which fossils occur, they are as follows:

High Potential. Rock units from which vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant non-renewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both: (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical; and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than Recent, including deposits associated with nests or middens, and areas which may contain new vertebrate deposits, traces, or trackways are also classified as significant.⁵¹

Undetermined Potential. Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.⁵²

Low Potential. Reports in the paleontological literature or field surveys by a qualified paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils. Such units will be poorly represented by specimens in institutional collections. These deposits generally will not require protection or salvage operations.⁵³

⁵¹ *The Society of Vertebrate Paleontology, Assessment and Mitigation of Adverse Impacts to Non-Renewable Paleontological Resources: Standard Guidelines (1995).*

⁵² *Ibid.*

⁵³ *Ibid.*

(2) Archaeological Resources

Records searches at the South Central Coastal Information Center and site surveys of the property were performed to identify whether or not archaeological resources have been made on the project site itself or within the surrounding area. The records searches included a review of all previously recorded historic and prehistoric resources within the project site and surrounding area, as well as a review of all known cultural resource survey and excavation reports. In addition, historic maps, the California State Historic Resources Inventory, the National Register of Historic Places, the listing of California Historical Landmarks, and the California Points of Interest were reviewed. No archaeological field survey was undertaken.

b. Thresholds of Significance

(1) Paleontological Resources

The City of Los Angeles CEQA Thresholds Guide (p. M.1-3), states that the determination of the significance of paleontological impacts shall be made on a case-by-case basis, considering the following factors:

- (1) Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a paleontological resource; and
- (2) Whether the paleontological resource is of regional or statewide significance.

Based on these factors, the project would have a significant impact on paleontological resources, if:

- The project would result in the permanent loss of, or loss of access to, a paleontological resource.

(2) Archaeological Resources

The City of Los Angeles CEQA Guidelines state that a project would normally have a significant impact upon archaeological resources if it could disturb, damage, or degrade an archaeological resource or its setting is found to be important under the criteria of CEQA because it:

- (1) Is associated with an event or person of recognized importance in California or American prehistory or of recognized scientific importance in prehistory;

- (2) Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions;
- (3) Has a special or particular quality, such as the oldest, best, largest, or last surviving example of its kind;
- (4) Is at least 100-years-old⁵⁴ and possesses substantial stratigraphic integrity; or
- (5) Involves important research questions that historical research has shown can be answered only with archaeological methods.

Based on these factors, the proposed project would have a significant impact on archaeological resources if:

- Project activities would disturb, damage, or degrade a unique archaeological resource or an archaeological historic resource, or setting of the resource.

c. Analysis of Project Impacts

Implementation of the project would require some modification of the existing topography. Earthwork for the Middle School development would involve 29,000 cubic yards of cut material, 5,800 cubic yards of fill material, and an additional 6,000 cubic yards of removed foundation material. Enclosure of the balconies and construction of a canopy over the High School entrance and adjacent walkways on the High School site would require no earthwork. Earthwork for the development of the Athletic Fields would be limited and would require 2,600 cubic yards of cut material and 1,200 cubic yards of fill material. Within both of the projects sites, areas to be developed have generally been previously disturbed by previous grading and development activities.

(1) Paleontological Resources

The project sites are located on fill material ranging from one-half foot to ten feet. Although the project sites have been previously disturbed through grading and/or development, there is a potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. As stated above, the records search indicates that excavations into the

⁵⁴ Although the CEQA criteria state that “important archaeological resources” are those which are at least 100-years old, the California Register provides that any site found eligible for nomination to the National Register will automatically be included within the California Register and subject to all protections thereof. The National Register requires that a site or structure be at least 50-years old.

bedrock may result in a high probability of encountering remains of fossil marine vertebrates. Thus, where excavation into the bedrock may be required, construction of the project does have the potential to result in significant impacts associated with the permanent loss of, or loss of access to, a paleontological resource. However, with implementation of the proposed mitigation measures, potential impacts would be reduced to less than significant levels.

(2) Archaeological Resources

As stated above, the project sites have been previously graded and developed and contain shallow fill. Furthermore, the South Central Coastal Information Center's records search concluded that no prehistoric or historic archaeological sites were identified in the project sites or within a one-half mile radius of the project area. Thus, the potential for the discovery of unique or important archaeological resources is considered low.

The project sites would generally be developed within the footprint of existing development. Thus, any surficial archaeological resources that may have existed at one time have likely been discovered or disturbed during previous grading and development of the sites. Furthermore, if a unique archaeological resource were discovered, the proposed project would implement the conservation measures required by laws regarding the protection of archaeological resources described earlier. These conservation measures would include State CEQA requirements for the treatment of unique archaeological resources as outlined in Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. Any discovery of traditional burial sites would also be treated in accordance with federal, state, and local regulations, including those outlined in the CEQA Guidelines Section 15064.5(e). As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Therefore, impacts to archaeological resources would be less than significant and no mitigation measures are necessary.

3. CUMULATIVE IMPACTS

There are six related projects in the vicinity of the Consolidated Middle/High School and Athletic Fields site. These projects include the following: a convent at 4316 Lanai Road, the Stephen S. Wise Temple Nursery School (i.e., the recent movement of the Nursery School students from the proposed Athletic Fields site to the Temple Site in accordance with existing permits), the Mission Canyon State Park Project, a school project located at 16200 Mulholland Drive, a private school at 15871 Mulholland Drive, and a private school located at 3900 Stansbury Avenue. Cumulative impacts associated with archaeological resources would be less than significant since, like the proposed project, each of the related projects would also be

required to comply with the regulations cited above in the event that archaeological resources are found including Public Resources Code Section 21083.2 or Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5. In addition, with regard to paleontological resources, as described below, with implementation of the proposed mitigation measures, project impacts would be less than significant. It would also be expected that other related projects would implement such mitigation measures on a case-by-case basis if deemed appropriate as part of their environmental review. Thus, cumulative impacts associated with paleontological resources would also be less than significant.

4. MITIGATION MEASURES

With implementation of the following mitigation measure, potential impacts on paleontological resources would be reduced to a less than significant level.

- A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the project site where excavations into bedrock material of the marine Late Miocene Monterey Formation (also known as the Modelo Formation) may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections will be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.
- If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage.
- At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.
- Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository.
- Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.

- If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Paleontological Resources

With implementation of the mitigation measures above, no significant unavoidable adverse paleontological impact is anticipated as a result of the proposed project.

b. Archaeological Resources

With adherence to the requirements in regulatory requirements described above, no significant archaeological impacts would occur as a result of the proposed project.

IV. ENVIRONMENTAL IMPACT ANALYSIS

E. GEOLOGY/SEISMIC HAZARDS

1. ENVIRONMENTAL SETTING

The following analysis of geology and seismic hazards for the Middle School Project is based on the Report of Geotechnical Investigations for the Proposed Middle School Project, prepared by Van Beveren & Butelo, Inc., dated October 13, 2003, and the subsequent report entitled the Applicability of Prior Report, Revisions to Middle School Project, August 27, 2004. Supporting information regarding the project setting is based on the Technical Memorandum Geotechnical Input to Environmental Documentation Proposed Middle School Project, prepared by Van Beveren & Butelo, Inc., dated May 8, 2003. The analysis for the Athletic Fields site is based on the Report of Geotechnical Investigations for the Proposed Athletic Fields Site, prepared by Van Beveren & Butelo, Inc., dated September 1, 2004.

a. Existing Conditions

(1) Geologic Conditions

(a) Consolidated Middle School/High School Site

The Consolidated Middle School/High School site is located near the crest of the northern flank of the central Santa Monica Mountains and approximately 7 miles from the Pacific Ocean. This mountain range trends east-west along the southern boundary of the San Fernando Valley and was formed during broad, regional uplift. The elevations vary across the pad from about 1,250 to 1,265 feet above sea level. The site is generally mantled by shallow fill deposits ranging from about 1 to 2 feet over bedrock of the Modelo Formation. The Modelo Formation bedrock is composed of thinly to thickly bedded siltstone, shale, and sandstone units. The bedrock contains expansive bedrock, which occurs over the site. The expansive bedrock can be potentially expansive when oxidized, which can be harmful to structures. The bedrock is corrosive to ferrous metals, copper and concrete. The topography of the entire project site is diverse with a combination of natural, cut and fill slopes inclined at about 0.75:1 to 2:1 (horizontal to vertical) in the natural portions and as steep as 0.5:1, in the cut portions of the slope. The fill slopes were constructed at 1.5:1 to 2:1. The fill slopes occupy two pre-existing canyons that were backfilled during prior construction. A third canyon located on the southern portion of site has been graded with non-engineered fill placed over colluvium.

Fill was also placed on the northern portion of the site for the construction of Mulholland Drive. The resulting fill slopes are up to 30 feet in height. An 80-foot high cut-slope, east of Mulholland Drive was graded at approximately 1:1 for the construction of Mulholland Drive. This slope exposes units of the Modelo Formation similar to those units encountered beneath the proposed classroom site.

(b) Athletic Fields Site

The proposed Athletic Fields site is also located near the crest of the northern flank of the central Santa Monica Mountains. The topography at the site is characterized by a large, near-level pad, an ascending cut slope to the east and a small descending cut slope to the north along Mulholland Drive. The site was excavated to create a relatively level pad for the existing nursery school facility, with elevations varying across the pad from 1,310 to 1,320 feet above sea level. The west-facing cut slope was graded at an inclination of about 1.5:1 (horizontal to vertical). The slope varies in height from approximately 60 to 100 feet. A slope varying from 5 to 10 feet descends from the pad to Mulholland Drive to the north. There is an existing 10-foot-high retaining wall on the north side of the cut slope. Fill soils cover the majority of the site in depths ranging from 0.5 to 25 feet below the existing grade. The fill consists of silty sand and sandy silt, derived from the nearby sandstone bedrock. As with the Consolidated Middle School/High School site, some of the bedrock contains expansive bedrock, which is a potentially highly expansive bedrock.

(2) Seismic Hazards

(a) Faulting and Ground Shaking

The proposed project sites are both located within seismically active southern California. In order for geologic impacts relating to earthquakes to be significant, they must exceed the typical hazard risk for the region. According to geologic investigations conducted for the project, no faults have been identified on, or are known to trend through or toward the site. The sites are not located within an area identified to have the potential for seismically induced landsliding on the State of California Seismic Hazard Zones' map (CDMG, Seismic Hazard Zone, Van Nuys Quadrangle, 1998) and are not located within a City or County of Los Angeles Landslide Inventory Area.^{55,56}

⁵⁵ *County of Los Angeles, Technical Appendix to the Safety Element of the Los Angeles County General Plan, 1990.*

⁵⁶ *City of Los Angeles, Safety Element of the Los Angeles City General Plan, 1996.*

Faults are classified as active, potentially active, or inactive. Faults that have historically produced earthquakes or show evidence of movement within Holocene time (i.e., the past 11,000 years) are known as “active” faults. Faults from past geologic periods of mountain building that do not display any evidence of Holocene activity are considered “potentially active.” The distances to the respective faults are approximately the same given the proximity of the Consolidated Middle School/High School site and the Athletic Fields site. The nearest active fault to the project sites is the Hollywood fault, which is located approximately 4.2 miles to the southeast of the site. Other active faults include the Malibu Coast fault located approximately 7 miles south-southwest and the Newport-Inglewood fault zone located about 7.9 miles southeast. The closest potentially active faults are the Overland fault 7.9 miles south-southeast, and the Charnock fault located 8.6 miles south-southeast. The regionally extensive Benedict Canyon fault is located approximately 2.6 miles southeast of the site. This fault is considered inactive but significantly offsets various geologic units and influences geologic structure along the fault trace. Both sites are located within the seismically active southern California Region and would likely experience the affects of strong ground motion from earthquakes occurring on neighboring active faults. However, the potential for ground rupture at the sites due to faulting is considered remote.

(b) Liquefaction

Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction potential decreases as grain size and clay and gravel content increase. The materials beneath both the Consolidated Middle School/High School site and Athletic Fields site consist of fills, siltstone and shale with some sandstone. The materials are very dense and very stiff, and ground water is not present. The project is not located within an area designated by the State of California or by the City of Los Angeles for potential liquefaction.⁵⁷⁻⁵⁸ The risk of liquefaction is considered remote since the project is not located within a regional groundwater basin.

(c) Seismically Induced Landslides

Seismic settlement is caused by loose to medium-dense granular soils densifying during ground shaking. Dry and partially saturated soils, as well as saturated granulated soils are subject to seismically induced settlement. The project sites are both underlain by dense, cemented bedrock materials. Therefore, the potential for seismically induced settlement is remote.

⁵⁷ California Department of Conservation Division of Mines and Geology, *Seismic Hazard Zones Van Nuys Quadrangle*, dated February 1, 1998.

⁵⁸ Los Angeles, City of, *Safety Element of the Los Angeles City General Plan*, 1996.

(d) Seiche and Tsunami

Seiches are waves formed from oscillations in enclosed or restricted bodies of water (i.e., harbors, lakes). Seiches can cause water to overtop reservoirs and lakes. According to the Los Angeles County Seismic Safety Element, the site is not located downslope of a large body of water that could adversely affect the site in the event of earthquake-induced failures or seiches.⁵⁹ Therefore, seiches are not considered a significant hazard on the project site.

Tsunamis are large ocean waves generated by large-scale, short duration submarine earthquakes. Tsunami waves are capable of traveling great distances (over 1,000 miles) and damaging low-lying coastal regions. The project sites are approximately seven miles from the Pacific Ocean at an elevations ranging from approximately 1,250 to 1,320 feet above mean sea level. Therefore, tsunamis, or seismic sea waves, are not considered a significant hazard at the project site.

(3) Slope Stability

(a) Consolidated Middle School/High School Site

As discussed above, the project is not shown to be within an area identified to have the potential for seismically induced landsliding on the State of California Seismic Hazard Zones' map and is not located within a City or County of Los Angeles Landslide Inventory Area. However, a small surficial failure was observed on the slope, south of the lower field during field investigations. Locally, the slope areas covered by colluvium, defined as a loose deposit of rock and soil debris accumulated through the action of gravity at the base of a cliff or slope, are unstable and undergoing downhill creep and crumbling. This condition occurs where the slope is steeper than about 1.5:1.

The steep, west-facing slope along Sepulveda Boulevard on the Middle School site generates loose debris from the weathering of bedrock materials. This slope presents a hazard due to rockfall, erosion and mudflows. Mudflows occur when surface water runoff is allowed to overtop a slope or drainage and infiltrate upper soils. The increased moisture adds weight to the mass resulting in a loss of shear strength. However, no evidence of distress from lateral spreading was observed during field investigations.

⁵⁹ Los Angeles County, *Technical Appendix to the Safety Element of the Los Angeles County General Plan, 1990*.

(b) Athletic Fields Site

Available geologic maps of the project area do not indicate landslides on or near the Athletic Fields site. As stated above, the site is not located within an area identified to have the potential for seismically induced landsliding and is not located within a City or County of Los Angeles Landslide Inventory Area. Evidence of surficial failures or large-scale landslides was not observed during our reconnaissance at the site.

The site is relatively level and is bounded by a west-facing cut slope on the east. The cut slope has an average gradient of 1.5:1 (horizontal to vertical) and a maximum height of approximately 100 feet. Bedding within the Modelo Formation dips into the slope or is neutral to the slope face. Additionally, joint patterns generally dip approximately 70 degrees to vertical, which is steeper than the existing cut slope. These conditions are considered favorable for gross stability from a geologic standpoint. Distress from lateral spreading was not observed during our investigation activities.

(4) Expansive Soils**(a) Middle School Site**

As stated above, the Modelo Formation bedrock underlies the fill soils on the Middle School site. Modelo Formation units at the site are characterized generally by thinly to thickly bedded, cemented, siltstone and shale with some thinly bedded sandstone beds. Portions of the bedrock, referred to as the black shale, contain sulfides resulting in the material being potentially highly expansive when oxidized, as well as acidic and highly corrosive to ferrous metals, copper and concrete. The expansion could cause heaving of foundations and slabs on grade.

(b) Athletic Fields Site

The fill is underlain by sandstone, siltstone and shale bedrock of the Modelo Formation. The bedrock is not consistent across the site, with the northern half of the site consisting of cemented bedrock and the southern half underlain by less cemented bedrock. Expansive bedrock was only encountered on the south side of the Athletic Fields site at depths of approximately 20 feet.

b. Regulatory Framework**(1) California Geologic Survey**

The California Geologic Survey (CGS) provides guidance with regard to seismic hazards. Under the CGS's Seismic Hazards Mapping Act, seismic hazard zones are to be identified and

mapped to assist local governments in planning and developing. The intent of this publication is to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. In addition, the CGS's *Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* provides guidance for evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigation.

(2) City of Los Angeles

Specific grading requirements and regulations for hillside areas are governed by the Los Angeles Municipal Code (LAMC). Specifically, Section 91.7005 provides grading provisions for hillside areas, including regulations pertaining to building foundations, removal of ground cover, and hazardous soil and earth conditions. Additionally, Section 91.7006, "Conditions Precedent to Issuing a Grading Permit," details submittal information required for hillside grading. Specifically, Section 91.7006.7 includes requirements regarding import and export of material. Section 91.7012, "Planting and Irrigation of Cut and Fill Slopes in Hillside areas," provides ground cover requirements for erosion control and Section 91.7013 includes regulations pertaining to erosion control and drainage devices. Finally, Section 91.7014, "Construction Requirements and Limitations," includes general construction requirements as well as requirements regarding flood and mudflow protection, and Section 91.7016 includes regulations for areas that are subjected to slides and unstable soils.

2. ENVIRONMENTAL IMPACTS

a. Methodology

An assessment of grading, site design, and seismicity was performed to identify potential impacts associated with geology and soils. As indicated above, the analysis is based on site-specific geotechnical reports prepared by Van Beveren & Butelo, Inc. The exploration was prepared based on review of existing documentation, field investigations (subsurface exploration), and laboratory testing.

b. Thresholds of Significance

(1) Geologic Hazards

The following threshold of significance would be applied to the proposed project as set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," (page C.1-4) which states that a project would normally have a significant geologic hazard impact if:

- The project would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

(2) Sedimentation and Erosion

The following threshold of significance would be applied to the proposed project as set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," (page C.2-3) which states that a project would normally have a significant sedimentation or erosion impacts if it would:

- Constitute a geologic hazard to other properties by accelerating instability from erosion.

(3) Landform Alteration

The following threshold of significance would be applied to the proposed project as set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," (page C.3-2) which states that a project would normally have a significant impact on landform alteration if:

- One or more distinct and prominent geologic or topographic features would be destroyed, permanently covered, or materially and adversely modified as a result of the project. Such features may include, but are not limited to, hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

c. Analysis of Project Impacts

(1) Project Design Features

The Consolidated Middle School/High School site would develop the site with institutional uses associated with a Middle School that would comprise approximately 30,000 square feet of program floor area. The second component of the project includes athletic fields that would provide physical education facilities for both the Middle School and High School students within the site formerly used for the Stephen S. Wise Nursery School. The only building on the Athletic Fields site would be a small field house located along the western edge of the site. In addition, retaining walls would be required on both sites.

A series of geotechnical investigations has been undertaken to ensure that all of the structural elements would be constructed in a manner that provides safety for project occupants and that avoids adverse impacts regarding the geologic conditions of the project sites. The geotechnical reports provided several recommendations that would be incorporated into the

project. The recommendations for the proposed project address geotechnical considerations such as the location of retaining walls, placement of fill, excavation, and soil engineering. The recommendations most relevant to the preparation of documentation pursuant to CEQA are listed below. In addition to the measures listed, the project would also be required to incorporate all geotechnical specifications site provided in Appendix E of this EIR.

Middle School Site

- **Building Foundations:** The classroom buildings would be supported on drilled cast-in-place concrete piles and the floor slabs would be structurally supported with a void (crawl space) beneath the floor.
- **Retaining Walls:** Walls greater than about 10 feet in height would be supported on spread footing in the bedrock. Lower retaining walls would be supported on drilled piles in a manner similar to the classroom buildings. The low wall adjacent to the slope at the building designated as building B would be pile supported. Where the depth to bedrock is great, drilled cast-in-place concrete pile foundations would be utilized. To avoid surcharging the existing Sepulveda Boulevard tunnel, foundations for retaining walls would be constructed below a 1:1 plane extending upward from the base of the tunnel.
- **Grading:** Deposits of uncertified fill would be excavated prior to placing new compacted fill on-site. Permanent fill slopes would be constructed at 2:1.
- **Slope Stability:** Sepulveda Boulevard would be protected by construction of a slough wall with a rock catchment fence at the toe of the slope.

Athletic Fields Site

- **Site Preparation:** After removing the existing buildings and paving, the following site preparation would be made within the areas of the athletic field and field house:
 1. All existing vegetation would be removed.
 2. The upper one foot of the existing fill soils would be excavated.
 3. The exposed natural soils would be scarified to a depth of 6 inches, brought to within 2 percent of optimum moisture content, and compacted to at least 95 percent of the maximum dry density obtainable by the ASTM Designation D1557 method of compaction.

- **Excavations and Temporary Slopes:** Where excavations are deeper than approximately 4 feet, the sides of excavations within the existing fill would be sloped back at 1:1 (horizontal to vertical) or shored for safety. Excavations would be observed a qualified geotechnical engineer so that any necessary modifications based on variations in the soil conditions can be made. All applicable safety requirements and regulations, including OSHA regulations, would be met.
- **Fill Compaction:** Any required fill would be placed in loose lifts not more than 8 inches thick and compacted.
- **Material for Fill:** The on-site soils, less any debris or organic matter, would be used in required fills. Cobbles and boulders larger than 4 inches in diameter would not be used in the fill. All proposed import materials would be approved by a qualified geotechnical engineer prior to being placed at the site.
- **Foundations:** The retaining walls would be supported on spread footings and constructed using conventional sloped excavations and backfill. As an option to conventional construction, the wall could be designed and constructed using cantilevered soldier pile shoring. The soldier piles could consist of either reinforced concrete piles or steel beams installed in drilled holes and backfilled with concrete. Foundations for the field house would be supported on spread footings in either the existing fill or new properly compacted fill. (More detailed specifications regarding the foundations are provided in the geotechnical reports.)

d. Potential Impacts

(1) Seismic Hazards

Both the Consolidated Middle School/High School and the Athletic Fields sites are not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or a Seismic Hazard Zone established by the California Geological Survey (CDMG Special Publication 42, 1997). Although located within the seismically active southern California region, the sites are at no greater risk than other sites in the region with respect to strong ground motion and the proposed Middle School buildings should perform satisfactorily when designed and constructed according to Los Angeles Building Code. In addition, the potential for ground rupture due to faulting is considered remote. Therefore, the project would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury and the impacts would be less than significant.

(2) Slope Stability

(a) Consolidated Middle School/High School Site

As stated above, there is no evidence of large-scale landslides or unstable slope conditions on the Consolidated Middle School/High School site. However, the west-facing slope along Sepulveda Boulevard generates loose debris from the weathering of bedrock materials. This slope would continue to generate soil and rock fragments downslope and would likely regress upslope into the building pad unless measures are implemented to stabilize the slope. As described above, the project would incorporate a retaining wall with a catchment fence as recommended in the geotechnical report.

Drainage has not been well controlled at the tops of some slopes resulting in water flowing over the slopes. These slopes are subject to rockfalls, erosion, and local mudflows primarily during periods of heavy rainfall. These events result in an accumulation of rocks, mud and debris on Sepulveda Boulevard. According to the geotechnical report, this potential slope stability hazard would be addressed by correcting the drainage at the top of the slopes. Impacts related to water runoff are further analyzed in Section IV.F, Hydrology, of this EIR.

With the implementation of the recommendations provided in the site-specific geotechnical report, the Middle School project would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury or constitute a geologic hazard to other properties by accelerating instability from erosion. Therefore, impacts related to slope stability would be less than significant.

(b) Athletic Fields Site

As stated above, the project site is relatively level and is bounded by a west-facing cut slope on the east. The cut slope has an average gradient of 1.5:1 (horizontal to vertical) and a maximum height of approximately 100 feet. The geologic conditions of this slope are considered favorable for stability. The site does not exhibit evidence of distress from lateral spreading and groundwater was not encountered during site reconnaissance. The geotechnical report for the proposed Athletic Fields site recommends construction methods to promote slope stability as well as specifies foundation types, excavation procedures, and location of piles. In addition, drainage would be provided behind the retaining walls in accordance with the recommendations outlined in the geotechnical report.

With the incorporation of recommendations provided in the geotechnical report, the proposed Athletic Fields site would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury

or constitute a geologic hazard to other properties by accelerating instability from erosion. Therefore, impacts related to slope stability would be less than significant.

(3) Expansive Soils

(a) Consolidated Middle School/High School Site

As stated above, the proposed Consolidated Middle School/High School site is underlain by bedrock of the Modelo Formation beneath the shallow fill soils. The bedrock is composed of siltstone, sandstone and shale. Portions of the bedrock contain sulfides resulting in the materials being potentially highly expansive when oxidized, acidic and highly corrosive to ferrous metals, copper and concrete. Therefore, bedrock and fill soils may be expansive and could cause distress to building foundations, slabs, walkways and pavement at the site. To resist the potentially harmful expansion, the geotechnical report recommends that the classroom buildings be supported on drilled cast-in-place concrete piles and the floor slabs structurally supported with a void (e.g., crawl space) beneath the floor. With the implementation of the geotechnical recommendations for expansive soils, the proposed Middle School project would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Therefore, such impacts would be less than significant.

(b) Athletic Fields Site

The planned excavation of the Athletic Fields site would expose bedrock over most of the site. The bedrock is very stiff to hard and cemented and would offer foundation support. However, the presence of black shale creates a potential for expansion which could cause heaving of lightly-loaded foundations and slabs on grade.

As with the Consolidated Middle School/High School site, the Athletic Fields site is also underlain by potentially expansive soils. However, the proposed structure, the fieldhouse, would not extend close to the expansive shale. Therefore, development of the proposed Athletic Fields would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury and impacts would be less than significant.

(4) Grading and Site Design

(a) Consolidated Middle School/High School Site

Implementation of the project would require some modification of the existing topography. Earthwork for the Consolidated Middle School/High School development would

involve 29,000 cubic yards of cut material, 5,800 cubic yards of fill material and an additional 6,000 cubic yards of removed foundation material resulting in a total of 29,200 cubic yards of exported material. Enclosure of the balconies and the construction of a canopy over the High School entrance and adjacent walkways would require no earthwork at the High School site. As stated above, the Middle School site consists of compacted fill soils at the northeast corner of the site. The project design features for the proposed project would include procedures and specifications for the placement of fill. In addition, activities associated with the export of soil would occur in accordance with City of Los Angeles requirements, as specified in the Los Angeles Municipal Code and grading plan review and approval. With the incorporation of the site-specific geotechnical recommendations, the proposed project would not destroy, permanently cover, or materially or adversely modify a prominent geologic or topographic feature. As such, project implementation is not anticipated to result in significant impacts associated with landform alteration or the exportation of soil. Therefore, the Consolidated Middle School/High School project would not adversely modify a prominent geologic or topographic features and impacts related to landform alteration or the exportation of soil would be less than significant.

(b) Athletic Fields Site

Earthwork for the development of the Athletic Fields would require 2,600 cubic yards of cut material, and 1,200 cubic yards of fill material resulting in removal from the site of 1,400 cubic yards of material to be exported. The project design features for the proposed athletic fields include specifications for fill material and the compaction of fill. As with the Consolidated Middle School/High School site, activities associated with the export of soil would occur in accordance with City of Los Angeles requirements, as specified in the Los Angeles Municipal Code and grading plan review and approval. With the incorporation of the site-specific geotechnical recommendations, the proposed project would not destroy, permanently cover, or materially or adversely modify a prominent geologic or topographic feature. As such, project implementation is not anticipated to result in significant impacts associated with landform alteration or the exportation of soil.

3. CUMULATIVE IMPACTS

Cumulative impacts are evaluated by considering the effects of a project along with related projects that may contribute to a combined impact. Impacts associated with geologic and seismic issues are typically confined to a project site or a very localized area and do not affect off-site areas associated with the related projects or ambient growth. Six related projects are identified in Section III, Environmental Setting. The closest related project is located at the current Stephen S. Wise Middle School site, west of the proposed athletic fields site. The increase in the number of students at the Curtis School would occur opposite the project site,

north of Mulholland Drive. The two sites are distinct parcels, separated by vegetation and a short entry drive and Mulholland Drive, respectively. Therefore, this related project is sufficiently distant from the proposed project sites that cumulative geologic hazards would not occur.

The proposed project would not contribute to a cumulative increase in the overall potential for exposure to seismic hazards since the proposed project would not result in an increase in faculty or students within the project sites. This includes elements, activities, or operations that would cause or accelerate geologic hazards extending off-site. However, the related projects would subject additional population to potential impacts. All projects, including the proposed project, are subject to established guidelines and regulations pertaining to seismic hazards. Activities associated with the export of soil would occur in accordance with City of Los Angeles requirements, as specified in the Los Angeles Municipal Code and grading plan review and approval. In addition, related projects would be evaluated on a case-by-case basis and subject to mitigation measures to reduce environmental impact to levels below significance.

Therefore, the proposed project would not contribute to a cumulative impact related to geologic hazards. As such, adherence to applicable building regulations and standard engineering practices would ensure that cumulative impacts would be less than significant.

4. MITIGATION MEASURES

The following mitigation measure is proposed to ensure that potential geotechnical impacts would be less than significant:

Mitigation Measure E-1: The Applicant or its contractor shall incorporate the recommendations detailed in the site-specific geotechnical investigations prepared for the proposed project, as approved by the City of Los Angeles.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the proposed mitigation measure, significant impacts associated with geology and seismic hazards would not occur as a result of the proposed project.

IV. ENVIRONMENTAL IMPACT ANALYSIS

F. HYDROLOGY

1. ENVIRONMENTAL SETTING

The following analysis of hydrological conditions and surface water runoff for the Middle School Project is based on the Hydrology Report for the Stephen S. Wise Middle School and Athletic Fields, prepared by S.E.C. Civil Engineers, Inc., dated September 28, 2004. This report is contained in Appendix F of this EIR.

a. Existing Conditions

(1) Consolidated Middle School/High School Site

The proposed Consolidated Middle School/High School site is located on a 4.5-acre parcel in the northern portion of the existing High School campus. This parcel is developed with a recreation area containing two grass practice fields separated by paved basketball courts with bleachers and small storage structures. The remainder of this parcel consists of a steeply sloping hillside, some of which is natural ground and some of which was previously graded for construction of Sepulveda Boulevard and, in more recent years, for the construction of one of the grass playing fields, driveway, and parking area for the existing high school. The playing fields have been graded to drain in a southerly direction to the driveway and parking lot of the high school. An existing series of catch basins and pipes also collect and convey storm water runoff from this area to the existing high school site. The capacity of these catch basins and pipes is unknown. The playing field area, in its present condition, has an average 21 percent impermeability, and generates a storm water discharge of $Q_{50}=5.5$ Cubic Feet/Second (CFS).

The steep slopes and natural area along the westerly edge of the project site drain directly to Sepulveda Boulevard, sometimes carrying debris, rocks and other material from the existing hillside into the street. One existing drainage structure is located just above Sepulveda Boulevard south of the entrance to the Sepulveda tunnel. This structure handles drainage from the canyon, located between the tunnel and the northerly grass playing field and conducts runoff directly into Sepulveda Boulevard. The capacity of this drain is unknown. There is also a small debris wall in the canyon at the southerly end of the site. This debris wall, which was constructed some years ago, captures a certain amount of debris from the natural canyon before it enters Sepulveda Boulevard. The capacity of this debris wall is unknown. The natural and graded slopes are calculated to be 10 percent impermeable.

Drainage from the hill above the west side of Sepulveda Boulevard also enters Sepulveda Boulevard from the west, crosses the street and is carried on the easterly side of Sepulveda Boulevard. Water runoff from the existing high school site is collected in a series of existing drains and appears to ultimately outlet into Sepulveda Boulevard. A mainline storm drain system, with grated inlets and catchment basins, exists in Sepulveda Boulevard. A large detention basin, located at the north side of the Skirball Cultural Center, reduces the flow of water into Sepulveda Boulevard adjacent to the Center.

The storm water discharge into Sepulveda Boulevard, conveyed from the natural area of the site and the steep hillside area, is calculated to be $Q_{50}=21$ CFS at the most northerly area, $Q_{50}=19$ CFS at the center area and $Q_{50}=10$ CFS at the southerly area. The total discharge into Sepulveda Boulevard at the south end of the project is calculated to be 45 CFS, 5 CFS less than the summation of its parts due to the time of concentration (T_c). All of the discharges that enter Sepulveda Boulevard at this time are unfiltered, and sometimes carry with them debris, rocks and other material which wash from the existing hillside. The unfiltered drainage from the grass playing fields and from the asphalt playground is conveyed to the high school driveway and ultimately deposited into existing storm drains, which are also unfiltered.

(2) Athletic Fields Site

The proposed Athletic Fields site, which is located 800 to 1,000 feet west of the proposed Middle School site, is separated from the proposed Middle School site by a permeable open space area and the driveway to the Berkeley Hall school. The existing nursery/pre-school site contains four modular structures on foundations, with driveways and paved play areas. A graded slope ascends approximately 100 feet above the site on the easterly side. The proposed Athletic Fields site drains into an existing on-site storm drain system. The system, consisting of an 18-inch storm drain and grated inlets, crosses below Mulholland Drive and continues northerly under the parking lot of the existing Bel Air Presbyterian Church. As at the project site, grated storm drain inlets are located in the Presbyterian Church parking lot. This storm drain system was constructed under Los Angeles City Permit as Plan Number D-30813.

Stormwater from the hillside above the proposed recreational fields is collected in bench drains on the hillside and is conveyed to the existing storm drain. All storm water that enters the existing storm drain system, either from the existing parking lot, or from the top of the hillside, is unfiltered. Unfiltered water carries a certain amount of debris; oil and other materials into the storm drain system. At the present time, the developed area of the site is considered to be 90 percent impermeable, and the hillside is calculated to be 10 percent impermeable. Total discharge through the existing drainage system is $Q_{50}=28.3$ CFS. Storm water conditions for the proposed Athletic Fields site are based on a conservative 50-year discharge because the project outlets into a “sump condition” in Mulholland Drive. “Sump condition” means that this area of

Mulholland Drive is topographically low and, therefore, receives drainage from the surrounding area. An existing storm drain and inlet system is located in Mulholland Drive.

b. Regulatory Setting

Regulatory and permitting processes have been established to control the quality of water runoff from urban construction sites. In 1972, the Federal Water Pollution Control Act, also referred to as the Clean Water Act, was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful, unless a National Pollutant Discharge Elimination System (NPDES) permit authorizes the discharge. The Clean Water Act was amended in 1987 requiring the United States Environmental Protection Agency (USEPA) to create specific requirements for storm water discharges. In response to the 1987 amendments to the Clean Water Act, Phase I of the USEPA NPDES Program required NPDES permits for: (1) municipal separate storm sewer systems generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) eleven specific categories of industrial activity (including landfills); and (3) construction activity that disturbs more than five acres or greater of land. As of March 2003, Phase II of the NPDES Program extends the requirements for NPDES permits to numerous small municipal separate storm sewer systems, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from storm water permitting.

Section 402 (p) of the Clean Water Act mandates that the Municipal permits must: (1) effectively prohibit the discharges of non-storm water to the storm water system except under certain provisions; and (2) require controls to reduce pollutants in discharges from the storm water system to the maximum extent practicable, including Best Management Practices (BMPs), control techniques, and system, design, and engineering methods.

A Municipal permit was issued to the County of Los Angeles and 84 incorporated cities (with the exception of the City of Long Beach) in December 2001.⁶⁰ To meet the Los Angeles County Municipal Permit requirements, municipalities are required to implement the Storm Water Quality Management Program that was prepared as part of the Report of Waste Discharge filed as part of the NPDES approval process. Pursuant to this program, municipalities, including the City of Los Angeles, are required to conduct a variety of activities including, but not limited to, the following:

- Control discharges at commercial/industrial facilities through tracking, inspecting, and ensuring compliance at facilities that are critical sources of pollutants;

- Implement a development planning program for specified development projects;
- Implement a program to control construction runoff from construction activity at all construction sites within its jurisdiction; and
- Implement a public agency activities program.

In accordance with the Los Angeles County Municipal Permit requirements, the City of Los Angeles has developed and completed several programs and activities, including the adoption of ordinances relating to storm water regulation and completion of a Development Best Management Practices Handbook regarding both construction (Part A) and planning (Part B) activities.

(1) Construction

The California General Construction Activity Storm Water Permit, adopted by the State Water Resources Control Board (SWRCB) regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least 1 acre of total land area.⁶¹ This General Permit authorizes the discharge of storm water to surface waters from construction activities. It prohibits the discharge of materials other than storm water and authorized non-storm water discharges and all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4 unless a separate NPDES Permit has been issued to regulate those discharges.

The NPDES General Construction Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation;
- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards; and
- Perform inspections and maintenance of all BMPs.

⁶⁰ *County of Los Angeles Municipal Storm Water Permit (NPDES No. CAS004001, Order No 01-182).*

⁶¹ *State Water Resources Control Board NPDES General Permit for Storm Water Discharges Associated with Construction Activity (NPDES No. CAS000002).*

In order to obtain coverage under the NPDES General Construction Permit, a project applicant must submit a Notice of Intent (NOI) to the SWRCB and prepare a SWPPP. BMPs within the SWPPP typically regard minimization of erosion during construction, stabilization of construction areas, sediment control, control of pollutants from construction materials, as well as post-construction storm water management (e.g., the minimization of impermeable surfaces, treatment of storm water runoff, etc). The SWPPP also must include a discussion of the program to inspect and maintain all BMPs.

The City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities, Second Edition, adopted by the City of Los Angeles Board of Public Works on May 31, 2002, and associated ordinances also have specific minimum BMP requirements for all construction activities and require that construction projects with one acre and greater of disturbed soil require the preparation of an SWPPP and filing of a NOI to comply with the State NPDES General Construction Permit with the SWRCB.

(2) Operation

The Los Angeles County NPDES permit requires implementation of a program addressing stormwater pollution for construction and a permanent Standard Urban Stormwater Mitigation Plan (SUSMP). Under new regulations adopted by the RWQCB, project applicants for certain types of projects will be required to implement SUSMP requirements for the operational life of the project to ensure that stormwater pollution is addressed by incorporating BMPs in the design phase of development. The City of Los Angeles has incorporated these requirements into its Development Best Management Practices Handbook, Part B Planning Activities, Second Edition, adopted by the City of Los Angeles Board of Public Works on August 26, 2002. Compliance with the requirements of this Manual is required by City of Los Angeles Ordinance No. 173,494.

Based on the Development Best Management Practices Handbook, the proposed project falls into the following categories that are subject to the SUSMP requirements:

- One acre or more of impermeable surface area for industrial/commercial development;⁶² and

⁶² *In accordance with the Handbook this category includes, but is not limited to: hospitals, laboratories and other medical facilities, educational institutions, recreational facilities, plant nurseries, car wash facilities, mini-malls and other business complexes, shopping malls, hotels, office buildings, public warehouses and other light industrial complexes.*

- Parking lots with 5,000 square feet or more of surface area, including accessory driveways, or with 25 or more parking spaces and potentially exposed to stormwater runoff.

The SUSMP provisions that are applicable to these and other land use categories include: (1) reducing peak stormwater runoff discharge rates; (2) conserving natural areas; (3) minimizing stormwater pollutants of concern; (4) protecting slopes and channels; (5) providing storm drain stenciling and signage; (6) properly designing outdoor material storage areas; (7) providing proof of ongoing BMP maintenance; and (8) designing standards for structural or treatment control BMPs. In addition, project applicants for these projects will be required to select source control and, in most cases, treatment control BMPs from the list approved by the RWQCB and included in the SUSMP. In combination, these treatment control BMPs must be sufficiently designed and constructed to treat, infiltrate, or filter stormwater runoff from either:

- The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998)*, or
- The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in *California Stormwater Best Management Practices Handbook—Industrial/Commercial, (1993)*, or
- The volume of runoff produced from a 0.75-inch storm event, prior to its discharge to a stormwater conveyance system, or
- The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for “treatment” (0.75-inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

In addition, the BMPs must control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency.

2. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Construction

Water runoff and water quality impacts can be the result of the exposure of storm water to exposed soils or other potential sources of contamination. Hydrological impacts are the result of a change in the quantity or direction of flow of storm water or exposed ground water. The qualitative potential for excessive runoff is compared with the existing runoff conditions and the thresholds of significance to determine the potential for significant hydrological impacts during construction and the potential for contamination.

(2) Operation

An assessment of existing and projected hydrologic conditions was performed to identify potential impacts associated with storm water runoff. As indicated above, the analysis is based on a site-specific hydrological report prepared by S.E.C. Civil Engineers, Inc., (September 2, 2004). The hydrological analysis is based on field investigations, existing and proposed permeability of the project sites, and changes in existing conditions.

b. Thresholds of Significance

(1) Construction

The project would have a significant impact on surface water flow and quality if the following conditions exist:

- Construction activities result in or produce a substantial change in the current or direction of water flow.
- Construction activities cause pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or cause regulatory standards to be violated, as defined in the applicable NPDES storm water permit or Water Quality Control Plan for the receiving water body.

(2) Operation

The following threshold of significance would be applied to the proposed project as set forth in the Los Angeles CEQA Thresholds Guide (page D.1-3), which states that a project would normally have a significant impact on surface water hydrology if it would:

- Cause flooding during the projected 50-year developed storm event which would have the potential to harm people, or damage property or sensitive biological resources;
- Substantially reduce or increase the amount of surface water body; or
- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow.

c. Analysis of Project Impacts

(1) Construction Phase

(a) Consolidated Middle School/High School Site

The proposed Middle School project would comprise approximately 4.5 acres of the total 10.8-acre existing High School campus. Development would consist of the construction of approximately 30,000 square feet of single-story structures, courtyards, driveways, parking areas with approximately 42 spaces, and landscaped open space. Other components of the Middle School/High School site project include the enclosure of three balconies on the south side of the existing High School building and construction of a canopy over the High School entrance and adjacent walkways. The balcony enclosures and canopy would have no bearing on surface water runoff.

Development of the proposed Middle School site would require grading of approximately 29,000 cubic yards of cut material, 5,800 cubic yards of fill material and an additional 6,000 cubic yards of removed foundation material. The Middle School project is likely to be under construction during portions of the rainy season, October 1 through April 15th, as well as during the dry season. As such, construction of the Middle School would temporarily increase the potential for soil erosion and increase the turbidity of runoff from the site. In accordance with RWQCB requirements, an erosion control plan (SWPPP) to control wet weather erosion and offsite sedimentation, reviewed by the City of Los Angeles Department of Public Works, would be implemented for the project's construction phase. The erosion control plan will

identify methods of erosion control for the project at the various stages of development. All erosion control facilities recommended under this plan must be in place during the rainy season.

The erosion control plan must contain hydrology/hydraulic calculations and drainage improvement plans, showing quantitatively how calculated storm water or any extracted water runoff would be consistent with the requirements of the RWQCB. BMPs required by the erosion control plan would control the direction and flow of any storm water discharge and no discharge or surface runoff into adjoining properties would be permitted. In addition, inspections would be required before and after extended storm events and every 24 hours during extended storm events. In addition to erosion control methods, Best Management Practices (BMP) as described in Attachment C of the S.E.C. Civil Engineers hydrology Report, contained in Appendix F of this EIR, would be required during the construction of the Middle School project.

With the implementation of the erosion control plan and associated BMPs, construction activities would not result in or produce a substantial change in the current or direction of water flow or cause pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code, or cause regulatory standards to be violated. As such, impacts associated with hydrology during the Middle School's construction phase would be less than significant.

(b) Athletics Fields Site

The proposed Athletic Fields project would be developed within the approximately 2.8-acre site currently occupied by an existing nursery/pre-school. The project would require the removal of the existing structures, foundations, play areas, driveway, and parking area. Development of the site would require grading of approximately 2,600 cubic yards of cut material, and 1,200 cubic yards of fill material. Construction of the Athletic Fields would temporarily increase the potential for soil erosion, which would increase the turbidity of runoff from the site. Similar to the proposed Middle School site, an erosion control plan (SWPPP) to control wet weather erosion and offsite sedimentation, to be reviewed by the City of Los Angeles Department of Public Works, will be required for the project's construction phase. BMPs required by the erosion control plan would control the direction and flow of any storm water discharge, and no discharge or surface runoff into adjoining properties would be permitted. In addition, inspections would be required before and after extended storm events and every 24 hours during extended storm events. With the implementation of the SWPPP and associated BMPs, construction activities would not result in or produce a substantial change in the current or direction of water flow or cause pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code, or cause regulatory standards to be violated. As such, impacts associated with hydrology during the construction phase of the proposed Athletic Fields would be less than significant.

(2) Operations Phase

(a) Consolidated Middle School/High School Site

The proposed Middle School project includes the replacement of two existing grass practice fields, two basketball courts with bleachers, a small asphalt playground, and small storage structures with the Middle School's four single-story buildings, totaling 30,000 square feet, and courtyards. Existing open space on the proposed Middle School site, comprising about half of the land area, would remain undeveloped and permeable. The Applicant would be required to meet SUSMP obligations for the operational life of the project. The SUSMP would ensure that storm water pollution is addressed through BMPs in the design phase of development. With proposed development, the total impermeable area would increase and storm water runoff during the operation of the project would incrementally increase. Discharges would be filtered on the project site, in accordance with the City of Los Angeles Best Management Practices Guidelines.

Storm water discharges from the middle portion of the project site would be conveyed through surface and pipe flows toward Milken High School where it would join the existing storm drain at that site. The discharge characteristics of this tributary would be such that the generated discharge not exceed $Q_{50}=5.5$ CFS.

The discharges from the most northerly drainage area, which would be conveyed from the site to Sepulveda Boulevard, including the hillside to the west would be $Q_{50}=21.4$. The discharge from the developed portion of this area would be run through a proposed detention basin, where $Q_{50}=2.6$ CFS would be detained and $Q_{50}=1.4$ CFS would be let out into Sepulveda Boulevard. The discharge from the developed portion of the southerly end of the project would be run through a second detention basin, where $Q_{50}=3.5$ CFS would be detained, and $Q_{50}=1.5$ CFS would be let out into Sepulveda Boulevard. Through these two detention basins the total quantity of water on Sepulveda Boulevard at the south end of the project site is calculated to be 44.9 CFS, which amount is 0.1 CFS less than the existing discharge of $Q_{50}=45$ at the same point.

During the operational phase of the project, all water from the developed site would be collected in catch basins within the project site. These catch basins would be fitted with settlement traps and filters to remove pollutants from the water. Water quality to Sepulveda Boulevard should be greatly improved.

Storm water that currently runs down the steep hillsides on the west portion of the site would be untouched by the project. A slough wall (debris wall) to be constructed along Sepulveda Boulevard would capture this runoff and reduce erosion potential. The debris wall

would allow a large amount of debris to be captured before it enters Sepulveda Boulevard. Best Management Practices enforced by the Department of Public Works include mandatory covenants and agreements between the Applicant and the City to ensure regular maintenance of flood and debris control devices. In accordance with the SUSMP, the Applicant would be required to provide proof of ongoing maintenance and adherence to all approved BMPs. Currently recommended BMPs are listed in Attachment C of the project's approved hydrology report (contained in Appendix F of this EIR).

The proposed Middle School site, representing about half of the 4.5-acre project site, is calculated to be 100 percent impermeable on the south and middle portions and 90 percent impermeable on the north end of the project, upon completion. As a result, ground water recharge within the developed portion of this site would be almost zero. However, with the implementation of project design features, including a new drainage system, catch basins, settlement traps and filters, the quality of water runoff would be improved. The undeveloped slopes below the project are calculated to be 10 percent impermeable. Within the undeveloped portion of the Middle School site, ground water recharge is low due to the steepness and hardness of the soil and rock.

With the implementation debris basins along Sepulveda Boulevard and installation of a new on-site drainage system, water runoff conditions would be improved in relation to existing conditions and would not increase the potential for harmful or damaging flooding in a 50-year storm event. With the implementation of the SUSMP, development of the property would reduce existing pollution and contamination and would not create a nuisance as defined in Section 13050 of the California Water Code. The development of the project would be conducted in accordance drainage plans, reviewed and approved by the regulatory agency in accordance with RWQCB and city code requirements. The project would not cause regulatory standards to be violated or result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow. Therefore, impacts associated with surface water quality and hydrology would be less than significant.

(b) Athletic Fields Site

The proposed Athletic Fields project would replace existing structures and impermeable asphalt areas with a permeable parking area and playing fields and a 760-square-foot field house. The developed area of the site is primarily 90 percent impermeable under existing conditions. The replacement of existing development with grass fields and other permeable surfaces would reduce impermeability to 10 percent on more than half (59 percent) of the area currently 90 percent impermeable. Because of increased permeability on the project site, no increase in storm water discharge is indicated. With the development of the site, drainage from the hill, which ascends above the south section of the site, would continue to be conducted by concrete drains to the existing storm drain with no change. The proposed athletic fields and related

facilities would all drain to the existing storm drain that was installed for the previous school facility. Due to greater permeability of the soil as a result of the new grass playing field and other non-impermeable surfaces, the volume of water that would be conveyed through the existing storm drain from this site is calculated to be $Q_{50}=26.8$ CFS. This represents a reduction of $Q_{50}=1.5$ CFS from existing conditions, in which $Q_{50}=28.3$ CFS is conveyed through the storm drain system. As a design feature (BMP) of the project, all water from the site would be collected in catch basins, which would be fitted with settlement trap and filters. The catch basins would filter runoff water within the site to remove pollutants and debris, before the water conveyed to the existing storm drain would be filtered. Water quality to the existing storm drain would be significantly improved. The proposed site is considered to be 47 percent impermeable inside the jogging track, 19 percent impermeable for the area outside the jogging track and surrounding project area and 10 percent impermeable for the hillside above. As a result, ground water recharge from the developed portion of this site would be improved.

Water runoff would be reduced in relation to existing conditions and would not increase the potential for harmful or damaging flooding in a 50-year storm event. The project hydrology report and post-development drainage plans would be subject to review and approval by the City of Los Angeles Department of Public Works. As with the Middle School project, a SUSMP for the operational life of the Athletic Fields project would be required. The SUSMP would ensure that storm water pollution is addressed through BMPs in the design phase of development. With the implementation of the SUSMP, development of the property would reduce existing pollution and contamination and would not create a nuisance as defined in Section 13050 of the California Water Code. The development of the project would be conducted in accordance drainage plans, reviewed and approved by the regulatory agency in accordance with RWQCB and city code requirements. The project would not cause regulatory standards to be violated or result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow. Therefore, impacts associated with surface water quality and hydrology would be less than significant.

3. CUMULATIVE IMPACTS

The proposed Middle School site would generate an incremental increase in runoff and the proposed Athletic Fields site would reduce runoff in relation to existing conditions. Project impacts related to drainage and surface water quality would be localized on-site and would not affect any offsite areas associated with the six related projects and would therefore not contribute to a cumulative impact. Related project development in the area would, however, increase the overall potential for increases in surface water runoff and a decline in surface water quality. Nevertheless, as with the proposed project, adherence to Best Management Practices required by the RWQCB would improve water quality and reduce erosion associated with related projects. In addition, the City of Los Angeles Department of Public Works reviews all construction

projects on a case-by-case basis to assure that sufficient local and regional drainage capacity is available. Therefore, cumulative impacts associated with drainage and surface water quality would be less than significant.

4. MITIGATION MEASURES

Impacts associated with surface water runoff and water quality would be less than significant and no mitigation measures would be required.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Through the implementation of approved drainage and erosion control plans, Best Management Practices, and water filtering and flood control devices, as proposed, development of the property would not increase existing pollution and contamination, create a nuisance as defined in Section 13050 of the California Water Code, cause regulatory standards to be violated, and result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow. Therefore, impacts associated with surface water and hydrology would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

G. LAND USE

This section analyzes the impacts of the proposed project with regard to consistency with applicable land use regulations, as well as the impacts of the project's implementation upon land use relationships in the surrounding area.

1. ENVIRONMENTAL SETTING

a. Existing Site Conditions

(1) Consolidated Middle School/High School Site

The Consolidated Middle School/High School site is located on the south side of Mulholland Drive, just east of Sepulveda Boulevard and west of I-405; and is 10.8 acres in size. Included within the site are the 6.3-acre High School Site and the 4.5-acre area proposed for the new Middle School Facilities. The Middle School site is located adjacent to and north of the High School site, and includes recreation areas that are used by the High School for physical education including a paved basketball court and grass athletic fields.

The southern portion of the Consolidated Middle School/High School site contains the High School, which includes a parking lot and four main structures, which are terraced and connected by a series of walkways and stairwells. The only portion of the High School that would be affected by the proposed project is three uncovered balconies that extend from the south-facing wall of the three interior buildings. The balconies are currently used for social gathering and taking in views to areas to the south. A proposed canopy would also be incorporated into the existing school facilities.

(2) Athletic Fields Site

The project's Athletic Fields are proposed for a site recently used for the Stephen S. Wise Nursery School, and currently used by the Presbyterian Church as a pre-school facility. The site is approximately 1,000 feet west of the proposed Consolidated Middle School/High School site and consists of approximately 2.8 acres. It contains four one-story temporary modular buildings, containing a total of approximately 20,000 square feet. A surface parking area with 50 parking spaces is located adjacent to Mulholland Drive on the northern portion of the site. In addition, a

fenced outdoor play area is located in the central portion of the site and a small grass field is located at the southern end of the site.

b. Surrounding Uses

(1) Consolidated Middle School/High School Site

The Consolidated Middle School/High School site is bounded by the Skirball Cultural Center on the south, and the Curtis School on the north and northeast across Mulholland Drive. Sepulveda Boulevard and the Sepulveda Tunnel border the site on the west, with a vegetated, undeveloped hillside located further to the west. The project area, including the surrounding land uses, is shown in Figure 2 on page 42 in Section II, Project Description.

In a larger context, the site is located in a cluster of hillside uses along Mulholland Drive, pocketed within the larger urbanized area. The area is designated as an institutional corridor and includes numerous school and church facilities. Single-family, hillside residences are located further from the project site to the north and west. These uses are largely isolated from the site by the other institutional uses in the area, as well as by topography and vegetation.

(2) Athletic Fields Site

The Athletic Fields site is also located in the institutional corridor, with hillside residential development in the more outlying area. It is bounded by the Bel Air Presbyterian Church and associated facilities on the northwest, the Mirman School on the west (with the Westland School farther to the west), and the Berkeley Hall School on a hillside to the south. The area directly east of this site consists of vacant land on top of a hillside, and the intervening area between the two sites consists of a vacant, generally wooded area that is interrupted only by the driveway to the Berkeley Hall School.

c. Regulatory Framework

(1) Regional

Various regional land use plans encompass the project area. The Southern California Association of Governments' (SCAG) Regional Comprehensive Plan Guide (RCPG) addresses regional development and provides growth forecasts for cities under its jurisdiction. The Los Angeles County Congestion Management Plan (CMP), administered by the Metropolitan Transport Authority (Metro), regulates regional traffic issues. In addition, the South Coast Air Quality Management District (SCAQMD) administers the Air Quality Management Plan (AQMP), which addresses attainment of State and Federal ambient air quality standards throughout the South Coast Air Basin.

(a) Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is a joint powers agency with responsibilities with respect to regional issues. SCAG's responsibilities include preparation of the Regional Comprehensive Plan and Guide (RCPG), in conjunction with its constituent members and other regional planning agencies.⁶³ The RCPG is intended to serve as a framework for decision-making with respect to regional growth that is anticipated for the year 2015 and beyond, including growth management and regional mobility. In addition, the RCPG proposes a voluntary strategy for local governments to use in addressing issues related to future growth and in assessing the potential impacts of proposed development projects within the regional context. For planning purposes, the SCAG region has been divided into 14 subregions. The project site is located within the City of Los Angeles subregion.

SCAG reviews environmental impact reports of regionally significant projects to determine consistency with regional plans. The criteria for determining whether a project is regionally significant are set forth at CEQA Guidelines Section 15206. The project does not meet the criteria of Section 15206, and therefore, the proposed project is not regionally significant. However, RCPG policies that relate to the proposed project are discussed in the analysis of project impacts below.

(b) Air Quality Management Plan

The SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. SCAQMD is responsible for bringing air quality in the South Coast Air Basin (Basin) into conformity with federal and State air pollution standards. The SCAQMD is responsible for monitoring ambient air pollution levels throughout the Basin and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. The SCAQMD's Air Quality Management Plan (AQMP), last amended in 2003, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CCAA), including a comprehensive list of pollution control measures aimed at reducing emissions. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards. Further discussion of the AQMP can be found in Section IV.B, Air Quality, of this EIR.

⁶³ Major portions of the Plan (e.g., the Growth Management Section) were originally approved in 1994 and reprinted in the 1996 version.

(c) Congestion Management Program

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

(2) City of Los Angeles

(a) General Plan

The General Plan of the City of Los Angeles is a policy document originally adopted in 1974 that serves as a comprehensive, long-term plan for future development. The General Plan is comprised of eleven elements that apply citywide and the Land Use Element, which is made up of 35 local area plans, known as Community Plans, and plans for the Los Angeles International Airport and Port of Los Angeles. Development on the project site is guided by the Brentwood–Pacific Palisades Community Plan (Community Plan). The Community Plan was last updated on June 17, 1998. The Community Plan designates the project site for single-family residential uses with institutional uses permitted pursuant the Mulholland Scenic Parkway Specific Plan. In addition, the Community Plan includes notations that the Consolidated Middle School/High School site and Athletic Fields Site are used for a private senior high school (SH) and private pre-school (PS), respectively.

The intent of the of the Community Plan is to promote an arrangement of land uses, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live in the community. As stated in the Community Plan, “...the planning area is characterized by a predominance of low-density and very low-density single family homes that are intertwined with open or vacant space and rolling topography. The hilly to mountainous topography has been a major influence determining the land use pattern in areas located north of San Vicente Boulevard.”⁶⁴ In addition,

⁶⁴ Brentwood-Pacific Palisades Community Plan, adopted by the City of Los Angeles in 1998, page III-1.

with regard to schools, the Community Plan includes Policy 6-1.1 that states: “Encourage compatibility in school locations, site locations, site layout and architectural design with adjacent land uses and community character.”⁶⁵ While the project is not a residence, several of the land use policies for residential development presented within the Community Plan may be applied to the project site, as follows:

- The City should promote neighborhood conservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple-family residences.
- Seek a higher degree of architectural compatibility and landscaping for new development to protect the character and scale of existing residential neighborhoods.
- Preserve existing views in hillside areas.
- Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.
- Ensure the availability of adequate sewers, drainage facilities, fire protection services and other public utilities to support development within hillside areas.
- Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.
- Require that any proposed development be designed to enhance and be compatible with adjacent development.
- The scenic value of natural land forms should be preserved, enhanced and restored. Wherever feasible, development should be integrated with and be visually subordinate to natural features and terrain. Structures should be located to minimize intrusion into scenic open spaces by being clustered near other natural and manmade features such as tree masses, rock outcrops and existing structures.

(b) Mulholland Scenic Parkway Specific Plan

As part of the General Plan, the Mulholland Scenic Parkway Specific Plan, adopted May 13, 1992, sets forth terminology and standards for projects proposed within the Scenic Parkway. The intent of the Specific Plan is:

- To assure maximum preservation and enhancement of unique scenic resources and features; to assure land use compatibility;

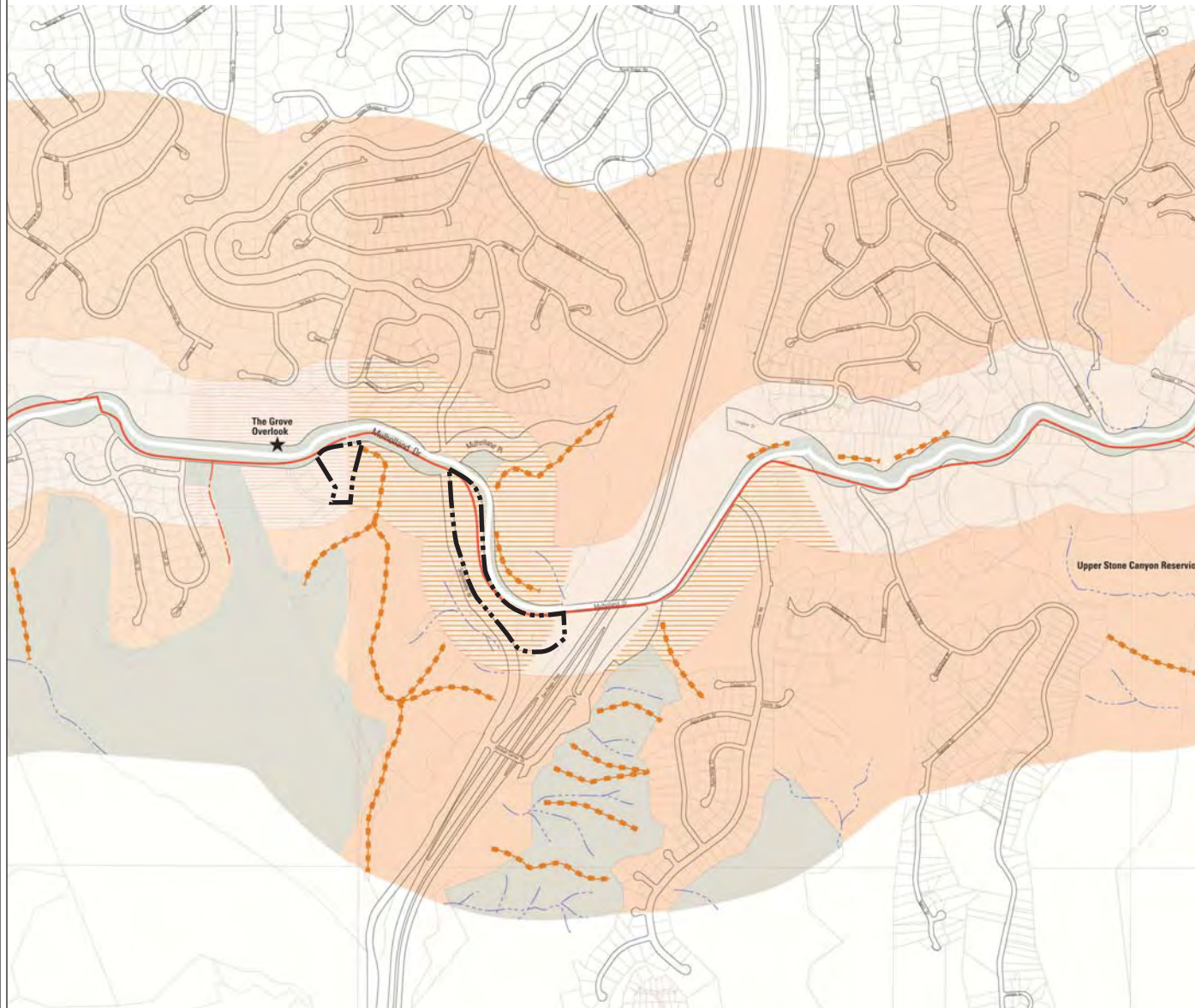
⁶⁵ *Ibid.*, page III-16.

- To assure that the design and placement of buildings preserve, complement and/or enhance views from Mulholland Drive;
- To minimize grading and assure graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains;
- To preserve the natural topographic variation within the Inner and Outer Corridors; to reduce the visual intrusion caused by excessive lighting;
- To protect prominent ridges and topographic features; and
- To provide a review process for all projects visible from Mulholland Drive.

The Specific Plan designates the 500-foot buffer from the right of way along both sides of Mulholland Drive, the area in which the proposed project is located, as the Inner Corridor of the Specific Plan area. In addition, the area that lies between the Inner Corridor's outermost boundary and one-half mile outward from the right-of-way along Mulholland Drive is designated as the Outer Corridor of the Specific Plan area. The Specific Plan also designates the project area as lying within an Institutional Use Corridor (within the Inner Corridor), which provides for uses such as schools, churches and accessory buildings.⁶⁶ The Mulholland Scenic Parkway Specific Plan designations for the area of the proposed project are shown on Figure 18 on page 201. The Specific Plan includes numerous regulations that address site use, building design and construction procedures. Regulations that control building size and placement address height limit restrictions (40 feet for the project site), and setbacks (40-foot front yard and 20-foot side yard for the proposed project). The specific plan also includes Viewshed Protection provisions that, among other things, pertain to maximum building heights. The Viewshed requirements and their relationship to the height limits are discussed in detail in Section IV.A, Aesthetics, Views and Light and Glare.

The Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines, adopted May 22, 2003, also provide guidance for the design review process. As stated in the guidelines, "...These guidelines do not create entitlements, nor are they mandatory requirements. They provide direction on how the Mulholland Scenic Parkway can best be preserved while allowing appropriate development, and clarify what can be expected when a project is reviewed by the Design Review Board and the Director. They recognize that individual projects and sites are different and present numerous and different design challenges. The guidelines do not require or expect every project applicant to address all the guidelines. An applicant should

⁶⁶ *The Institutional Use Corridor begins on the west at the centerline of Corda Drive and terminates on the east at the centerline of Roscomare Road, excluding the San Diego Freeway.*



LEGEND

-  Inner Corridor Overlay Zone
500' from Right-of-Way
-  Outer Corridor Overlay Zone
500' to One-Half Mile from Right-of-Way
-  Institutional Use Corridor
-  Publicly-Owned Open Space
-  Roadway
-  Public Parkland
-  Prominent Ridge
-  Watercourse
-  Major Vista Point
-  Core Trail
-  Existing Trail, Fire, or Service Road
-  Proposed Trail
-  Organized Group Meeting Center
-  Visitor's Center
-  Project Boundary



Figure 18
Mulholland Scenic Parkway
Specific Plan Designations



Source: City of Los Angeles, Mulholland Scenic Parkway
Specific Plan, May 13, 1992

address the guidelines that are applicable to the proposed project and site conditions.”⁶⁷ These regulations include recommendations for a variety of environmental protection measures and building standards, including regulations relating to grading, viewshed protection, building heights, roofs, yards, fences, gates and walls. Section IV.A, Aesthetics, describes and analyzes the design policies applicable to the proposed project.

(c) Zoning

The project sites are both zoned RE-40-1-H (Residential Estate, Height District 1) pursuant to the City of Los Angeles Zoning Code. Height District 1 indicates that the building area of all the main buildings shall not exceed three times the buildable area of the lot. Properties within this zone are limited to building heights of 40 feet above grade. This zone allows a minimum lot size of 40,000 square feet with the floor area of the main building not to exceed three times the building area of the lot and prescribes a minimum lot width of 80 feet. The sites are also located within a Hillside area where dwelling unit densities have been adopted by the City Council. Therefore, the number of lots may be limited and the minimum area may be increased so that the number of dwelling units permitted will not substantially exceed the densities shown on the General Plan.⁶⁸

Private schools are permitted within the RE zone by Conditional Use Permit (CU), through which design and/or operational conditions of use may be imposed and enforced by the City.⁶⁹ In accordance with CU No. ZA 86-1070 (CUZ/ZV), maximum permitted enrollment at the Middle School operated by the Stephen S. Wise Temple at the Bel Air Presbyterian Church is 240 students. In accordance with CU Nos. ZA 93-0147 (CUZ) (PAD), ZA 99-0514 (CUZ), and Council File 11-1648, maximum permitted enrollment at the High School is 650 students.

The proposed Athletic Fields site currently contains temporary structures that previously housed the Stephen S. Wise Nursery School, and that currently serves as a pre-school facility for the Bel Air Presbyterian Church. Up to 320 students are permitted on this site at build-out pursuant to CU No. 93-0146 (CUZ)(ZV).

⁶⁷ *City of Los Angeles, Mulholland Scenic Parkway Specific Plan—Design and Preservation Guidelines*, May 22, 2003, page 4.

⁶⁸ *Los Angeles Municipal Code, Zoning Code*, Section 12.07.01.

⁶⁹ *Ibid.*, Section 12.24.

2. ENVIRONMENTAL IMPACTS

a. Methodology

This section analyzes the impacts of the proposed project with regard to consistency with applicable land use regulations, as well as the impacts of the project's implementation upon land use relationships in the surrounding area. The analysis regarding land use regulations identifies those community goals, policies and regulations that are applicable to the project and determines whether the project would substantially interfere with the attainment of the community goals and policies or fail to meet a regulatory criterion. The analysis of potential changes in land use relationships is based on a comparison of land use relationship in the project area under existing conditions at the time of the NOP to the conditions that would occur with the project. An evaluation is made to determine whether the project would alter the land use relationships in a manner that would cause neighborhood division, disruption, or isolation. Land use relationships were identified through site visits and review of aerial photographs.

b. Thresholds of Significance

The following factors affecting a determination of potential significance will be applied to the proposed project as are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," for consideration on a case-by-case basis:

(1) Land Use Consistency

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

Based on these factors, the project would be considered to have a significant land use consistency impact if:

- It were found to be in substantial conflict with either the adopted Community Plan or with the whole of relevant environmental policies in other applicable plans.

(2) Land Use Compatibility

The following factors should also be considered with regard to land use compatibility:

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

Based on these factors, the project would be considered to have a significant land use compatibility impact if:

- It would substantially and adversely change the existing relationships between numerous land uses or properties in a neighborhood or community or have the long-term affect of adversely altering a neighborhood or community through ongoing disruption, division or isolation.

c. Analysis of Project Impacts

(1) Consistency with Applicable Plans and Policies

Regional Plans

As described in the Environmental Section above, the project is not a regionally significant project as defined by SCAG. In addition, many of the larger and broad regional policies contained within Chapter 3, Growth Management of SCAG's RCPG that regard land use and growth management are not relevant to the proposed project. However, the project would be consistent with policies set forth in Chapter 3 as the project would: (1) be located on a property that is already developed and therefore reduce infrastructure costs as well as make better use of existing facilities; and (2) be located in an area that is generally developed or landscaped, thereby preserving other open space areas.⁷⁰ As discussed in Section IV.I, Transportation and Circulation, of this EIR, implementation of the project would not conflict with the CMP. In addition, as discussed in Section IV.B, Air Quality, project implementation would not interfere with the attainment of air quality standards, nor would it conflict with the Air Quality Management Plan for the South Coast Air Basin.

⁷⁰ Southern California Association of Governments, *Regional Comprehensive Plan and Guide*, March 1996.

Community Plans

The Brentwood–Pacific Palisades Community Plan includes one policy that directly relates to school development. The Community Plan also includes several policies that pertain to residential development. While these policies are not directed at school development, some of the policies provide general guidance as to the preferred development characteristics in the community. Table 8 on page 206 lists the applicable policies with a brief discussion that identifies the relationship of the project features to the policies. As indicated within Table 8, the proposed project would be consistent with the policies in the Community Plan.

In addition to providing general land use policies, the Brentwood–Pacific Palisades Community Plan includes general Land Use designations that are further defined and implemented through the Mulholland Scenic Parkway Specific Plan and the City’s zoning regulations. The Plan designation for the project site is Minimum Density Residential. Per the implementing Specific Plan and City Zoning, schools are a permitted use in this land designation with a CU, as discussed further below. In addition, the proposed project would be consistent with the current uses within the project sites as well as with the Community Plan school notations for the properties (SH, JH and PS).

Mulholland Scenic Parkway Specific Plan

As described above, the proposed project is located within the boundaries of the Mulholland Scenic Parkway Specific Plan. The project sites are located within the Institutional Use Corridor and Inner Corridor as defined therein. The proposed project uses are permitted uses in these areas, subject to approval of a CU.

The proposed project includes, as project actions, the approval of a new CU to permit the addition of the Middle School within the existing High School site and to allow the former Nursery School site to be converted to athletic fields for accessory use by the Consolidated Middle School/High School. Such approval requires a determination that the project is consistent with environmental protection findings established in Section 5 of the Specific Plan, and/or approval of an exception to the Specific Plan. Other project actions include design review approval by the Director of Planning acting on the recommendation of the Mulholland Scenic Parkway Design Review Board.

The project actions include a request for a Specific Plan exception to allow building structures at the Middle School site to penetrate the “Viewshed” as defined in V.D, Building Standards, of the Specific Plan. Development of other project components, (i.e. the Balcony Enclosures, canopy and Athletic Field) would not encroach into the Viewshed. The Viewshed, as defined in Section 4 of the Specific Plan, is “a visual field within the inner corridor, with a seven degree angle determined by the line of sight at four feet above the edge of Mulholland

Table 8

**PROJECT CONSISTENCY WITH RELEVANT POLICIES OF THE
BRENTWOOD-PACIFIC PALISADES COMMUNITY PLAN**

Policy	Consistency with Policy
- Encourage compatibility in school locations, site locations, site layout and architectural design with adjacent land uses and community character. - Seek a higher degree of architectural compatibility and landscaping for new development to protect the character and scale of existing residential neighborhoods. - Preserve existing views in hillside areas. - Require that any proposed development be designed to enhance and be compatible with adjacent development. - The scenic value of natural land forms should be preserved, enhanced and restored. Wherever feasible, development should be integrated with and be visually subordinate to natural features and terrain. Structures should be located to minimize intrusion into scenic open spaces by being clustered near other natural and manmade features such as tree masses, rock outcrops and existing structures.	The areas of the project sites proposed for development have already been developed with educational and associated recreational uses. The Middle School development would add a use to the area that is similar to other nearby uses, and that is in keeping with the general character of the institutional corridor. Further, all of the project development would lie below Mulholland Drive; would be set into the hillside, without substantially altering the adjacent hillside slopes; would include building roofs that have articulation and mimic the surroundings; would place uses on the site so as to maintain natural landscaping on the northern portion of the site and provide a transition to the project buildings with a courtyard area; and would include minimalist modern architecture, with natural building colors and landscaping. The development of the Athletic Fields would remove existing structures from the site and provide a landscaped open space area. In addition, the enclosure of the High School balconies and addition of the canopy are minor building modifications that would not adversely affect the appearance of the buildings.
Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.	The project's impacts on street circulation are fully analyzed in Section V.I, Transportation and Circulation. As indicated therein, with implementation of the proposed mitigation measures, nearby roadways have sufficient capacity to accommodate the project. In addition, access within the project vicinity would also remain adequate subsequent to implementation of the project.
Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.	The majority of the project improvements would be located in areas that have been previously graded and are relatively level. The project's impacts on topographic and geologic features are fully analyzed in Section IV.E, Geology/Seismic Hazards. That analysis concludes that the project includes appropriate engineering design features to assure the project site is suitable for development.
Ensure the availability of adequate sewers, drainage facilities, fire protection services and other public utilities to support development within hillside areas.	The project's impacts on drainage are fully analyzed in Section IV.F, Hydrology. As indicated therein, drainage facilities would adequately accommodate the project. The other topics listed in this policy have been analyzed in the Initial Study for the project, Appendix A. As indicated therein, the proposed project would not result in significant impacts regarding wastewater, fire protection or any other public services and utilities.

Drive.” The Viewshed extends for a horizontal distance of 200 feet. As described in Section 5.D of the Specific Plan, visible structures are not to penetrate the Viewshed unless the Director of Planning finds the project is otherwise consistent with allowable height limits. The project’s impacts on aesthetics and views, with the Middle School buildings penetrating the Viewshed, are fully analyzed in Section IV.A, Aesthetics, Views and Light and Glare. (See, in particular, pages 90 and 92.) That analysis demonstrates that the exception would not cause adverse substantial impacts, would be consistent with the general intent of the Specific Plan and would address that intent in the context of the unique circumstance of the project site. The proposed Middle School design is consistent with the height limits otherwise applicable to the site, and the project has been designed to fit into the hillside with minimal effect on views. The analysis of Aesthetics and Views demonstrates that while a portion of the project building falls within the viewshed, the penetration is not substantial, and the project complies with the general intent of the Viewshed Design and Preservation Guidelines. The project would meet Specific Plan requirements regarding building height and placement. Its maximum 18.5-foot height is well below the 40-foot height maximum, and its minimum 80-foot setback meets the 40-foot front yard and 20-foot side yard requirements. (See Section IV.A, Aesthetics, Views and Light and Glare, for further discussion regarding height limits and their relationship to the Viewshed.)

Overall, the proposed project is consistent with the provisions of the Specific Plan. It would be consistent with the intent of the Viewshed protection requirements as applied to the project site, per the discussion above, and no further exceptions would be required for other provisions of the Specific Plan. Beyond the issues discussed here, the project is expected to be generally consistent with guidelines considered in the Director’s review for approval; e.g., building heights. Further, as described in Section IV.A, Aesthetics, Views and Light and Glare, the project has addressed the aesthetic concerns that would be addressed during review by the Mulholland Scenic Parkway Design Review Board; e.g., architecture, landscaping, etc.

Los Angeles Municipal Code

The project sites are both zoned RE-40-1-H (Residential Estate, Height District 1) pursuant to the City of Los Angeles Zoning Code. The proposed project would not exceed the requirements of this zone. The floor area ratio of the Middle School, at approximately 0.15:1 would be substantially less than the 3.0:1 permitted FAR. In addition, the Middle School site exceeds the minimum lot area and width requirements of 40,000 square feet and 80 feet, respectively. The field house at the Athletic Fields site would have a negligible FAR. In addition, the balcony enclosures would not substantially increase the FAR of the High School.

As indicated above, private schools are permitted within the RE zone by CU, through which design and/or operational conditions of use may be imposed and enforced by the City. As discussed above, at the present time, three CUs are applicable to the proposed project. In accordance with CU No. ZA 86-1070 (CUZ/ZV), maximum permitted enrollment at the Middle School site operated by the Stephen S. Wise Temple at the Bel Air Presbyterian Church is

240 students. In accordance with CU Nos. ZA 93-0147 (CZU) (PAD), ZA 99-0514 (CUZ), and Council File 11-1648, maximum permitted enrollment at the High School is 650 students. The Athletic Fields site allows up to 320 students permitted at build-out pursuant to CU No. 93-0146 (CUZ)(ZV).

Under the proposed project, a CU to permit the addition of the Middle School (for 240 students) to the existing High School site and to allow the former Nursery School site to be converted to athletic fields for accessory use by the Consolidated Middle School/High School is proposed. If the proposed CU is approved, it would replace the existing CU for up to 320 Nursery School Students at the proposed Athletic Fields site, thus reducing the intensity of use at this site. As indicated by the LAMC, a CU may be approved for private school uses upon a finding that “the proposed location will be desirable to the public convenience or welfare, is proper in relation to adjacent uses or the development of the community, will not be materially detrimental to the character of development in the immediate neighborhood, and will be in harmony with the various elements and objectives of the General Plan.”⁷¹ The existing CU for 240 Middle School Students at the Bel Air Presbyterian Church would not be modified by the proposed project.

Conclusion Regarding Project Impacts on the Regulatory Framework

As described above, the project would be consistent with relevant regional policies and general community policies established in the Brentwood–Pacific Palisades Community Plan. In addition, the proposed project would be consistent with the provisions of the Mulholland Scenic Parkway Specific Plan; and consistent with applicable zoning regulations. The proposed CU would result in a reduction in overall student activity permitted at the project sites as well as student activity west of I-405 by eliminating the existing CU for up to 320 students at the Athletic Fields site. Therefore, the project would not be in substantial conflict with either the adopted Community Plan or with the whole of relevant environmental policies in other applicable plans. Impacts regarding the regulatory framework would be less than significant.

(2) Land Use Compatibility

The proposed project would add a new Middle School to a site that is adjacent to an existing High School. The proposed Consolidated Middle School/High School site stands independently from adjacent uses, on a depressed site below Mulholland Drive. The project would also remove an existing pre-school/nursery school facility and replace it with active open space. Finally, the project would enclose balconies on the High School site and provide a canopy, without altering the basic uses of that site.

⁷¹ *Los Angeles Municipal Code, Zoning Code, Section 12.24.E.*

All of the proposed educational activities would occur within the Mulholland Scenic Parkway Specific Plan Institutional Corridor. Thus, the proposed educational uses would be consistent with the types of existing and proposed uses expected in the project vicinity. As discussed above, the immediate project area includes school and church uses intermittently located along Mulholland Drive. The proposed building heights would be consistent with existing building heights in the project vicinity (with the project lying entirely below the elevation of Mulholland Drive) and the outdoor athletic uses and operations would be similar to those currently found within nearby properties. In addition, the project site is isolated from residential neighborhoods by distance and terrain. These uses are separated from the project sites by other institutional uses as well as changing topographical conditions. In addition, the proposed project uses would combine two existing uses along the corridor on a single site. Therefore, the project would not substantially and adversely change the existing relationships between numerous land uses or properties in a neighborhood or community or have the long-term affect of adversely altering a neighborhood or community through ongoing disruption, division or isolation. Impacts regarding the proposed project's impacts on the relationships between land uses would be less than significant.

3. CUMULATIVE IMPACTS

According to the Related Project list presented in Section III, Overview of Environmental Section of this EIR, there are six related projects in the vicinity of the proposed project. The related projects include the infill and expansion of existing uses. Related project number 3, the Mission Canyon State Park project, is under the jurisdiction of the Brentwood–Pacific Palisades Community Plan, which also encompasses the proposed project. Related project number 1 is within the Encino–Tarzana Community Plan boundary and related projects 2, 4, and 5 are within the Bel Air–Beverly Crest Community Plan boundary. Related projects 2, 4, and 5 are also located within the jurisdiction of Mulholland Scenic Parkway Specific Plan and its Institutional Use Corridor. A portion of the related project 6 project site is also located within the Mulholland Scenic Parkway Specific Plan boundary.

None of the related projects would alter the land use relationships in their general vicinity. These projects would be subject to policies and regulations similar to those of the proposed project. As the proposed project would be generally consistent with relevant land use policies and regulations, the project would not contribute to any cumulative inconsistencies. Cumulative impacts regarding the regulatory framework would be less than significant.

Further, the only related project in the immediate vicinity of the project site would be an additional school within the institutional corridor. The nearby related project and the proposed project would not cumulatively alter the general land use relationships in the project area. Therefore, the project would not in combination with other uses substantially and adversely change the existing relationships between numerous land uses or properties in a neighborhood or

community or have the long-term affect of adversely altering a neighborhood or community through ongoing disruption, division or isolation. Impacts regarding the proposed project's cumulative impacts on the relationships between land uses would also be less than significant.

4. MITIGATION MEASURES

As significant land use impacts would not occur and mitigation measures would not be required.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts associated with land use would occur, thus no mitigation measures would be required.

IV. ENVIRONMENTAL IMPACT ANALYSIS

H. NOISE

The following analysis defines the existing noise environment within the project area and evaluates the future estimated noise levels at noise-sensitive land uses resulting from construction of and operation of the proposed project.

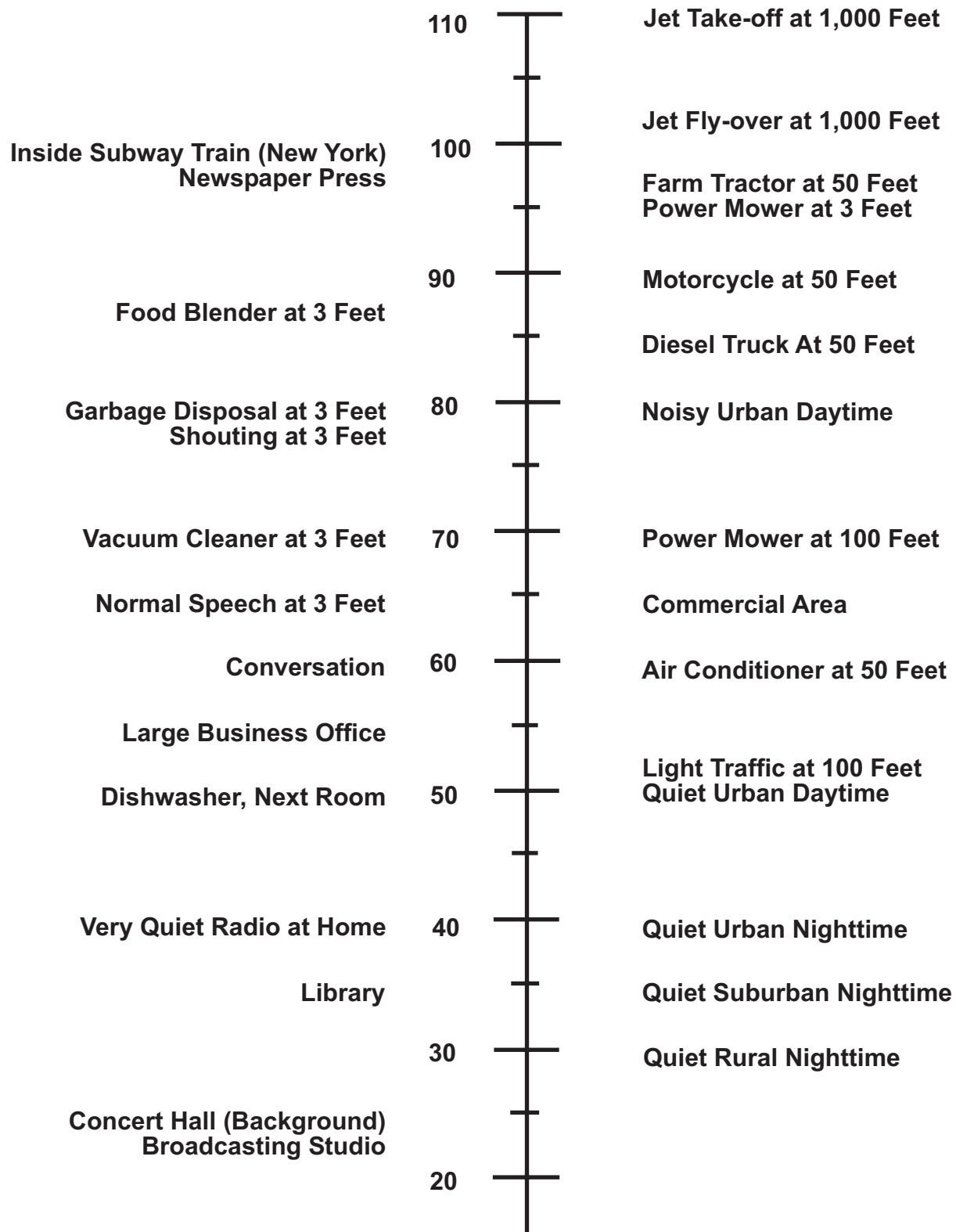
1. ENVIRONMENTAL SETTING

a. Noise and Vibration Descriptors

(1) Noise

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perceptibility of sound is subjective and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.” Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The A-weighted sound level is expressed in “dBA.” This scale de-emphasizes low frequencies to which human hearing is less sensitive and focuses on mid- to high-range frequencies. Due to the physical characteristics of noise transmission and reception, an increase of 10 dBA is normally required to achieve a doubling of the “loudness,” as perceived by the human ear. In addition, a 3-dBA increase is recognizable to most people. A change in noise level will usually not be detectable unless the new noise source is at least as loud as the ambient conditions. Typical A-weighted sound levels measured for various sources, as well as people’s responses to these levels, are provided in Figure 19 on page 212.

Objects that obstruct the line-of-sight between a noise source and a receiver reduce the noise level if the receiver is located within the “shadow” of the obstruction, such as behind a sound wall. This type of sound attenuation is known as “barrier insertion loss.” If a receiver is located behind the wall but still has a view of the source (i.e., line-of-sight not fully blocked), some barrier insertion loss would still occur, however to a lesser extent. Additionally, a receiver located on the same side of the wall as a noise source may actually experience an increase in the



A-Weighted Decibels



Figure 19
A-Weighted Sound Levels

Source: Compiled by Hodges & Shutt from Various Sources (December 1993)

perceived noise level as the wall reflects noise back to the receiver, thereby compounding the noise.

Time variation in noise exposure is typically expressed in terms of the average energy over time (L_{eq}), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_8 and L_{25} represent the noise levels that are exceeded 8 and 25 percent of the time, respectively, or for 5 and 15 minutes during a 1-hour period, respectively.

Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum noise levels observed during a measurement period. Maximum and minimum noise levels, as compared to the L_{eq} , are a function of the characteristics of the noise source. For example, sources such as compressors, generators, and transformers have maximum and minimum noise levels that are similar to L_{eq} since noise levels for steady-state noise sources do not substantially fluctuate. However, as another example, vehicular noise levels along local roadways result in substantially different minimum and maximum noise levels when compared to the L_{eq} since noise levels fluctuate during pass by events.

Although the A-weighted scale accounts for the range of people's response, and therefore, is commonly used to quantify individual event or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors. These factors include:

- Ambient (background) sound level;
- Magnitude of sound event with respect to the background noise level;
- Duration of the sound event;
- Number of event occurrences and their repetitiveness; and
- Time of day that the event occurs.

Several methods have been devised to relate noise exposure over time to human response. A commonly used noise metric for this type of study is the Community Noise Equivalent Level (CNEL). The CNEL, originally developed for use in the California Airport Noise Regulation, adds a 5-dBA penalty to noise occurring during evening hours from 7:00 P.M. to 10:00 P.M., and a 10-dBA penalty to sounds occurring between the hours of 10:00 P.M. to 7:00 A.M. to account

for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. Thus, the CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment, which reflects increased sensitivity to noise during these times of the day.

(2) Ground-Borne Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response. In general, PPV is a factor of 1.7 to 6 times greater than RMS vibration velocity, and a factor of 4 is recommended by the Federal Transit Administration (FTA).⁷² In addition, the FTA recommends protecting existing structures by limiting vibration levels to 0.2 inch per second PPV. Typically, ground-borne vibration generated by manmade activities attenuates rapidly with distance from the source of the vibration. Manmade vibration issues are, therefore, usually confined to short distances (i.e., 500 feet or less) from the source.

Construction can generate varying degrees of ground-borne vibration, depending on the construction procedures and the construction equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach the levels that damage structures.

b. Regulatory Framework

Many government agencies have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise. Standards and guidelines that may be applicable to this project are discussed below.

⁷² Federal Transit Authority, *Transit Noise and Vibration Impact Assessment, Final Report*, April 1995.

(1) Applicable State Policies

(a) Noise

The California Department of Health Services (CDHS) has studied the correlation of noise levels and their effects on various land uses. As a result, the CDHS has established four categories for judging the severity of noise intrusion on specified land uses: normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. An exterior noise level up to 60 dBA CNEL is “normally acceptable” for low-density residential uses, without special noise insulation requirements. A noise level between 60 CNEL and 70 CNEL is considered “conditionally acceptable” for low-density residential uses, while a noise level of 75 dBA CNEL or more is identified as “clearly unacceptable” for all residential uses.

(b) Ground-Borne Vibration

There are no adopted State policies or standards for ground-borne vibration. The traditional view has been that common vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. However, Caltrans does recommend that extreme care be taken when sustained pile driving occurs within 7.5 meters (25 feet) of any building, and 15 to 30 meters (50 to 100 feet) of a historic building or a building in poor condition.

(2) Applicable City of Los Angeles Policies and Regulations

(a) Noise

General Plan Noise Element. As required under Section 65302(f) of the California Government Code, each community shall prepare and adopt a comprehensive long-range General Plan for its physical development containing seven mandatory elements, including a Noise Element. The Noise Element shall: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels. City of Los Angeles Noise Element policies that relate to the proposed project include the following:⁷³

- Policy 2.2—Enforce and/or implement applicable city, State and Federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise, and alleviate noise that is deemed a public nuisance.

⁷³ *Noise Element of the Los Angeles City General Plan, Adopted February 3, 1999.*

- Policy 3.1—Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

In addition, the Noise Element establishes a set of community noise exposure/land use compatibility guidelines (refer to Table 9 on page 217) which characterizes the exterior noise level as “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” or “clearly unacceptable,” depending on each particular land use’s sensitivity to community noise.

Los Angeles Municipal Code. The City of Los Angeles Noise Regulation is provided in Chapter 11 of the LAMC. Section 111.02 of the LAMC provides procedures and criteria for the measurement of the sound level of “offending” noise sources. These procedures recognize and account for perceived differences in the nuisance level of different types of noise and/or noise sources. Specifically, the procedures provide for a penalty of 5 dBA for steady high-pitched noise or repeated impulsive noises. Conversely, the procedures provide a credit of 5 dBA for noise occurring less than 15 minutes in a period of 60 consecutive minutes during the day, as short-term noise events are typically less of a nuisance than sustained noise levels. A noise-event duration of 15 minutes during a one-hour period would be equivalent to L_{25} , while a noise event duration of 5 minutes during a one-hour period would be equivalent to L_8 .

The LAMC indicates that in cases where the actual measured ambient conditions are not known or are less than 50 dBA, the presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) minimum ambient noise levels defined in Section 111.02 of the LAMC should be used. For residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

Section 112.05 of the LAMC sets a maximum noise level for powered equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is only required where “technically feasible.”⁷⁴ Section 41.40 of the LAMC prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. In general, the City of Los Angeles Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

In accordance with the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. This standard

⁷⁴ In accordance with the City of Los Angeles Noise Ordinances, “technically feasible” means that the established noise limitations cannot be complied with at a project site, despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

Table 9

CITY OF LOS ANGELES LAND USE COMPATIBILITY FOR COMMUNITY NOISE

Land Use	Community Noise Exposure CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	Above 70
Multi-Family Homes	50–65	60–70	70–75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	Above 80
Transient Lodging—Motels, Hotels	50–65	60–70	70–80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50–70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50–75	—	Above 70
Playgrounds, Neighborhood Parks	50–70	—	67–75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–75	—	70–80	Above 80
Office Buildings, Business and Professional Commercial	50–70	67–77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	Above 75	—

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: L.A. CEQA Thresholds Guide, adopted August 2001.

applies to: (1) radios, television sets, and similar devices defined in LAMC Section 112.01; (2) air conditioning, refrigeration, heating, pumping, and filtering equipment defined in LAMC Section 112.02; (3) powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices defined in LAMC Section 112.04; and (4) on-site motor driven as defined in LAMC Section 114.02.

(b) Ground-Borne Vibration

There are no adopted City of Los Angeles policies or standards for ground-borne vibration.

c. Existing Local Noise Conditions

(1) Noise-Sensitive Receivers

Some land uses are considered more sensitive to intrusive noise than others due to the amount of noise exposure and the types of activities typically involved at the receiver location. The City of Los Angeles' "L.A. CEQA Thresholds Guide" states that residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks are generally more sensitive to noise than commercial and industrial land uses. Noise-sensitive land uses (sensitive receiver locations) in the project vicinity are shown in Figure 20 on page 219 and described below.

Noise-sensitive land uses (sensitive receivers) in the vicinity of the proposed Consolidated Middle School/High School include the Curtis School located approximately 300 feet to the northeast and the Skirball Cultural Center located approximately 150 feet to the south. In addition, construction activity at the Middle School site would occur during the High School academic year. As discussed in Section III, Project Description, the proposed Middle School will be consolidated into the northern portion of the existing High School site that is currently not developed with structures. Due to their proximity to the south, students and faculty members at the High School were also considered sensitive receivers.

Noise-sensitive receivers in the vicinity of the proposed Athletic Field site include the Mirman School to the west, the Berkeley Hall School located on a plateau approximately 60 feet to the south, the Bel Air Presbyterian Church located approximately 300 feet to the northwest, and the Westland School located approximately 450 feet to the west.

(2) Ambient Noise Levels

Sources of noise within the vicinity of the Consolidated Middle School/High School site include vehicular traffic along various local streets as well as the Interstate 405 Freeway. Other noise sources include outdoor activity (i.e., student activities at the High School) and landscaping maintenance activities at the existing High School. According to LAMC Section 111.03, the project area has a presumed ambient noise level of 50 dBA during daytime hours. Noise levels at the Consolidated Middle School/High School site may exceed the presumed ambient due to



Not to scale

Source: Eagle Aerial, 2000

Figure 20
Noise Sensitive Receptor Locations

the proximity of the Interstate 405 freeway. However, this analysis used the presumed ambient noise level to provide a conservative evaluation of potential project impacts.

Sources of noise within the vicinity of the Athletic Field site include vehicular traffic along various local streets as well as on the project site and outdoor activity (i.e., student activities at the existing Nursery School site and the Mirman School). Other community noise sources include landscaping maintenance activities at the Mirman School as well as at the project site. Noise measurements were taken at the existing Nursery School on December 18, 2001, using a Larson-Davis Model 820 Type I sound level meter. A series of short-term measurements indicated ambient levels to be approximately 60 dBA L_{eq} along the property boundary between the Nursery School and Mirman School. Ambient noise levels may fluctuate depending on the activity level of the Nursery School students and the students at the adjacent Mirman School.

(3) Vibration-Sensitive Receivers

There are no residential uses located within the area of potential effect for perceptible vibration during project construction or operations. With respect to structures, vibration-sensitive receivers generally include historic buildings, buildings in poor condition, and uses that require precision instruments (e.g., operating rooms or scientific laboratories). No typical vibration-sensitive structures or uses are present within the area that may be affected by the project. However, the High School near the Middle School site and the Mirman School near the Athletic Field site are considered vibration-sensitive receivers due to their proximity to project construction.

(4) Ambient Ground-Borne Vibration Levels

The only source of ground-borne vibration in the vicinity of both project sites is vehicular travel (refuse trucks, delivery trucks, and school buses) on local roadways. These sources of existing ground-borne vibration levels within the vicinity of both project sites are negligible.

2. ENVIRONMENTAL IMPACTS

a. Methodology

(1) On-Site Construction Noise

Construction noise impacts were evaluated by determining the noise levels generated by construction activity, calculating the construction-related noise level at surrounding sensitive receptor locations (e.g., other educational uses), and comparing construction-related noise to

presumed ambient noise levels (i.e., noise levels without construction noise) as set forth in the LAMC to determine significance.

(2) Off-Site Roadway Noise

Roadway noise impacts were evaluated using Caltrans Technical Noise Supplement (TeNS) methodology.⁷⁵ This methodology allows the user to define roadway configurations, barrier information (if any), and receiver locations. Roadway-noise attributable to project development was calculated and compared to baseline noise levels that would occur under the “no project” condition to determine significance.

(3) Stationary Point-Source Noise

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources such as rooftop mechanical equipment, outdoor recreational areas, etc., calculating the hourly L_{eq} noise level from each noise source at surrounding residential property locations, and comparing such noise levels to ambient noise levels to determine significance.

(4) Ground-Borne Vibration

Ground-borne vibration impacts were evaluated by identifying potential vibration sources, measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

b. Significance Thresholds

The analysis of impacts related to noise considers the impacts of the project on the surrounding environment including both construction and operational aspects.

(1) Construction Noise

Based on criteria set forth in the City of Los Angeles’ “L.A. CEQA Thresholds Guide,” the project would have a significant impact on noise levels from construction if:

⁷⁵ The roadway noise calculation procedures provided in TeNS are consistent with Federal Highway Administration RD-77-108 “industry standard” roadway noise prediction methodologies.

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6 P.M. on Saturday, or at anytime on Sunday.

(2) General Noise from Project Operations

Based on criteria set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," the project would have a significant impact on noise levels from project operations if:

- The project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see Table 9 on page 217), or by 5 dBA in CNEL within the "normally acceptable" or "conditionally acceptable" category.
- Project-related operational (i.e., non-roadway) noise sources increase ambient noise by 5 dBA, thus causing a violation of the City Noise Ordinance.

(3) Ground-Borne Vibration

The City of Los Angeles does not have a specific significance threshold to assess vibration impacts. Thus, the FTA ground-borne vibration standard is used to evaluate potential impacts related to project construction and operation. Therefore, impacts relative to ground-borne vibration would be considered significant if the following future event were to occur:

- Project construction or operations activities cause PPV ground-borne vibration levels to exceed 0.2 inch/second at any off-site structure.

c. Analysis of Project Impacts

Noise sources which could potentially impact the community noise environment include: (1) on-site construction activities; (2) project-related traffic traveling on off-site roadways; (3) parking operations; (4) outdoor school activity; (5) mechanical equipment; (6) athletic field

noise, and (7) ground-borne vibration. An analysis of the potential impacts associated with each of these sources is provided below.

(1) Construction

Construction of the project would be completed in two general phases occurring sequentially. The first phase would consist of development of the proposed Middle School including site preparation activity and building erection. Construction activity at the Middle School site would occur for approximately 18 months. Site excavation would take approximately 3 months and building construction would take approximately 15 months. Enclosure of the balconies and construction of the canopy on the High School site would occur during the time of the Middle School construction. The second phase would consist of development of the proposed Athletic Field site and would include site preparation activity and construction of limited retaining walls. The development of the Athletic Field site would take approximately 6 months, with 2 months for demolition/removal of the existing buildings and 4 months for site construction. Build-out of the project would occur in 2007.

(a) Noise

(i) Consolidated Middle School/High School Site

Noise impacts from construction activities are generally a function of the noise generated by construction equipment, the equipment location, the sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Construction activities at the Consolidated Middle School/High School site would include five stages: (1) demolition; (2) site preparation; (3) foundation construction; (4) building construction; and (5) finishing and cleanup. Each stage involves the use of different kinds of construction equipment and, therefore, has its own distinct noise characteristics. Demolition typically involves the use of front-end loaders, and heavy-duty trucks. Site preparation typically involves the use of earth moving equipment, such as heavy-duty trucks, graders, backhoes, and front-end loaders. Foundation construction typically involves the use of concrete trucks, cranes and pneumatic tools. Building construction typically involves the use of hammers, generators, compressors, and light trucks, while noise sources associated with finishing and site cleanup generally include trucks, landscape rollers, and compactors.

Table 10 on page 224 provides noise levels associated with each stage of construction. These estimated construction noise levels are governed primarily by the high noise-producing pieces of equipment and represent conservative conditions in which a large amount of construction equipment would be operating during a one-hour period. These conservative noise level estimates would not be continuous throughout the construction period. As indicated in

Table 10**OUTDOOR CONSTRUCTION NOISE LEVELS ^a**

Construction Phase	Noise Level at 50 feet with Mufflers, L_{eq} (dBA)
Ground Clearing	82
Excavation, Grading	86
Foundations	77
Structural	83
Finishing	86

^a EPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

Source: PCR Services Corporation, 2004.

Table 10, due to the type of construction equipment proposed, the highest level of construction noise would be expected to occur during the demolition and building construction phases, with an equivalent sound level (L_{eq}) as high as 86 dBA at 50 feet from the center of construction activity.

To ascertain construction noise impacts, the construction-activity noise level was calculated by making a distance adjustment to the construction noise level at the receiver location based on a 6 dBA for doubling of distance. Peak construction noise levels would be above existing ambient noise levels at sensitive receivers. However, such noise levels would be experienced intermittently as only portions of the project sites would be under construction at any one time. The majority of the time, construction noise levels at adjacent sensitive locations would be lower, due to reduced construction activity and the phasing of construction (i.e., construction noise levels at a given location would be reduced as construction activities conclude or move to another more distant location of the site).

Construction noise levels at sensitive receivers surrounding the project sites are provided in Table 11 on page 225. Regarding sensitive receivers near the Middle School site, construction noise levels were evaluated at the Curtis School, Berkeley Hall School, and Skirball Cultural Center. Intervening topographical features (i.e., natural slope along the north side of Mulholland Boulevard and change in elevation) separates the line of sight between the Curtis School and the Middle School site. As shown in Table 11, ambient noise levels at the Curtis School during construction activity would increase by approximately 3.9 dBA. This noise level would occur at the closest exterior/interior instructional area to the Consolidated Middle School/High School site, the play field located approximately 300 feet to the north of the site, and includes a 15 dBA reduction for topographical features. Construction activity noise levels at the Berkeley Hall School, when taking into account distance attenuation for approximately 300 feet and a reduction of 15 dBA for intervening topographical features, would result in an approximately 1.5 dBA

Table 11

CONSERVATIVE ESTIMATE OF CONSTRUCTION NOISE LEVELS (L_{EQ}) AT OFF-SITE SENSITIVE RECEIVER LOCATIONS

Receiver Location	Distance from Construction Activity	Distance Attenuation Loss (dB)	Insertion Loss^a (dB)	Adjusted Noise Level (dBA)	Presumed Ambient Noise Level (dBA)	Composite Noise Level (dBA)	Noise Level Increase (dBA)	Exceed 5-dBA Threshold?
Middle School Site								
Curtis School	300	-19.5	-15.0	51.5	50.0	53.9	3.9	No
Skirball Cultural Center	150	-11.9	-15.0	59.1	50.0	59.6	9.6	Yes
Berkeley Hall School	500	-25.0	-15.0	46.0	50.0	51.5	1.5	No
Athletic Field Site								
Mirman School	Adjacent	0.0	0.0	86.0	60.0	86.0	26.0	Yes
Berkeley Hall School	60	-2.0	-15.0	69.0	50.0	69.1	19.1	Yes
Bel Air Presbyterian Church	300	-19.5	0.0	66.5	50.0	66.6	16.6	Yes
Westland School	450	-23.9	-10.0	52.1	50.0	54.2	4.2	No

^a Accounts for intervening topography, structures, or barrier insertion loss.

Source: PCR Services Corporation, 2004.

increase over ambient levels. Therefore, noise from construction-related activity at the Curtis School and the Berkeley Hall School would not result in a 5-dB increase in the presumed ambient noise levels and impacts would be less-than-significant. The Skirball Cultural Center is located approximately 150 feet from the Middle School site and intervening topography would reduce construction noise levels by approximately 15 dBA. However, construction-related noise levels would exceed the presumed ambient noise levels by approximately 9.6 dBA at the Skirball Cultural Center and the project would result in a significant impact at the Skirball Cultural Center without incorporation of mitigation measures.

An analysis was also completed to assess potential impacts to students at the High School as construction activity at the Middle School site would occur during the High School academic year. Construction-related noise at the High School would be well above ambient levels, especially during construction-activity along the southern portion of the Middle School site. However, the majority of construction at the Middle School site would take place away from the property line and toward the center of the project site. In addition, the construction assessment was conservative as noise levels were examined at the High School property line while, in actuality, the High School area adjacent to the Middle School construction area is a drop-off and pick-area that is not noise sensitive. Regardless, construction noise levels at the High School

would be greater than 5 dBA over the presumed ambient noise levels and, thus, would be a significant impact without incorporation of mitigation measures.

The proposed improvements within the Consolidated Middle School/High School site would also include a modification to the existing High School at the southern end of the Consolidated Middle School/High School site. The modification would entail the closing in of three outdoor balconies, converting them to indoor space and construction of a canopy over the High School entrance and adjacent walkways. Modification of the balconies and construction of the canopy would include minor exterior construction work and would not require heavy-duty, noisy equipment. Noise generated by modifying the balconies and canopy construction would not result in substantial changes in ambient noise at off-site sensitive receivers. However, noise generated by this construction would be audible to High School students and would be greater than 5 dBA above presumed ambient noise levels. Therefore, construction activity associated with modification of the High School balconies would result in a significant impact without incorporation of mitigation measures.

(ii) Athletic Field Site

Construction activities at the Athletic Field site would include three stages: (1) demolition; (2) site preparation; and (3) finishing and cleanup. As previously shown in Table 10, the average (L_{eq}) noise level associated with each construction stage was provided to more accurately characterize construction-period noise levels. These average noise levels are based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage, and is typically attributable to multiple pieces of equipment operating simultaneously. As shown in Table 10, the average construction-period noise level is expected to range from 82 dBA to 86 dBA at a reference distance of 50 feet.

Nearby sensitive receivers to the Athletic Field site include the Mirman School, the Berkeley Hall School, the Bel Air Presbyterian Church, and the Westland School. As shown in Table 11, construction activity taking place along the Athletic Field site property line would generate noise levels at the property lines for the Mirman School, the Bel Air Presbyterian Church, the Berkeley Hall School, and the Westland School of 86 dBA, 67 dBA, 59 dBA, and 54 dBA, respectively. These noise levels take into account distance attenuation (60 feet for the Berkeley Hall School; 300 feet for the Bel Air Presbyterian Church; and 450 feet for the Westland School) and topographical features such as a 15 dBA reduction for an approximate 15-foot upslope between the Berkeley Hall School and the Athletic Field site and a 10 dBA reduction for building attenuation between the Westland School and the Athletic Field site. These noise levels represent a conservative estimate of noise levels and typical noise levels would be less than those presented. Construction-related noise levels at the Westland School would be less than 5 dBA and would not result in a significant impact. However, construction

noise levels at the Mirman School would be greater than 5 dBA over the 60 dBA ambient conditions. In addition, the Bel Air Presbyterian Church and the Berkeley Hall School would be greater than 5 dBA over the presumed ambient. Therefore, construction activity at the Athletic Field site would result in a significant impact without incorporation of mitigation measures.

(b) Vibration

(i) Consolidated Middle School/High School Site

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The FTA has published standard vibration velocities for construction equipment operations. The peak particle velocities (ppv) for construction equipment pieces that are expected to be used during project construction are listed in Table 12 on page 228. As indicated in Table 12, vibration velocities from typical heavy construction equipment that would be used during project construction ranges from 0.003 to 0.089 inch/sec PPV at 25 feet from the source of activity. At 75 feet from the source of activity, vibration velocities range from 0.001 to 0.017 inch/sec PPV.

With regard to the proposed project, ground-borne vibration would be generated primarily during the site clearing and grading processes when heavy materials are moved. The ppv from bulldozer and heavy truck operations is shown to be 0.089 ppv and 0.076 ppv, respectively, at a distance of 25 feet. As there are no vibration-sensitive receivers within 25 feet of the Consolidated Middle School/Athletic Field site, and these values are well below the ppv threshold of 0.2 inch/sec, vibration impacts associated with construction would be less than significant. No mitigation measures are required.

(ii) Athletic Field Site

As indicated previously in Table 12, vibration velocities from typical heavy construction equipment that would be used during project construction ranges from 0.003 to 0.089 inch/sec PPV at 25 feet from the source of activity. The Mirman School, located adjacent to the west, is the nearest sensitive receiver to the Athletic Field site. Ground-borne vibration levels would range from 0.003 to 0.089 inch/sec PPV at 25 feet. These levels would not exceed the 0.2 inch/sec threshold. Therefore, construction activity at the Athletic Field site would not generate significant vibration levels at the Mirman School.

Table 12

VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate Peak particle Velocity at 25 ft, inch/second	Approximate Peak Particle Velocity at 75 ft, inch/second
Large bulldozer	0.089	0.017
Caisson drilling	0.089	0.017
Loaded trucks	0.076	0.015
Jackhammer	0.035	0.007
Small bulldozer	0.003	0.001

Note: The ground-borne vibration significance threshold is 0.2 PPV.

Source: USDOT Federal Transit Administration, 1995.

(2) Operation Noise**(a) Future Traffic Noise**

The project would not result in additional daily trips to any roadway in the project vicinity nor would it substantially change the routing of traffic. In general, roadway volumes have to double to produce an audible three dBA change in roadway noise. As indicated in the traffic study provided by Linscott, Law, and Greenspan Engineers, the project would result in a decrease of 340 daily trip ends in the vicinity of the project site and would not substantially increase traffic at any roadway during the A.M. or P.M. peak hour period. Therefore, the project would not exceed the significance thresholds for future roadway noise.

(b) Future Parking Operations**(i) Consolidated Middle School/High School Site**

The Consolidated Middle School/High School site would provide for approximately 42 surface parking spaces in the eastern portion of the site, generally parallel to Mulholland Drive. A circular drop-off area would be provided toward the southern end of the site to facilitate internal traffic flow. Various noise events, including noise related to automobile movements, car alarms, car horns, door slams, and tire squeals, would occur within the new Consolidated Middle School/High School parking lot. The activation of car alarms, sounding of car horns, slamming of car doors, and tire squeals would occur periodically and would likely be audible at areas outside of the two parking lot locations. As with existing conditions from the High School site, noise from these sources, although intermittent and short-term in nature, may

be intermittently audible at the nearby Curtis School and Mirman School locations. A summary of maximum noise levels related to typical parking lot-related noise events is provided in Table 13 on page 230. As shown therein, the combined noise level from all individual noise sources, when averaged over a one-hour time period would be approximately 60 dBA L_{eq} (1-hour) at a reference distance of 50 feet.

With respect to the new Consolidated Middle School/High School parking lot and impacts at the nearby Curtis School, intervening topographical features (i.e., natural slope along the north side of Mulholland Boulevard and change in elevation) would be equivalent to a 10-foot (or higher) earthen berm and would provide at least 15-dBA of barrier insertion loss. Thus, parking lot-related noise levels would be reduced to 45 dBA L_{eq} (1-hour) on the Curtis School property. When added to the presumed baseline ambient noise level of 50 dBA, this would result in a noise level increase of 1.2 dBA or 51.2 dBA. Since noise level increases would not exceed the 5-dBA significance threshold, potential impacts to the Curtis School would be less than significant.

(ii) Athletic Field Site

The Athletic Field site would include a 23-space parking lot located along the northwestern edge of the project site. This parking would be closer to the Mirman School as the existing Nursery School parking lot is located along the northern portion of the project site. Based on a series of noise measurements taken along the Mirman School/Nursery School property line on December 18, 2001, the daytime ambient noise level in this area averages 60 dBA (L_{eq}).⁷⁶ With respect to the 23-space Athletic Field parking lot and impacts at the adjacent Mirman School, the daytime ambient noise level of 60 dBA would increase by 3.0 dBA to 63.0 dBA L_{eq} (1-hour) during limited periods of intensive parking lot use (i.e., at limited times between 2:45 P.M. until 10:00 P.M.), as there would be no sound-distance attenuation loss since the parking lot and Mirman School would share the same property line. Since noise level increases would not exceed the 5-dBA significance threshold, potential impacts to the Mirman School would be less than significant.

(c) Outdoor Activity Areas

(i) Consolidated Middle School/High School Site

The Middle School site would have an outdoor activity area located along the northern portion of the project site. This area would primarily be used for light recreational activity and as a gathering area. No amplified sound is proposed for this Middle School outdoor activity

⁷⁶ Noise measurement data is provided in Appendix G.

Table 13

**TYPICAL MAXIMUM NOISE LEVEL FROM INDIVIDUAL
PARKING AREA-RELATED NOISE EVENTS**

Source	Reference Sound Level^a	Reference Distance	Maximum Sound Level at 50 Feet^b	Frequency of Occurrence	1-Hour L_{eq} Noise Level at 50 Feet
Automobile at 14 mph	65 dBA	25 feet	59 dBA	50 percent	56 dBA
Car Alarm	75 dBA	25 feet	69 dBA	1 percent	49 dBA
Car Horn	75 dBA	25 feet	69 dBA	0.5 percent	46 dBA
Door Slam	70 dBA	25 feet	64 dBA	5 percent	51 dBA
Tire Squeal	80 dBA	10 feet	70 dBA	10 percent	56 dBA
Composite(Combined) L_{eq} (1-hour)					60 dBA

^a Reference noise levels are based on actual measurement data.

^b Since parking structure-related noise is more akin to a point-source, rather than a line-source, the 6-dBA per doubling of distance attenuation factor was used to distance-adjust all reference noise levels.

Source: PCR Services Corporation, 2004.

area. A noise study completed for another project for a similar activity area showed activity noise levels would be approximately 65 dBA at 100 feet.⁷⁷ The nearest noise sensitive receivers are the Skirball Cultural Center and the Curtis School, located approximately 150 feet and 300 feet, respectively, from the Middle School site. Play field activity would generate combined noise levels of approximately 51 and 50 dBA L_{eq} at the Skirball Cultural Center and the Curtis School, respectively. Therefore, noise levels associated with the activity area at the Middle School site would not result in an increase of 5 dBA above the City's presumed noise level of 50 dBA and impacts related to the activity area would be less than significant.

(ii) Athletic Field Site

The Athletic Field site would be used for various athletic activities and physical education classes. No amplified sound is proposed for the Athletic Field site. As shown above, general Athletic Field noise levels would be approximately 65 dBA at 100 feet. It is important to note that the existing site use, the Nursery School, includes a student play area directly abutting the nearest sensitive receiver, the Mirman School. Noise measurements taken at the Nursery School showed on-site play activity resulted in noise levels of approximately 68 dBA at 50 feet,

⁷⁷ Sound level measurements of outdoor/athletic activities were conducted at Walter Reed Junior High School, located at 4525 Irvine Avenue, North Hollywood, California on June 6, 2002. During these measurements, there were approximately 200 to 250 students on the playground and adjacent areas. Many students were engaged in basketball and soccer games while others congregated in groups of varying sizes and conversed.

or equivalent to 62 dBA at 100 feet.⁷⁸ Therefore, noise levels at the Mirman School, or any other sensitive receiver, as a result proposed athletic activities would be similar to noise levels from the play area at the existing Nursery School. Thus, impacts at the Athletic Field site would be less than significant. It should be noted that play activities at the Nursery School generally consist of groups of students congregated near the Mirman School property line. Activities at the Athletic Field site would be more dispersed and students would be congregated further from the Mirman School property line.

(d) Middle School Activities

The Middle School site would be developed with institutional uses associated with a typical middle school. The buildings would be constructed in a linear pattern that would form a central outdoor pedestrian corridor. On-site school activities (i.e., lunch, outdoor discussion groups, etc.) would take place in areas within the corridor and, thus, surrounded by school buildings. As such, sensitive receivers would be shielded from noise generated by on-site school activities and would not be exposed to excessive noise levels. Therefore, noise levels associated with on-site school activities would not result in an increase of 5 dBA above the City's presumed noise level of 50 dBA and impacts related to on-site school activities would be less than significant.

(e) Mechanical Equipment

The operation of new mechanical equipment such as air conditioners, fans, blowers, compressors, and related equipment at both the primary site and the support site may generate audible noise levels. Mechanical equipment would be located within buildings or shielded from nearby sensitive noise receivers to attenuate noise and avoid conflicts with adjacent sensitive receivers. Therefore, operation of mechanical equipment within these areas would not result in increased noise levels. As such, noise levels associated with mechanical equipment would not result in an increase of 5 dBA above the City's presumed noise level of 50 dBA and impacts related to the mechanical equipment would be less than significant.

(f) Composite (Combined) Noise from Proposed Project Operations

Evaluation of CNEL

With respect to land use compatibility, as represented by the CNEL descriptor, an evaluation of community noise from all project sources (i.e., parking/circulation areas, court

⁷⁸ Sound level measurements were conducted on December 18, 2001 using a Larson-Davis Model 820 Type I sound level meter.

areas, and stationary mechanical equipment) was conducted to conservatively ascertain project contributions to the CNEL at neighboring properties. For purposes of calculating the composite noise level, all noise events were based on the temporal nature of each activity over a 24 hour period. Based on this analysis, the largest composite noise impact would be 3.5 dBA CNEL at the Mirman School, where the CNEL could potentially increase from 59.6 dBA to 63.1 dBA.⁷⁹ The CNEL at all other receiver locations would increase by a maximum of 0.3 dBA. As such, the composite noise level increase would not exceed the 5-dBA CNEL significance threshold for conditionally acceptable noise environments at any sensitive receiver location. Potential impacts would be less than significant, and no mitigation measures would be required.

Evaluation of 1-Hour L_{eq}

In addition, composite noise impacts were evaluated with respect to average daytime L_{eq} (1-hour) noise levels. Based on this analysis, the worst-case composite daytime noise impact would be 3.0 dBA L_{eq} (1-hour) at the Mirman School, where the average daytime L_{eq} (1-hour) could potentially increase from 60.0 dBA to 63.0 dBA.⁸⁰ The composite increase in daytime average L_{eq} (1-hour) at all other receiver locations would be 0.7 dBA or less. Potential impacts would be less than significant, and no mitigation measures would be required.

(2) Operation Ground-Borne Vibration

Future ground-borne vibration in the project vicinity will continue to be generated by vehicular travel on the local roadways. Project operation would not result in any additional long-term ground-borne vibration sources. As such, continued operation of the Consolidated Middle School/High School and the Athletic Field sites would not exceed the 0.2 inch per second PPV significance threshold for ground-borne vibration. As such, impacts would be less than significant and no mitigation measures are required.

3. CUMULATIVE IMPACTS

All of the identified related projects have been considered for the purposes of assessing cumulative noise impacts. The potential for noise impacts to occur are specific to the location of each related project as well as the cumulative traffic on the surrounding roadway network.

⁷⁹ Calculation Assumptions are detailed in Appendix D to this EIR.

⁸⁰ *Ibid.*

a. Construction Noise

There are four related projects located within the proposed project vicinity that have a potential to produce construction noise impacts. Since timing of construction activities for these related projects cannot be defined, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the proposed project and each of the four related projects (that has not already been built) would be localized. In addition, it is likely that each of the related projects would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible.

Although the timing of construction is unknown, it is possible that construction would take place simultaneously at the Athletic Field site and the existing Middle School location at the Bel Air Presbyterian Church. In this case, construction-related noise levels at the Mirman School, the Berkeley Hall School, and the Bel Air Presbyterian Church would be 5 dBA above the City's presumed noise level of 50 dBA. Therefore, it is assumed that a cumulative construction-period noise impact would occur.

b. Long-Term Operations

Related project development is not anticipated to result in any additional operational noise sources that would result in cumulative noise impacts in the immediate project locale due to their distance from the project site. Noise generated on the project site during project operation would be localized and, therefore, would not contribute to any cumulative noise outside the immediate vicinity of the site. In addition, each related project would undergo environmental review as part of its approval process and would be subject to the requirements of the applicable noise ordinance(s).

According to the Traffic Impact Study, the greatest cumulative increase in traffic would occur at the intersection of Mulholland Drive and Casiano Road. Traffic at this intersection would increase by 11.9 percent during the P.M. peak hour when accounting for project traffic and ambient growth. A doubling of traffic volume is generally required to result in a 3 dBA increase in roadway noise levels. As demonstrated, cumulative traffic volumes would not double at any analyzed intersection and, thus, would not exceed the 5 dBA significance threshold. Thus, cumulative noise impacts would be less than significant.

c. Ground-Borne Vibration

Ground-borne vibration impacts from equipment that would be used during project construction and operations are localized. As such, there is also no potential for cumulative

ground-borne vibration impacts. Ground-borne vibration would be generated primarily during the grading process when heavy materials are moved. The PPV from bulldozer and heavy truck operations would be 0.089 ppv and 0.076 ppv, respectively, at a distance of 25 feet. As these values are well below the PPV threshold of 0.2, cumulative vibration impacts associated with project construction and operation would be less than significant. No mitigation measures are required.

4. MITIGATION MEASURES

a. Construction

Because noise associated with on-site construction activity at the Middle School site and the Athletic Field site would have the potential to result in significant impacts, the following measures are proposed:

Mitigation Measure H-1: To the extent feasible, construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise levels.

Mitigation Measure H-2: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited, to the extent feasible.

Mitigation Measure H-3: The construction staging area shall be located as far as feasible from sensitive receivers.

Mitigation Measure H-4: An 8-foot temporary sound barrier shall be erected along the eastern edge of the Middle School site such that the “line of sight” between construction activity and the High School is obstructed where feasible.

Mitigation Measure H-5: A 6-foot temporary sound barrier shall be erected along the western edge of the Athletic Field property boundary such that the “line of sight” between construction activity and the Mirman School is obstructed.

b. Operations

As demonstrated above in Subsection c.2. (Operational Noise), no noise impacts would result from long-term project operations. However, the following mitigation measure is proposed to ensure that noise from outdoor activities would be less than significant:

Mitigation Measure H-6: Amplified sound devices such as loudspeakers shall not be used outdoors within the Middle School or Athletic Field sites.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

(1) Consolidated Middle School/High School Site

Implementation of the eight-foot temporary sound barrier would decrease construction noise by approximately 10 dBA at the High School. However, construction noise levels would still exceed ambient conditions by more than 5 dBA at the High School and the Skirball Cultural Center. Construction activity would result in significant and unavoidable short-term construction impacts.

(2) Athletic Field Site

Implementation of the eight-foot temporary sound barrier would decrease construction noise by approximately 5 dBA at the Mirman School. As shown in Table 14 on page 236, the composite construction noise level would be 81 dBA, or 21 dBA over the 60 dBA ambient noise level. Thus, construction-related noise would still exceed the 5 dBA significance threshold and construction activity would result in significant and unavoidable short-term impacts.

b. Operations

Implementation of Mitigation Measure H-6, above would ensure that no noise impacts would result from long-term project operations.

Table 14

CONSERVATIVE ESTIMATE OF MITIGATED CONSTRUCTION NOISE LEVELS (L_{EQ}) AT OFF-SITE SENSITIVE RECEIVER LOCATIONS

Receiver Location	Distance from Construction Activity	Distance Attenuation Loss (dB)	Insertion Loss^a (dB)	Adjusted Noise Level (dBA)	Presumed Ambient Noise Level (dBA)	Composite Noise Level (dBA)	Noise Level Increase (dBA)	Exceed 5-dBA Threshold?
Middle School Site								
Curtis School	300	-19.5	-15.0	51.5	50.0	53.9	3.9	No
Skirball Cultural Center	150	-11.9	-15.0	59.1	50.0	59.6	9.6	Yes
Berkeley Hall School	500	-25.0	-15.0	46.0	50.0	51.5	1.5	No
Athletic Field Site								
Mirman School	Adjacent	0.0	-10.0	76.0	60.0	76.0	16.0	Yes
Berkeley Hall School	60	-2.0	-15.0	69.0	50.0	69.1	19.1	Yes
Bel Air Presbyterian Church	300	-19.5	0.0	66.5	50.0	66.6	16.6	Yes
Westland School	450	-23.9	-20.0	42.1	50.0	50.7	0.7	No

^a Accounts for intervening topography, structures, or barrier insertion loss.

Source: PCR Services Corporation, 2004.

IV. ENVIRONMENTAL IMPACT ANALYSIS

I. TRANSPORTATION AND CIRCULATION

This following analysis of traffic and circulation impacts is based upon the technical report, *Traffic Impact Study, Stephen S. Wise Middle School Relocation Project*, prepared by Linscott, Law & Greenspan Engineers (May 4, 2005). This study is provided in Appendix H of this EIR.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Freeways and Street Characteristics

Regional access to the site is provided by the San Diego (I-405) Freeway and Sepulveda Boulevard. Immediate access to the site is provided via Mulholland Drive.

A brief description of the important roadways in the project site vicinity is provided in the following paragraphs.

Mulholland Drive is an east-west scenic highway located just north of the project site. Near the intersection with Skirball Center Drive, two through travel lanes are provided in each direction. Otherwise, one travel lane is generally provided in each direction on Mulholland Drive with separate left-turn lanes available at most intersections and driveways. Traffic signals control vehicular traffic on Mulholland Drive at the intersections with Walt Disney Drive, Zeldins Way, Skirball Center Drive and Casiano Road. Curbside parking is prohibited with Tow Away No Stopping Any Time (TANSAT) zones posted along both the north and south sides of Mulholland Drive in the project vicinity. In the project vicinity, Mulholland Drive has a posted speed limit of 40 miles per hour (MPH).

Sepulveda Boulevard is a major arterial roadway and generally provides two through travel lanes in each direction in the project vicinity. Exclusive left-turn lanes are provided at the Skirball Center Drive intersection. Bike lanes are provided along both sides of Sepulveda Boulevard north of Skirball Center Drive. Curbside parking is prohibited on both sides of Sepulveda Boulevard in the vicinity of the study intersection. A speed limit of 40 MPH is posted for Sepulveda Boulevard.

Casiano Road is a local two-lane roadway which is located east of the project site. Dual left-turn lanes and a separate, right-turn-only lane are provided on Casiano Road at the Mulholland Drive intersection. Curbside parking is prohibited on the east side of Casiano Road between the hours of 8:00 A.M. and 6:00 P.M. daily. On the west side of Casiano Road, curbside parking is prohibited during the A.M. and P.M. peak periods (i.e., 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.). A speed limit of 25 MPH is posted for Casiano Road.

Skirball Center Drive is a collector roadway and generally provides one to two through travel lanes in each direction. Skirball Center Drive provides a connection between Sepulveda Boulevard and Mulholland Drive, and includes full access to the northbound and southbound I-405 Freeway. Parking is prohibited along both sides of Skirball Center Drive. A park-and-ride lot is located on the west side of Skirball Center Drive just south of the intersection with the I-405 Freeway northbound ramps.

Calneva Drive is a local two-lane roadway located west of the project site. The Calneva Drive and Mulholland Drive intersection is currently unsignalized (with the eastbound and westbound directions stop-sign controlled). Parking is prohibited along both sides of Calneva Drive near Mulholland Drive. A speed limit of 30 MPH is posted for Calneva Drive.

(2) Existing Traffic Volumes

Nine study intersections were selected for analysis of potential impacts due to the proposed project. These nine intersections include the following:

- Calneva Drive and Mulholland Drive
- Skirball Center Drive and Sepulveda Boulevard
- Skirball Center Drive and I-405 Southbound Ramps
- Skirball Center Drive and I-405 Northbound Ramps
- Skirball Center Drive and Mulholland Drive
- Casiano Road and Mulholland Drive
- Walt Disney Drive and Mulholland Drive
- Zeldins Way and Mulholland Drive
- High School Exit and Mulholland Drive

Seven of these nine study intersections are controlled by traffic signals. The remaining study intersections, Calneva Drive/Mulholland Drive and the High School Exit/Mulholland Drive, are unsignalized and stop-sign controlled.

Manual traffic counts of vehicular turning movements were conducted at each of the seven study intersections during the morning (A.M.) and afternoon (P.M.) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted at the seven study intersections from 7:00 to 10:00 A.M. to determine the A.M. peak commuter hour, and from 3:00 to 6:00 P.M. to determine the P.M. peak commuter hour.

The manual traffic counts at the study intersections were conducted in the year 2002. These year 2002 traffic counts were adjusted by 1 percent per year to reflect year 2004 existing traffic volumes. Thus, the traffic volumes utilized in this analysis (i.e., traffic volume figures, Level of Service calculations, etc.) reflect projected year 2004 conditions. Summary sheets of the manual traffic counts are contained in the traffic study contained in Appendix H of this EIR. The analyzed intersections, the turn movements at each, and the traffic counts for the A.M. and P.M. peak hours are shown in Figure 21 and Figure 22 on pages 240 and 241, respectively.

The start time for the Middle School, as well as the High School, would remain at 7:30 A.M. at the consolidated Middle School/High School site. Thus, the peak hour of trip generation activity at the Middle School corresponding with the morning commuter peak period would be 7:00 to 8:00 A.M. Therefore, the traffic analysis reflects the on-street traffic conditions during the 7:00 to 8:00 A.M. hour. The traffic volumes observed during this time period are reflected in Figure 21.

The student dismissal time for the Middle School, as well as the High School, would be shifted to 2:30 P.M. on Monday through Friday to cause further separation from afternoon student pick-up activities that occur at the nearby Curtis School. By comparison, the observed peak hour of traffic at the study intersections generally started at about 3:00 P.M.

(3) Analysis of Existing Conditions

An analysis of existing traffic conditions was performed for each of the nine intersections to determine existing service levels. The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation (LADOT). The peak-hour traffic counts were used along with current intersection geometrics and traffic controls to determine the intersection's operating condition. The highest combinations of conflicting traffic volume (V) at an intersection were divided by the intersection capacity value. Intersection capacity (C)

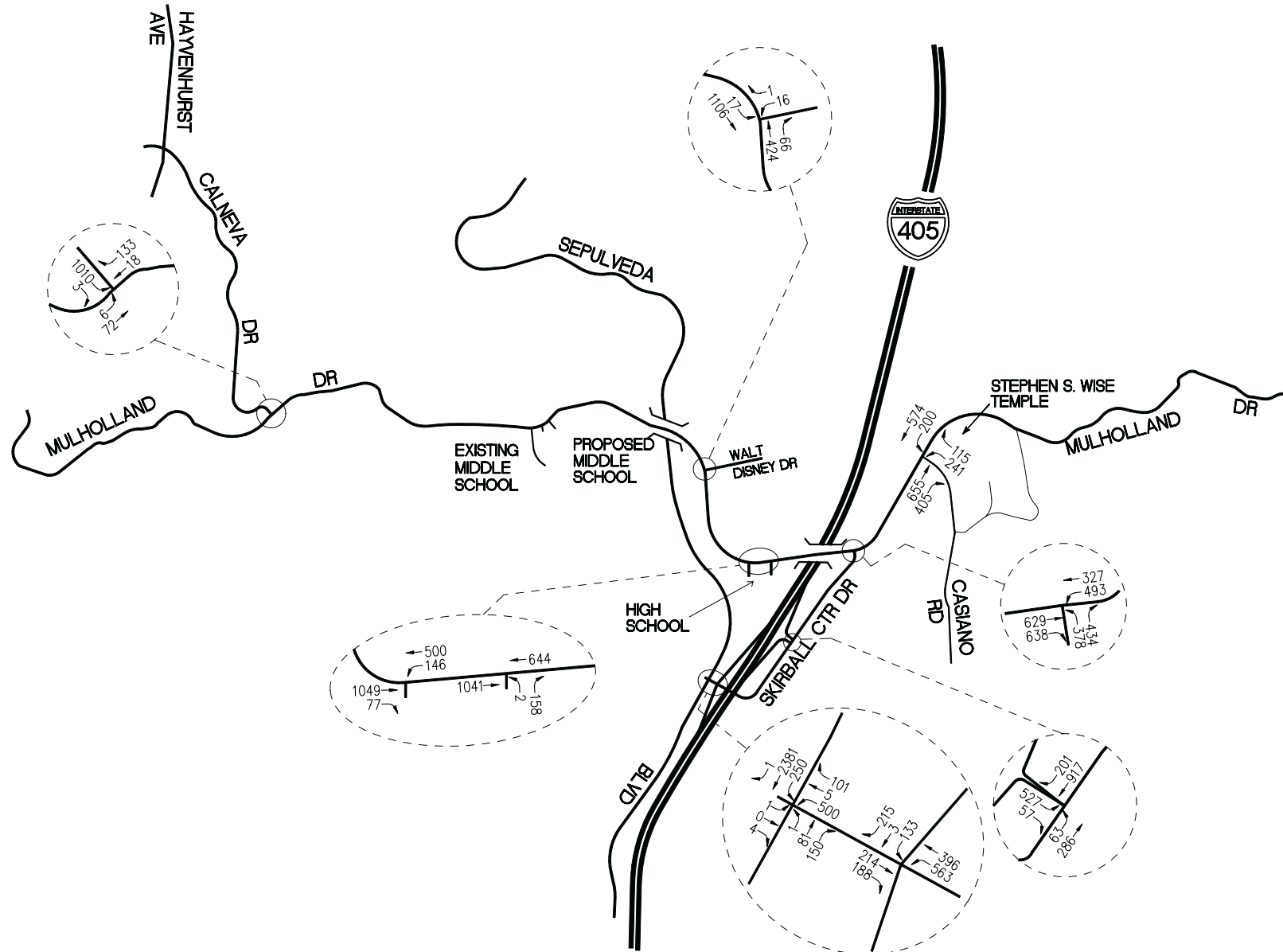
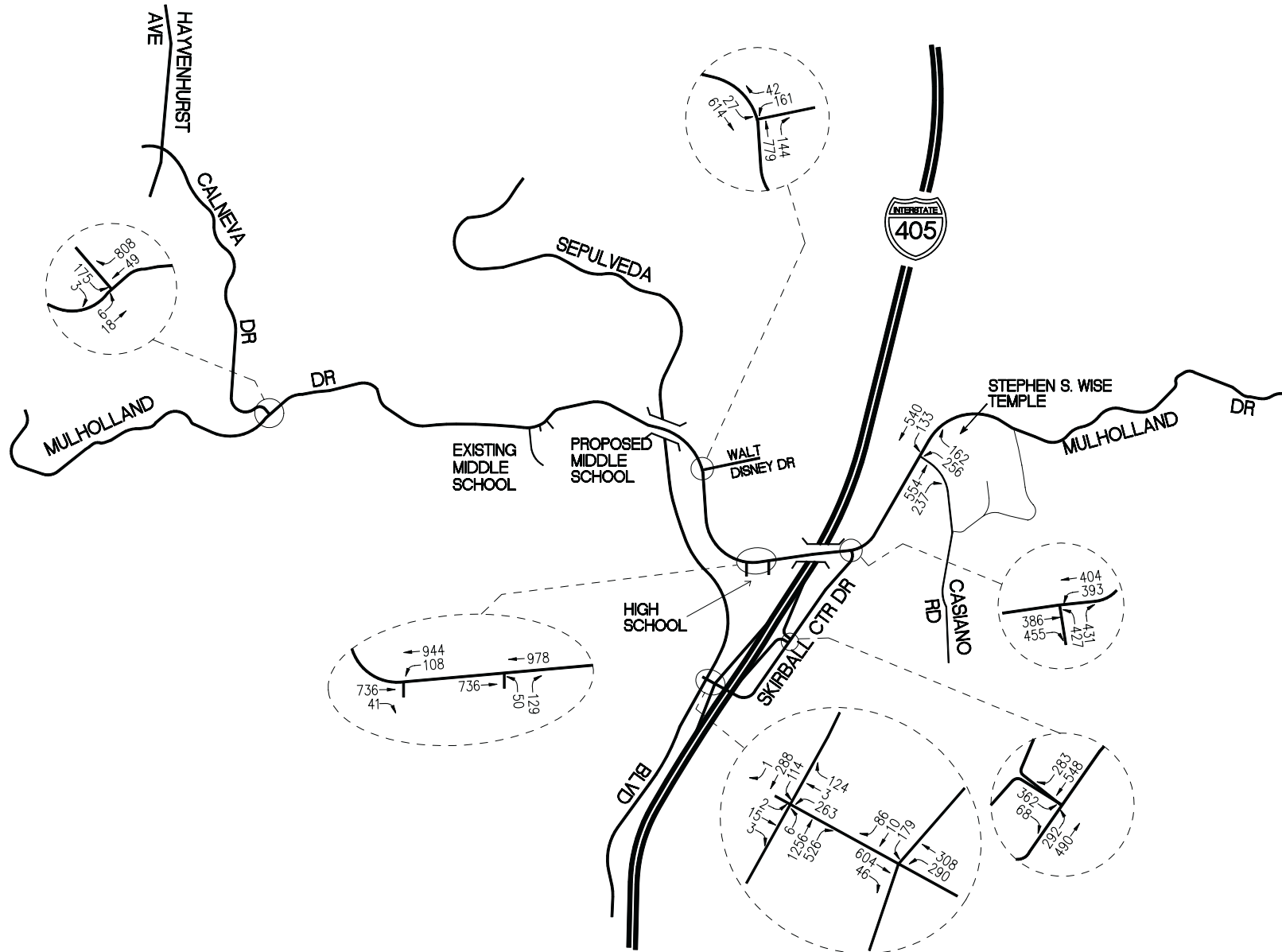


Figure 21
Existing Traffic Volumes
AM Peak Hour



Not to scale

Source: Linscott Law & Green Engineers

Figure 22
Existing Traffic Volumes
PM Peak Hour

represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches are operating at full capacity. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70 percent capacity with 30 percent of the capacity unused.

Once the volume-to-capacity ratio (i.e., CMA value) was calculated, operating characteristics were assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term “Level of Service” (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 15 on page 243. By applying the CMA procedures to the intersection data, the capacity values and the corresponding LOS for existing traffic conditions were determined. The results of the analysis are provided in Table 16 on page 244. The LOS for Mulholland Drive and Calneva Drive is E in the A.M. and C in the P.M. The LOS for Sepulveda Boulevard and Skirball Center Drive is F in the A.M. and C in the P.M. The LOS for the High School Exit and Mulholland Drive is F in the A.M. and E in the P.M. The remaining intersections are currently operating at LOS C or better during both the A.M. and P.M. peak hours.

(4) Public Transit

Public bus transit service in the project study area is currently provided by the Metropolitan Transportation Authority (MTA). San Diego (I-405) Freeway bus stops for MTA Route 761 are provided at the freeway ramps at Skirball Center Drive. MTA Route 761 provides service between City of Pacoima and City of Westwood. MTA Route 761 travels along the I-405 Freeway in the project vicinity, and Sepulveda Boulevard south of the project area. During the A.M. peak hour, MTA Route 761 provides approximately four to five buses per hour in the northbound direction and six to eight buses per hour in the southbound direction. During the P.M. peak hour, MTA Route 761 provides approximately five buses per hour in the northbound and southbound directions.

b. Regulatory Framework

(1) Congestion Management Program

The 2002 Congestion Management Program (CMP) is a state-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the state and diminishing the quality of life in some communities.

Table 15

LEVEL OF SERVICE DEFINITIONS

Level of Service	Volume-to-Capacity Ratio	Definition
A	00.00 to 0.60	<u>EXCELLENT</u> : Free flow conditions with low traffic density.
B	0.61 to 0.70	<u>VERY GOOD</u> : A stable flow of traffic
C	0.71 to 0.80	<u>GOOD</u> : Light congestion but stable, occasional backups behind left-turning vehicles.
D	0.81 to 0.90	<u>FAIR</u> : Approaching capacity, drivers are restricted in freely changing lanes. Vehicles may be required to wait more than one light cycle.
E	0.91 to 1.0	<u>POOR</u> : At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.
F	>1.00	<u>FAILURE</u> : Jammed conditions with stoppages of long duration.

Source: *Transportation Research Board (TRB) Circular No. 212, Interim Materials on Highway Capacity, 1980, as cited in the Los Angeles "L.A. CEQA Thresholds Guide," Exhibit F.1-1, 1998.*

New projects within the City of Los Angeles must comply with the CMP for Los Angeles County. The CMP monitors traffic conditions on the designated transportation network, performance measures to evaluate current and future system performance, promotion of alternative transportation methods, analysis of the impact of land use decisions on the transportation network, and mitigation to reduce impacts on the network. CMP guidelines specify that those freeway segments to which a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either peak hour. In addition, the 2002 CMP requires that all projects which require an EIR must evaluate transit impacts.⁸¹

(2) Brentwood–Pacific Palisades Community Plan

The Brentwood–Pacific Palisades Community Plan sets forth goals and policies related to circulation.⁸² The Community Plan sets forth the goal of providing, “a circulation system which supports existing approved and planned land uses while maintaining a desired level of service at all intersections.”

⁸¹ *Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2002.*

⁸² *Brentwood–Pacific Palisades Community Plan, adopted June 17, 1998.*

Table 16

LEVEL OF SERVICE FOR EXISTING CONDITIONS

No.	Intersection	A.M. Peak Hour		P.M. Peak Hour	
		CMA	LOS	CMA	LOS
1.	Mulholland Drive and Calneva Drive	0.907	E	0.751	C
2.	Sepulveda Boulevard and Skirball Center Drive	1.024	F	0.778	C
3.	I-405 SB On/Off Ramps and Skirball Center Drive	0.559	A	0.464	A
4.	Skirball Center Drive and I-405 NB On/Off Ramps	0.508	A	0.504	A
5.	Skirball Center Drive and Mulholland Drive	0.766	C	0.577	A
6.	Mulholland Drive and Casiano Road	0.558	A	0.452	A
7.	Walt Disney Drive and Mulholland Drive	0.643	B	0.505	A
8.	Zeldins Way (inbound) and Mulholland Drive	0.696	B	0.529	A
9.	High School Exit and Mulholland Drive	1.000	F	0.923	E

Source: Linscott, Law & Greenspan Engineers, May 4, 2005.

Mulholland Drive is designated as a Scenic Highway in the Transportation Element⁸³ of the City of Los Angeles General Plan and as a Scenic Road in the Brentwood–Pacific Palisades Community Plan.⁸⁴ The Community Plan, through development regulations set forth in the Mulholland Scenic Parkway Specific Plan, provides regulations for roadway alignment, design and access along Mulholland Drive.

(3) Existing CUP—TDM Provisions

The existing High School is currently required to implement a Transportation Demand Management (TDM) program based on the conditions of approval identified in the Conditional Use Permit (CUP) granted under ZA 93-0147 (CUZ) and ZA 99-0514 (CUZ). Traffic monitoring reports submitted to LADOT as required by the TDM plan have shown that the High School has substantially reduced vehicle trips that would otherwise occur under an unmanaged program through the operation of a busing program, as well as the formation of carpools of adult-driven and student-driven vehicles. The adult-driven carpools exceed on average more than two students per car, while the student-driven carpools exceed on average more than three students per car. While less than the current targets of three students per car in the adult-driven carpools and four students per car in the student-driven carpools, the current TDM plan has been effective in reducing site trip generation at the High School by 33 percent during the A.M. peak hour as compared to an unmanaged campus. The existing Middle School is currently not required to participate in the High School TDM program.

⁸³ Council File No. 97-1387, adopted by City Council September 8, 1999.

⁸⁴ Ordinance No. 167,943, Effective June 29, 2003, amended by Ordinance No. 173, 268 (7/1/00) and Ordinance No. 173,455 (9/22/00).

2. ENVIRONMENTAL IMPACTS

a. Methodology

The analysis of the project's potential impacts on traffic is presented under the following categories:

- **Intersections:** an analysis of the potential changes in operating conditions at analyzed intersections;
- **CMP analysis:** an analysis of potential impacts on freeways, intersections and public transit, pursuant to criteria established in the 2002 Congestion Management Program for Los Angeles County;
- **Neighborhood Street Impacts:** an analysis of the potential for traffic from the proposed project to use local residential streets;
- **Site Access:** an analysis of potential impacts associated with access to and from the proposed project site at the point of entry; and
- **Construction:** an analysis of the potential impacts on traffic flows and safety resulting from the proposed project's construction activities.
- **Parking:** an analysis of the demand for parking in relationship to the number of parking spaces provided.

Intersection Analysis

Traffic impacts were determined based on the following steps: (1) analyze future traffic conditions (existing conditions plus growth); (2) determine trip generation based on the project components; (3) assign these trips to local roadways; and (4) evaluate the service condition with the addition of the proposed project. The future conditions with the project were then compared to future conditions without the project to indicate the change in service levels caused by the project. These changes were compared to the thresholds of significance to determine if they were significant.

Nine study intersections were evaluated using the Critical Movement Analysis (CMA) method which determines volume-to capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service range from LOS A (free flow) to LOS F (jammed condition) as shown in Table 15 on page 243. Further description of the CMA methodology and

corresponding Levels of Service criteria is provided in the Traffic Impact Study in Appendix H of this EIR.

CMP Analysis

The CMP analysis identifies whether additional analysis of freeway or intersection locations would be required pursuant CMP thresholds that establish whether such analyses are needed, and whether the project could potentially generate a need for additional public transit services.⁸⁵

Local Neighborhood Streets Impacts

The neighborhood streets analysis analyzes the effects of project traffic on the neighborhood street most likely to be affected by project traffic. Traffic levels with the project are compared to the future baseline traffic. The difference is compared to significance thresholds to determine whether a significant impact would occur.

Site Access Impacts

The site access analysis addresses the intersection operations at the point of entry into the project site. The service levels that would occur in the future with the addition of project traffic are compared to service levels that are considered to interfere with site accessibility to determine whether the significance thresholds would be exceeded. In addition, sight distance on the approaches to the intersection of Mulholland Drive and Walt Disney Drive was analyzed to determine whether driver's views of the intersection would allow for safe operations.

Construction Impacts

The analysis of short-term construction impacts identifies the types and number of trips associated with construction of the project. Construction traffic is evaluated to determine whether such traffic would exceed thresholds related to traffic operations, or interference with travelers passing adjacent to the project site.

Parking Impacts

The analysis of parking impacts identifies the demand for parking at the project site. That demand is compared to the availability of parking spaces available, to determine whether the project contains sufficient parking to meet its needs.

⁸⁵ As described in the impact discussion below, the trips generated by the project are less than the number required to implement analysis beyond the level provided.

b. Threshold of Significance

(1) Thresholds Regarding Impacts on Intersections⁸⁶

The City of Los Angeles “L.A. CEQA Thresholds Guide” (1998, p. F.1-3) states:

A proposed project would normally have a significant impact on intersection capacity if the project traffic causes an increase in the V/C ratio on the intersection operating condition after the addition of project traffic of one of the following:

V/C ratio increase ≥ 0.040 if final LOS* is C

V/C ratio increase ≥ 0.020 if final LOS* is D

V/C ratio increase ≥ 0.010 if final LOS* is E or F

*Final LOS is defined as projected future conditions including project, ambient, and related projects growth but without project traffic mitigation.

Note that if stricter criteria are required in an applicable local TSP (Transportation Specific Plan) or ICO (Interim Control Ordinance), those criteria will apply.

If an unsignalized intersection is projected to operate at LOS C, D, E, or F, reanalyze the intersection using the signalized intersection methodology to determine the significance of impacts using the sliding scale criteria described above.

Based on these guidelines, which are implemented through criteria set forth in LADOT’s Traffic Study Policies and Procedures, Revised March 2002, the proposed project would have a significant intersection impact, if:

- The proposed project causes an increase in an intersection’s V/C ratio for future baseline operating conditions in the following manner:

V/C ratio increase ≥ 0.040 if final LOS is C

V/C ratio increase ≥ 0.020 if final LOS is D

V/C ratio increase ≥ 0.010 if final LOS is E or F

⁸⁶ Per the City of Los Angeles CEQA Thresholds Guide, the application of these intersection thresholds supercedes the need to apply the street segment thresholds included in Section F.2. As described in Section F.2, (p. F.2-1), “Street segment capacity impacts are generally evaluated in program-level analyses (such as specific plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known. If such details are known, see F.1. intersection capacity for applicability.”

(2) CMP Analysis

CMP guidelines specify that those freeway segments to which a project could add 150 or more trips in either direction during the peak hours be evaluated. The guidelines also require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either peak hour. Based the amount of traffic generated by the proposed project, further CMP analysis is not required. Freeway segments have not been analyzed, and thresholds listed in the City of Los Angeles “L.A. CEQA Thresholds Guide” are not applicable. The intersections of the I-405 northbound and southbound on/off ramps and Skirball Center Drive have been analyzed under the Intersection Analysis, utilizing the intersection thresholds.

(3) Public Transit

- For purposes of this analysis, impacts on public transportation would be considered significant if the project were to add substantial new ridership to bus lines operating in excess of their capacity.

(4) Thresholds Regarding Local Neighborhood Street Impacts:

The City of Los Angeles “L.A. CEQA Thresholds Guide” (1998, p. F.4-2) states:

A proposed project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

ADT increase ≥ 20 trips if final ADT* $< 1,000$

ADT increase ≥ 12 percent if final ADT* $\geq 1,000$ and $< 2,000$

ADT increase ≥ 10 percent if final ADT* $\geq 2,000$ and $< 3,000$

ADT increase ≥ 8 percent if final ADT* $\geq 3,000$

*Final ADT is defined as total projected future daily volume including project, ambient, and related project growth.

The significance of neighborhood intrusion impacts related to vehicle delay shall be determined on a case-by-case basis.

LADOT’s *Traffic Study Policies and Procedures*, Revised March, 2002, varies slightly regarding the threshold for streets with fewer than 1,000 trips. Under the LADOT criteria, such a street would have a significant impact if the increase in ADT is ≥ 16 percent. This analysis has

deferred to the LADOT guidelines as they are more recent than those in the Thresholds Guide, and represent the preference of the implementing agency.

Based on these guidelines, the proposed project would have a significant impact if:

- The proposed project would add more than 16 percent, 12 percent, 10 percent, or 8 percent to local neighborhood streets with final ADT levels of 0 to 999 trips, 1000 to 1,999 trips, 2000 to 2,999 trips, or 3,000 or more trips, respectively.

(5) Thresholds Regarding Project Access

Operational Impacts

With regard to operational impacts, the City of Los Angeles “L.A. CEQA Thresholds Guide” (1998, p. F.5-3) states:

A project would normally have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus project conditions.

Based on this guideline, the proposed project would have a significant access impact if:

- Any intersection providing access into the proposed project site would be operating at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus project conditions.

Safety Impacts

With regard to bicycle, pedestrian and vehicular safety, the City of Los Angeles “L.A. CEQA Thresholds Guide” states (1998, p. F.5-3) that the determination of significance shall be on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facility the project driveway(s) crosses and the level of utilization.

- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle impacts.

Based on these factors, the proposed project would have a significant impact if:

- The design features/physical configurations of the proposed project would affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists so as to create a hazardous condition.

(6) Thresholds Regarding Construction Impacts

The City of Los Angeles “L.A. CEQA Thresholds Guide” (1998, p. F.8-2) states that the determination of significance on in-street construction impacts shall be made on a case-by-case basis, considering the following factors:

Temporary Traffic Impacts:

- The length of time of temporary street closures or closures of two or more traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and level of service (LOS) on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within 0.25 mile of the lost access; and

- The type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within 0.25 mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a 0.25-mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking:

- The current utilization of existing on-street parking;
- The availability of alternative parking locations or public transit options (e.g., bus, train) within 0.25 mile of the project site; and
- The length of time that existing parking spaces would be unavailable.

The Los Angeles Department of Transportation has not established a significance threshold for traffic impacts resulting from construction activity. Based on the above factors cited in the L.A. CEQA Thresholds Guide, for purposes of this analysis, a short-term significant impact on traffic due to construction is conservatively identified if:

- Haul trucks and staging activities associated with excavation would cause substantial inconvenience to travelers, residents, and commercial interests in the project area for a period of at least several months; and
- The trips generated due to construction activities would exceed the thresholds established for project operations, as may be adjusted by LADOT to account for the relative short-term nature of construction activities as compared to the long-term impacts associated with indefinite project operations.

(7) Parking Impacts

The Los Angeles CEQA Thresholds Guide (p. F.7-1) states the following regarding project impacts on parking:

- A project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

Based on this guidance, the proposed project would have a significant impact on parking if:

- The number of parking spaces required to accommodate project activities exceeds the number of parking spaces provided.

c. Analysis of Project Impacts

(1) Intersection Analysis

Project Traffic Generation. Traffic volumes expected to be generated by the proposed project during the A.M. and P.M. peak hours, as well as on a daily basis, were estimated using generation rates provided by the Institute of Transportation Engineers (ITE), *Trip Generation Manual, 6th Edition*, 1997. Traffic volumes expected to be generated by the relocation of the Middle School were based upon rates per number of students. The trip-generation forecast for the project includes the trips generated by the classroom and administrative uses at the Consolidated Middle School/High School site, as well as by the Athletic Field site.

The traffic generation forecast for the proposed project is summarized in Table 17 on page 253. As indicated, the net traffic generation includes trip adjustments to reflect pass-by traffic and certain trip credits. The trip credits reflect project characteristics regarding relocation of the school, and the shifting of several student populations amongst existing school facilities. A pass-by trip reduction was applied to the forecast traffic volumes for the existing Nursery School based on City of Los Angeles Department of Transportation policy on pass-by trips. A trip generation credit was taken for the 290-student Stephen S. Wise Nursery School (permitted for 320 students at full buildout) which was present at the time of the NOP in October 2003 and has since relocated to the Stephen S. Wise Temple site, east of the I-405 Freeway. No trip credit was assumed for the existing Middle School since the current school site is located on property not owned by Stephen S. Wise Temple (i.e., it is owned by the Bel Air Presbyterian Church). Further, the Church has an application to the City of Los Angeles to operate a 240-student school on the site. As shown in Table 17, the project is expected to generate 10 net new vehicle trips

Table 17

PROJECT TRIP GENERATION

Land Use	Students	Daily Trip Ends ^a	A.M. Peak Hour			P.M. Peak Hour					
			Volume ^a			School Peak Volume ^{a, b}			Commuter Peak Volume ^{a, c}		
			In	Out	Total	In	Out	Total	In	Out	Total
Proposed:											
Middle/High School ^d	890	3,115 ^e	491	328	819	262	308	570	142	232	374
Subtotal Proposed		3,115	491	328	819	262	308	570	142	232	374
Existing:											
High School ^d	650	(2,275) ^e	(359)	(239)	(598)	(191)	(225)	(416)	(104)	(169)	(273)
Nursery School ^f	290	(1,311)	(124)	(110)	(234)	(117)	(132)	(249)	(117)	(132)	(249)
10 Percent Pass-By ^g		131	12	11	23	12	13	25	12	13	25
Subtotal Existing		(3,455)	(471)	(338)	(809)	(296)	(344)	(640)	(209)	(288)	(497)
Net Increase		(340)	20	(10)	10	(34)	(36)	(70)	(67)	(56)	(123)

^a Trips are one-way traffic movements, entering or leaving.

^b The P.M. peak hour of Mulholland Drive in the vicinity of the project occurs from 3:00 to 4:00 P.M., due to the number of schools located along the Mulholland Drive Corridor. This peak hour coincides with the P.M. peak hour of generator (i.e., the schools).

^c The P.M. peak hour of adjacent street traffic typically occurs between 4:00 to 6:00 P.M.

^d ITE Land Use Code 521 (Private School) trip generation rates utilized for A.M. peak hour of adjacent street traffic. For the 2:00 to 3:00 P.M. school peak hour, the P.M. peak-hour generator rate of 0.64 trip/student (46 percent inbound/54 percent outbound) was utilized. For the P.M. commuter peak hour, the P.M. peak-hour adjacent street traffic rate of 0.42 trip/student (38 percent inbound/62 percent outbound), based on LADOT comments.

^e Daily Volumes calculated using a daily rate of 3.5 trips/student based on LADOT comments.

^f ITE Land Use Code 565 (Day Care) trip generation average rates.

^g Pass-by trip reduction based on LADOT policy.

Source: Linscott, Law & Greenspan Engineers, May 4, 2005.

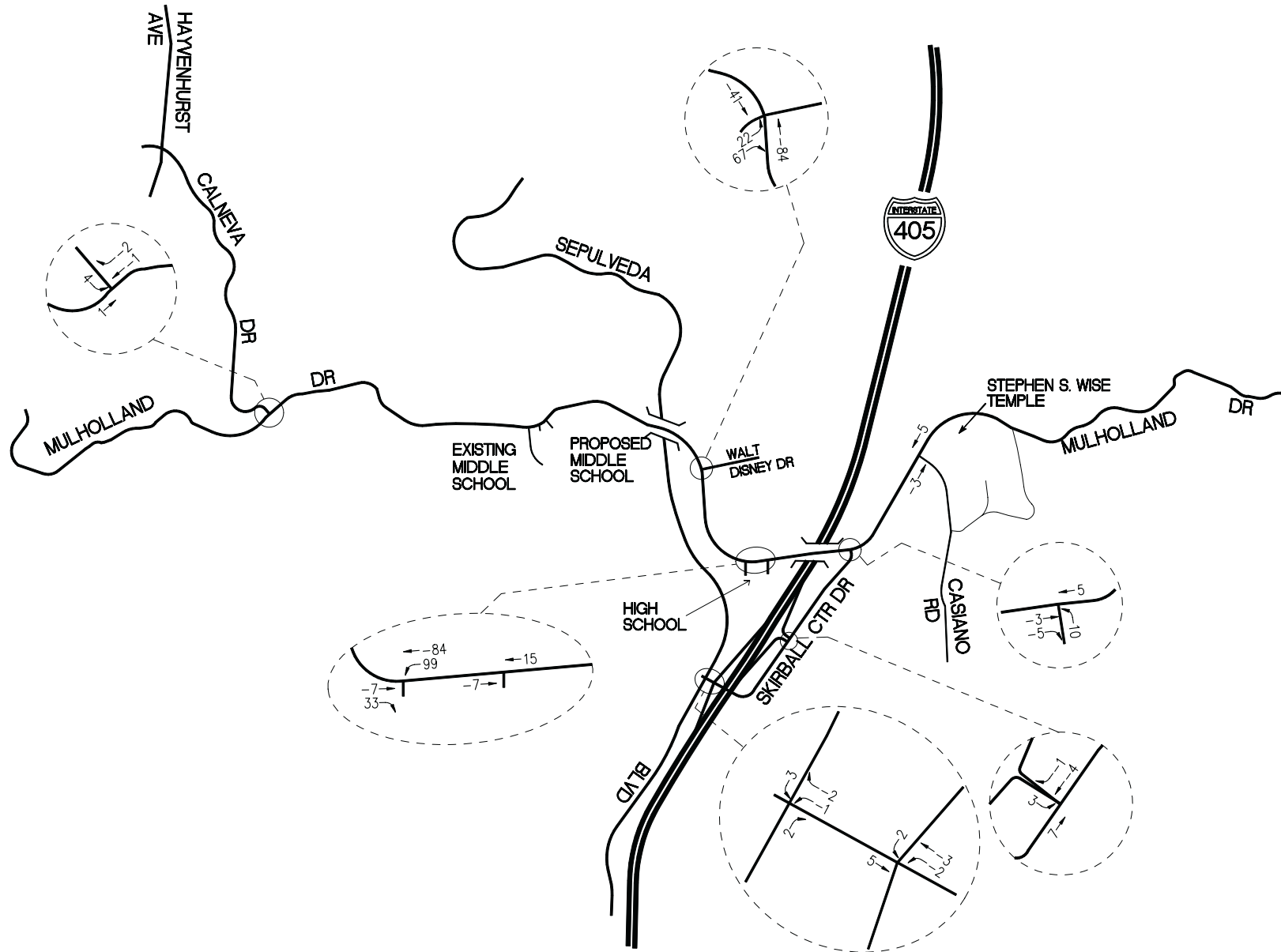
(20 inbound and 10 fewer outbound) during the A.M. peak hour. During the P.M. school peak hour, a net reduction of 70 vehicle trips (34 fewer inbound and 36 fewer outbound) is expected to occur. During the P.M. commuter peak hour, a net reduction of 123 vehicle trips (67 fewer inbound and 56 fewer outbound) is expected to occur. Over a 24-hour period, a reduction of 340 trip ends per day (170 fewer inbound and 170 fewer outbound trips) is forecast.

Due to the hours of operation at the Middle School that results in fewer trips generated during the P.M. commuter peak period, the traffic analysis was prepared based on the P.M. school peak hour (i.e., 2:00 P.M. to 3:00 P.M.) to provide a conservative analysis. Therefore, as stated above, the P.M. peak hour reflected in this traffic analysis (i.e., traffic volume figures, Level of Service calculations, text references etc.) represents the P.M. school peak hour.

Project Traffic Distribution. Traffic related to the proposed project was distributed to the surrounding street system, based on the proposed project land uses, the project site access scheme, existing traffic movements, characteristics of the surrounding roadway system, and the location of nearby regional population and employment centers. The distribution pattern was developed in consultation with City staff and was submitted for review and approval before finalization. The estimated trip distribution is as follows: 25 percent of the trips would occur along Mulholland Drive east of the I-405, and 5 percent would occur along Mulholland Drive west of Calneva Drive; 20 percent would occur on Calneva Drive north of Mulholland Drive; 10 percent would occur on the I-405 north of Mulholland Drive and 15 percent would occur on the I-405 south of Mulholland Drive; and 15 percent of the trips would occur on Sepulveda Boulevard north of the tunnel and 10 percent of the trips would occur on Sepulveda Boulevard, south of the tunnel. The forecast proposed project traffic volumes at the study intersections for the A.M. and P.M. peak hours are displayed in Figure 23 and Figure 24 on pages 255 and 256, respectively. The number of trips forecast to be generated at the Athletic Field site is anticipated to be relatively negligible during the A.M. and P.M. peak hours. In addition, primary trip generation activity related to use of the Athletic Field site would be infrequent in nature and generally occur outside the commuter peak hours. Accordingly, all vehicular trips associated with the Middle School during the A.M. and P.M. peak hours were conservatively forecast to occur at the Walt Disney Drive intersection. Further, the trip credits associated with the removal of the existing Nursery School facilities were appropriately assigned to their current origin and destination at the existing Nursery School site.

Analysis of Future Baseline Traffic Conditions. The analysis of the project's traffic is against a future 2007 baseline, the time of project completion. The future baseline is inclusive of additional traffic that would occur due to ambient growth and related projects. The analysis of project impacts on intersection operations is based on a comparison of the intersection levels of service that would occur with project generated traffic as compared to the levels of service that would occur under future 2007 baseline conditions without the project. The analysis is summarized in Table 18 on page 257.

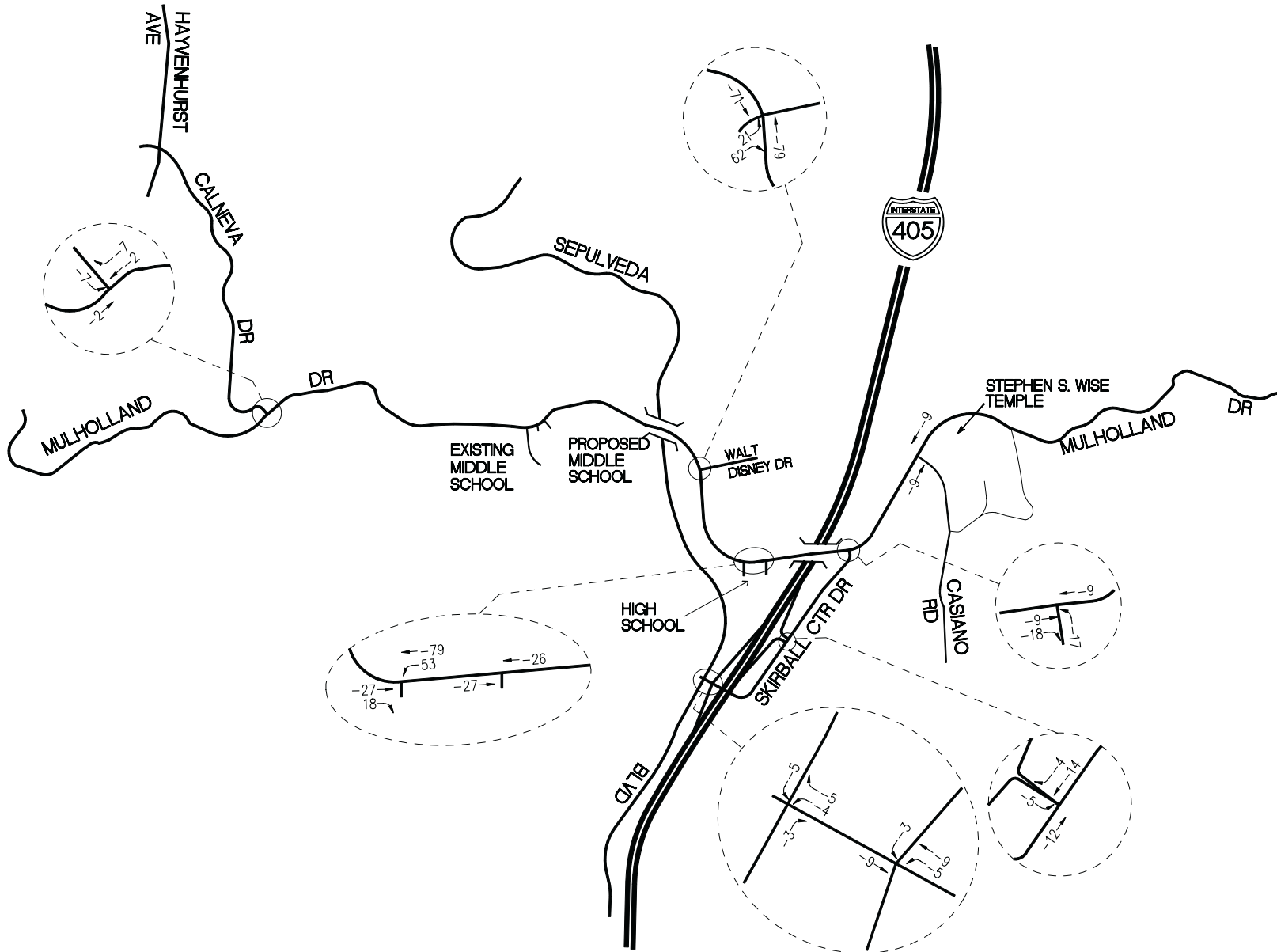
Ambient growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors, was assumed to be 1 percent per year through year 2007. This ambient growth incrementally increases the V/C ratios at all of the study intersections. As shown in Column [2] of Table 18, the intersection of the High School Exit and Mulholland Drive is expected to operate at LOS F in the A.M. peak hour and LOS E in the P.M. peak hour. Two of the study intersections, Calneva Drive and Mulholland Drive, and Sepulveda Blvd. and Skirball Center Drive, are expected to operate at LOS E or F in the A.M. peak hour. These intersections during the P.M. peak hour and the remaining study intersections during both the A.M. and P.M. peak hours are expected to continue operating at LOS D or better, with the exception of the High School Exit and Mulholland Drive, which is expected to operate at LOS E during the P.M. peak hour.



Not to scale

Source: Linscott Law & Greenspan Engineers

Figure 23
Project Traffic Volumes
AM Peak Hour



Not to scale

Source: Linscott Law & Greenspan Engineers

Figure 24
Project Traffic Volumes
PM Peak Hour

Table 18

**SUMMARY OF VOLUME-TO-CAPACITY RATIOS AND LEVELS OF SERVICE
A.M. AND P.M. PEAK HOURS**

No.	Intersection	Peak Hour	[1] Year 2004 Existing		[2] Year 2007 with Ambient Growth		[3] Year 2007 with Related Projects		[4] Year 2007 with Proposed Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Mulholland Drive and Calneva Drive	A.M.	0.907	E	0.934	E	0.962	E	0.967	E
		P.M.	0.751	C	0.774	C	0.802	D	0.793	C
2	Sepulveda Boulevard and Skirball Center Drive	A.M.	1.024	F	1.058	F	1.064	F	1.064	F
		P.M.	0.778	C	0.805	D	0.828	D	0.821	D
3	I-405 SB On/Off Ramps and Skirball Center Drive	A.M.	0.559	A	0.579	A	0.590	A	0.591	A
		P.M.	0.464	A	0.481	A	0.503	A	0.495	A
4	Skirball Center Drive and I-405 NB On/Off Ramps	A.M.	0.508	A	0.526	A	0.545	A	0.544	A
		P.M.	0.504	A	0.522	A	0.551	A	0.544	A
5	Skirball Center Drive and Mulholland Drive ^a	A.M.	0.766	C	0.792	C	0.672	B	0.675	B
		P.M.	0.577	A	0.598	A	0.542	A	0.539	A
6	Mulholland Drive and Casiano Road	A.M.	0.558	A	0.578	A	0.629	B	0.627	B
		P.M.	0.452	A	0.468	A	0.527	A	0.521	A
7	Walt Disney Drive and Mulholland Drive	A.M.	0.643	B	0.665	B	0.687	B	0.747	C*
		P.M.	0.505	A	0.523	A	0.568	A	0.591	A
8	Zeldins Way (inbound) and Mulholland Drive	A.M.	0.696	B	0.720	C	0.743	C	0.804	D*
		P.M.	0.529	A	0.548	A	0.592	A	0.543	A
9	High School Exit and Mulholland Drive	A.M.	1.000	F	1.030	F	1.058	F	1.052	F
		P.M.	0.923	E	0.950	E	1.005	F	0.984	E

^a Level of Service calculations for the Skirball Center Drive/Mulholland Drive intersection incorporate improvements to be constructed at the intersection prior to 2007 by Stephen S. Wise Temple.

* Denotes a significant impact.

Source: Linscott, Law & Greenspan Engineers, May 4, 2005.

The Levels of Service at the study intersections are incrementally increased by the addition of traffic generated by the related projects listed in Table 1 on page 68 in Section III, General Description of Environmental Setting. It should be noted that the intersection improvements at the Skirball Center Drive intersection with Mulholland Drive (Intersection No. 5) associated with the Stephen S. Wise Temple High School (i.e., the conversion of the eastbound right-turn lane on Mulholland Drive to a free-flow right turn only lane and the widening of Skirball Center Drive south of Mulholland Drive to provide two southbound through lanes on Skirball Center Drive) were included as part of the 2007 With Related Projects conditions.

As presented in Column [3] of Table 18, service level conditions for year 2007 with related projects are somewhat similar to those with ambient growth. Traffic levels would be LOS F in the A.M. and the P.M. peak hour for the High School Exit and Mulholland Drive; LOS E or F in the A.M. peak hour for Calneva Drive and Mulholland Drive and Sepulveda Blvd. and

Skirball Center Drive; LOS D or better for these intersections during the P.M. peak hour, and all of the remaining intersections during both the A.M. and P.M. peak hours.

Analysis of Project Impacts. The impacts of the project were determined by adding the project trips during the A.M. and P.M. peak hours to those that would occur during the future 2007 condition without the project. The increment of change was then compared to the significance threshold to determine whether the impacts would be significant.

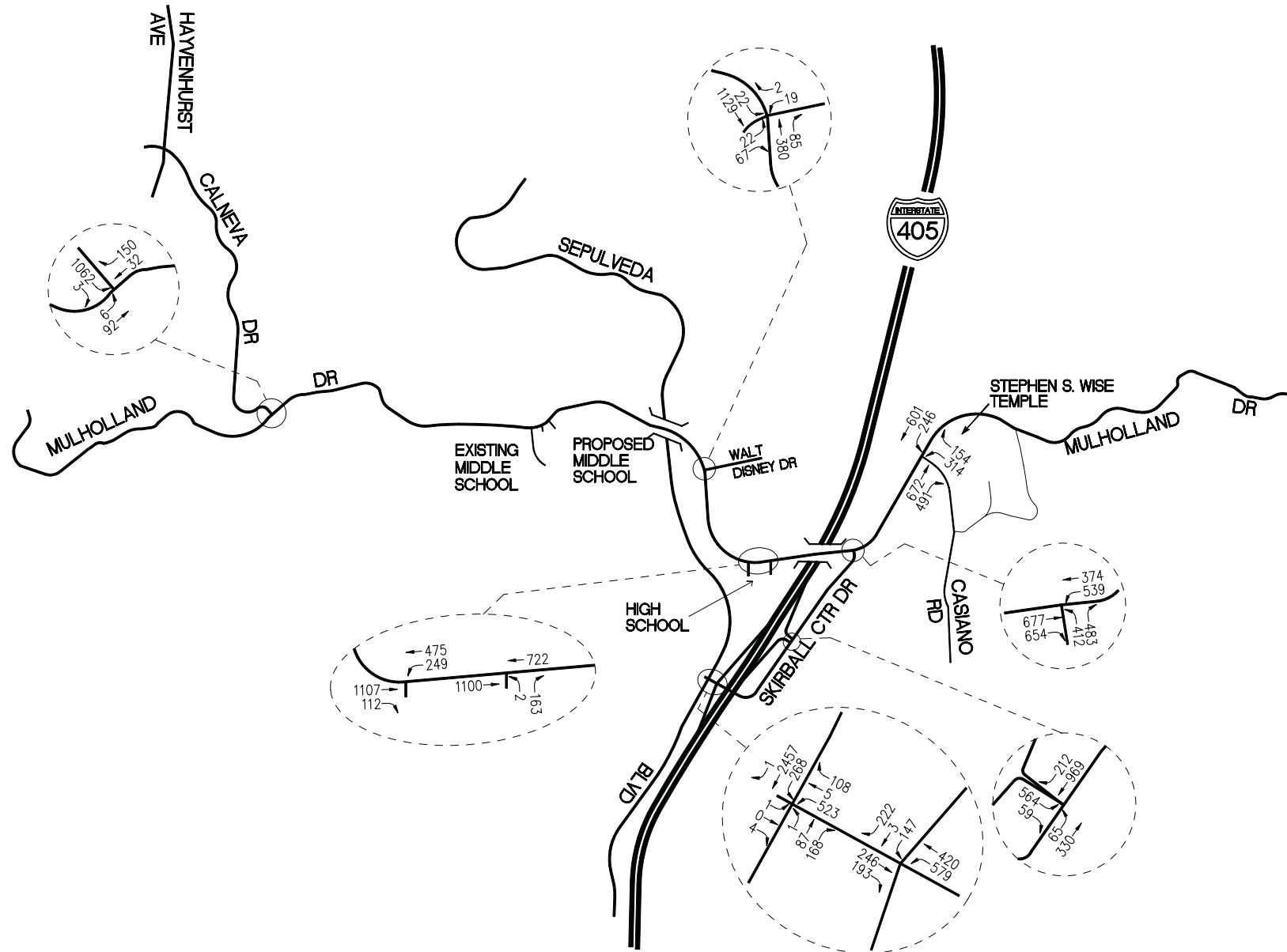
As shown in Column [4] of Table 18, application of the City's threshold criteria to the With Proposed Project scenario indicates that two of the study intersections, Walt Disney Drive and Mulholland Drive, and Zeldins Way and Mulholland Drive, are anticipated to be significantly impacted by the proposed project during the A.M. peak hour. Therefore, mitigation is proposed to reduce these impacts to a less than significant level. While the project impact is significant due to the size of the project increment, it may be noted that the intersection of Walt Disney Drive and Mulholland Drive would operate at an LOS C level (i.e. Good Operating Conditions) or better; and the intersection of Zeldins Way and Mulholland Drive would operate at LOS D level (i.e., Fair Operating Conditions) or better. As indicated in Table 18, incremental but not significant impacts are noted at the remaining study intersections.

The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the A.M. and P.M. peak hours are displayed in Figure 25 and Figure 26 on pages 259 and 260, respectively.

(2) CMP Analysis

The Congestion Management Program (CMP) is a State-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. In Los Angeles County, the CMP is administered by the Los Angeles County Metropolitan Transportation Authority.

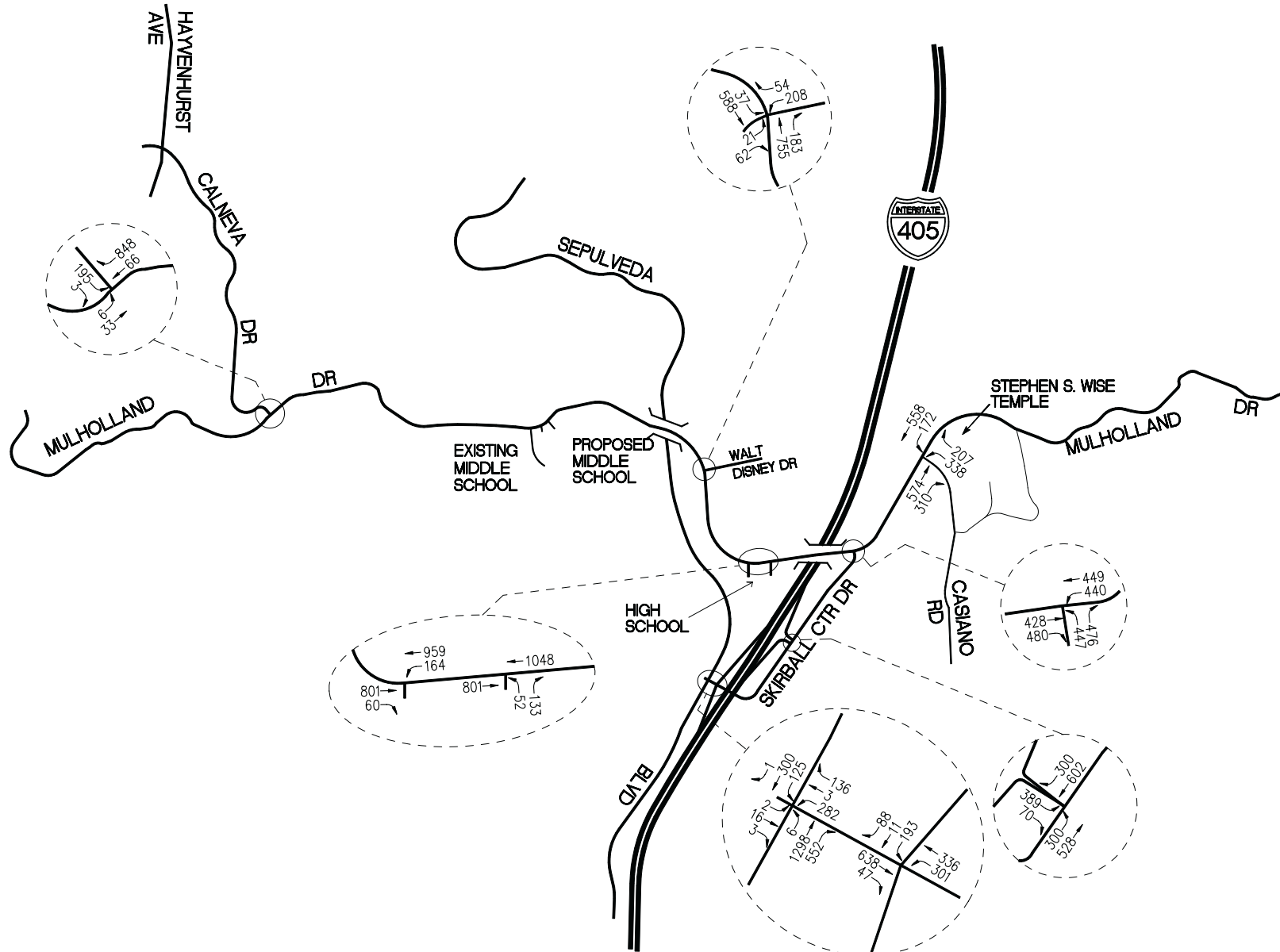
As required by the 2002 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2002 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, June 2002.



Not to scale

Source: Linscott Law & Greenspan Engineers

Figure 25
Future with Project Traffic Volumes
AM Peak Hour



Not to scale

Source: Linscott Law & Greenspan Engineers

Figure 26
Future with Project Traffic Volumes
PM Peak Hour

(a) Intersections

As required by the 2002 Congestion Management Program for Los Angeles County, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. The CMP TIA guidelines require that intersection monitoring locations must be examined if a proposed project will add 50 or more trips during either the A.M. or P.M. weekday peak hours (of adjacent street traffic) to the named CMP arterial monitoring intersection. Because there are no CMP arterial monitoring intersections in the vicinity of the proposed project, no further review of potential impacts to intersection monitoring locations which are part of the CMP highway system is required.

(b) Freeways

The CMP freeway monitoring location in the project vicinity has been identified at I-405 south of Mulholland Drive.

The CMP TIA guidelines require that freeway monitoring locations must be examined if a proposed project will add 150 or more trips (in either direction) during the A.M. or P.M. weekday peak hours. The proposed project would not add 150 or more trips (in either direction) during either the A.M. or P.M. weekday peak hours to the CMP freeway monitoring location, which is the threshold for preparing a traffic impact assessment as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

(c) Transit

As required by the 2002 Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. The project trip generation, as shown in Table 16 on page 244, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Per the CMP guidelines, the proposed project is forecast to generate a demand of one transit trip (one inbound trip and no outbound trips) during the weekday A.M. peak hour. Similarly, during the weekday P.M. school peak hour, the proposed project is anticipated to generate a net reduction of four transit trips (a reduction of two inbound trips and two outbound trips). Over a 24-hour period the proposed project is forecasted to generate a reduction of 17 daily transit trips. The calculations are as follows:

- A.M. Peak Hour Trips = 10 H 1.4 H 3.5 percent = 1 Transit Trip
- P.M. Peak Hour Trips = (70) H 1.4 H 3.5 percent = (4) Transit Trips

- Daily Trips = $(340) \times 1.4 \times 3.5 \text{ percent} = (17) \text{ Transit Trips}$

It is anticipated that the existing transit service in the project area would adequately accommodate the project generated transit trips. Thus, given the minimal number of generated transit trips, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project. Impacts would not cause a substantial increase on the ridership of any bus lines operating in excess of their capacity. Impacts on public transit would be less than significant.

(3) Local Neighborhood Streets Analysis

In order to address the issue of non-residential traffic using local streets in neighborhoods adjacent to the proposed project site, one street segment located near the project site has been analyzed for potential significant impacts. The street segment listed below has been selected for analysis by LADOT:

1. Calneva Drive north of Mulholland Drive

Automatic 24-hour machine traffic counts were conducted on Tuesday, May 6, 2003, for the analyzed street segment. To reflect year 2004 existing conditions, the 24-hour machine traffic counts were adjusted by 1 percent per year to reflect year 2004 existing traffic volumes. Copies of the 24-hour machine counts are contained in the Traffic Study located in Appendix H of this EIR.

The forecast traffic conditions at the analyzed street segments for existing, future pre-project and future with project scenarios are summarized in Table 19 on page 263. The projected year 2004 traffic volumes were utilized to evaluate the existing conditions. As shown in Column [2] of Table 19, a 1 percent annual ambient growth rate through the year 2007 was conservatively added to the existing ADT volumes in order to estimate future pre-project traffic volumes.

As presented in Column [5] of Table 19, the proposed project daily trips would result in lower traffic volumes on the analyzed street segment. As shown in Table 19, application of LADOT's threshold criteria for residential street segment analysis indicates that the proposed project is not anticipated to significantly impact any of the analyzed residential street segments. Therefore, no mitigation measures are required or recommended to reduce the project-related significant impacts to levels that are less than significant.

Table 19

NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY

No.	Street Segment	[1] 2004 Existing 24-Hour Volume ^a	[2] Year 2007 with Ambient Growth & Related Projects ^b	[3] Proposed Project Dist. % ^c	[4] Daily Project Buildout Trip Ends ^d	[5] Year 2007 Total ADT with Buildout [(2)+(4)] ^e	[6] Percent ADT Increase with Project ^f	[7] Segment Impact ^g
1	Calneva Drive north of Mulholland Drive	9,507	9,792	20.0%	(68)	9,724	-0.7%	No

^a 24-hour machine counts conducted by LADOT on Tuesday, May 7, 2003. Copies are contained in Appendix C. The year 2003 traffic volume was adjusted by 1 percent per year to reflect existing year 2004 conditions.

^b An ambient growth rate of 1 percent per year was assumed to derive the year 2007 volume. Includes traffic from related projects expected to utilize this residential street segment.

^c Total distribution of inbound and outbound daily project traffic at the analyzed street segment.

^d Project build-out daily trip ends include inbound and outbound trips based on net reduction of 340 daily trips.

^e Total of columns [2] and [4].

^f The ADT percentage increase due to project traffic was calculated by dividing [4] by [5].

^g According to LADOT's Traffic Study Policies & Procedures, Revised March, 2002, page 9: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Source: Linscott, Law & Greenspan Engineers, May 4, 2005

(4) Site Access

(a) Consolidated Middle School/High School Site

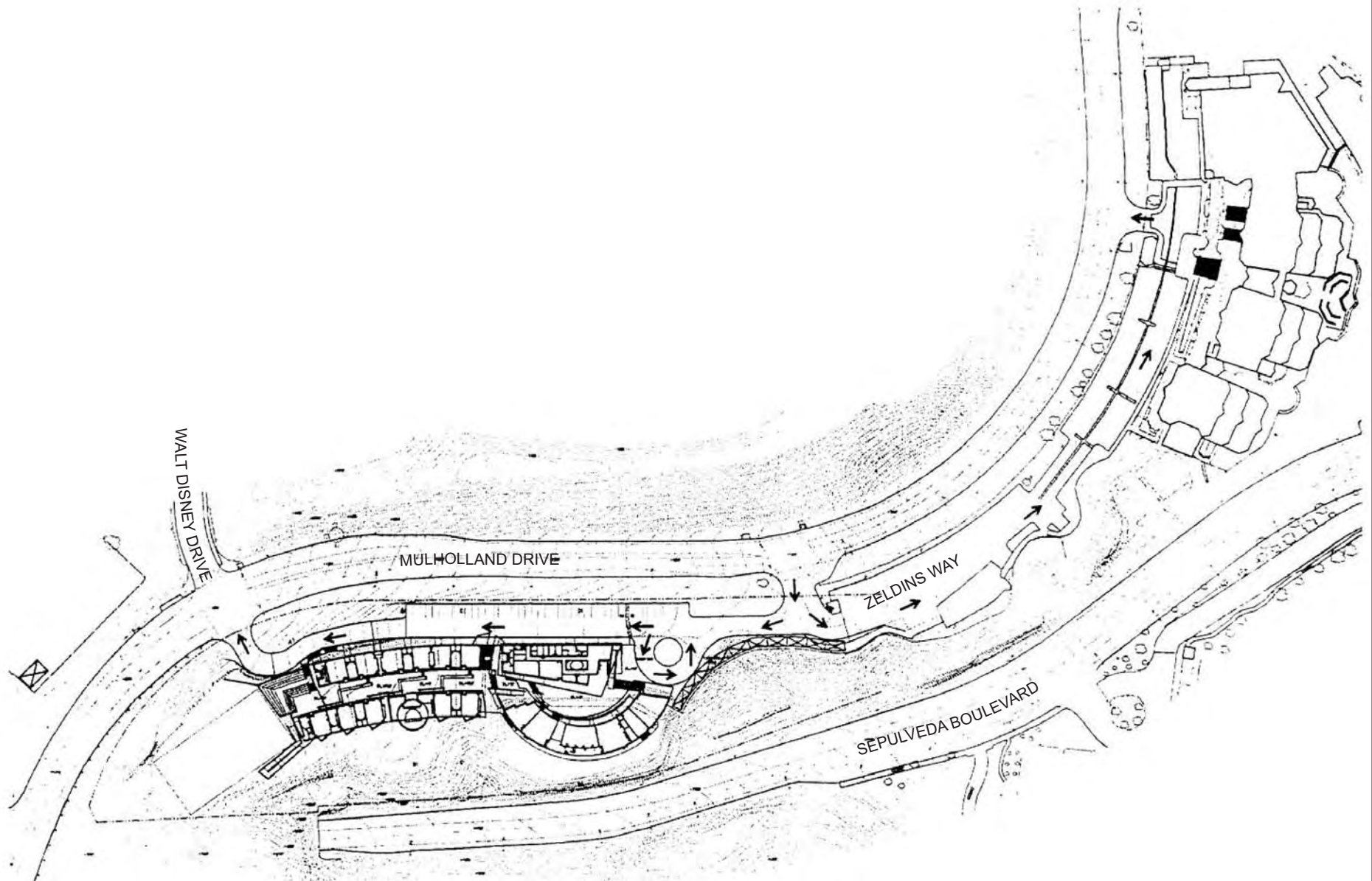
(i) Site Access Provisions

Access to and from the relocated Middle School facility would be provided via ingress at the existing Zeldins Way intersection and egress at a proposed driveway on Mulholland Drive opposite Walt Disney Drive, as shown in Figure 27 on page 265. The egress driveway for the Middle School would become the southern leg of the Walt Disney Drive and Mulholland Drive intersection to form a four-way intersection. Modification to the existing traffic signal at the Walt Disney Drive and Mulholland Drive intersection is proposed to incorporate the driveway (southern leg) into the traffic signal. Middle School traffic would enter the site at Zeldins Way, proceed west through the Middle School parking area, and exit at the proposed driveway opposite Walt Disney Drive. No vehicle entry would be permitted at the proposed driveway opposite Walt Disney Drive. Student drop-off and pick-up is proposed to occur at the westerly end of the Middle School site. School staff would assist in safely directing students between the school and passenger vehicles. A secondary circular drop-off area is planned to be provided toward the eastern end of the site to facilitate drop-off and pick-up activity during off-peak periods. Vehicular access for the High School would not change. Additionally, the existing exit driveway that services the High School at the most easterly end of the consolidated site would remain. On-site parking at the relocated Middle School would accommodate approximately 42 parking spaces in a surface parking area.

Further, it is proposed that the traffic signal at Walt Disney Drive and Mulholland Drive operate in a “split phase” phasing sequence for the Curtis School and relocated Middle School approaches such that a “green” indication would be provided for the Curtis School exiting traffic, followed by a green indication for the Middle School traffic. With this operation, the existing double left-turn lane facilitating traffic exiting the Curtis School on Walt Disney Drive can be maintained. As previously discussed, the start and dismissal times of the Middle School and High School (7:30 A.M. start time and 2:30 P.M. dismissal time) would avoid conflict with the Curtis School (8:30 A.M. start time and 3:10 P.M. dismissal time) and its drop-off and pick-up operations.

Additional circulation enhancements to facilitate the traffic movements at the Walt Disney Drive and Mulholland Drive and the Zeldins Way and Mulholland Drive intersections have been discussed with LADOT. These enhancements include the following:

- Design and construct improvements to the existing paved roadway, as well as provide new pavement as needed on Mulholland Drive beginning at a point west of the



Scale not provided

Source: Linscott, Law & Greenspan, Engineers

Figure 27
Project Access-
Ingress at Zeldins Way/
Egress at Walt Disney Drive

proposed Middle School egress driveway/Walt Disney Drive intersection and extending easterly to a point east of the Zeldins Way intersection. The purpose of the enhanced pavement is to allow for the striping of an extended turn lane on eastbound Mulholland Drive at the Walt Disney Drive/Mulholland Drive and Zeldins Way/Mulholland Drive intersections to safely and efficiently accommodate vehicular turning movements to and from the proposed Middle School. The extended turn lane on eastbound Mulholland Drive would also benefit turning movements to and from the existing High School, as well as the Curtis School. The extent of the pavement widening would vary (exclusive of tapers) from approximately 6 feet to a maximum of approximately 12 feet.

- Under a second enhancement, the Middle School would volunteer to design and construct improvements to the existing exit driveway of the Curtis School corresponding to the southbound Walt Disney Drive approach to the Mulholland Drive intersection so as to provide three exit lanes (e.g., two left-turn lanes and one right-turn lane). As the improvements would occur both on private property and within the public right-of-way, this construction would require approval from the Curtis School, as well as the City of Los Angeles. The improvements would require widening of Walt Disney Drive on the north side of Mulholland Drive by approximately 10 feet on either the east or the west side of the roadway.

These enhancements are not currently part of the project design, nor are they required to mitigate the impacts of the proposed project. However, subject to further analysis and discussion, these improvements may be incorporated into the design of the access locations at a later date.

(ii) Access Operations

The operations levels that would occur at the project's two access locations are shown in the intersection analysis, Table 18 on page 257. As shown in Column 4, of Table 18, with project implementation, Walt Disney Drive and Mulholland Drive would operate on LOS C in the A.M. peak hour and LOS A in the P.M. peak hour. Zeldins Way and Mulholland Drive would operate at LOS D in the A.M. peak hour and LOS A in the P.M. peak hour.

As discussed in the Thresholds Subsection above, impacts regarding a project's access are considered significant if the intersections providing site access are operating at LOS E or LOS F during the A.M. or P.M. peak hour. Since the access operations for the projects access locations would operate at better service levels, impacts with regard to access operations would be less than significant. However, it may be noted that the intersection analysis presented in Table 18 concluded that project impacts at these locations would be significant and would require mitigation on the basis of the increment of new traffic. The mitigation measure that

would reduce impacts at these intersections to levels that are less than significant would also enhance access operations. Further analysis of access conditions at the intersection of Walt Disney Drive and Mulholland Drive is provided in Appendix H, Traffic Impact Study.

(iii) Sight Distance Analysis

All of the project's access design features would be designed to meet all applicable safety standards. Appropriate roadway geometrics relative to lane-widths, lane transitions, turn pockets and driveway spacing and distances would be provided. Therefore, the project would not create visibility obstructions. Notwithstanding, the project would provide access at the end of a bend in Mulholland Drive that lies just east of the proposed access at Walt Disney Drive. Safe travel conditions in the vicinity of the bend require that eastbound travelers on Mulholland Drive and travelers exiting the project site to travel eastbound on Mulholland Drive have sufficient views to ensure that their movements do not encroach upon one another. Therefore, a sight distance analysis was performed regarding the potential project impacts regarding access safety. The analysis is presented in Figure 28 on page 268.

As indicated in Figure 28, sights to and from the intersection occur over the Mulholland Drive right-of-way and the project site. Sight distances are sufficient and sightlines clear enough to provide safe operations, provided vegetation does not block views. If vegetation were to block the visibility, a significant impact could occur. Accordingly, a mitigation measure is proposed to limit vegetation in the view area to a maximum of 42 inches in height.

(b) Athletic Field Site

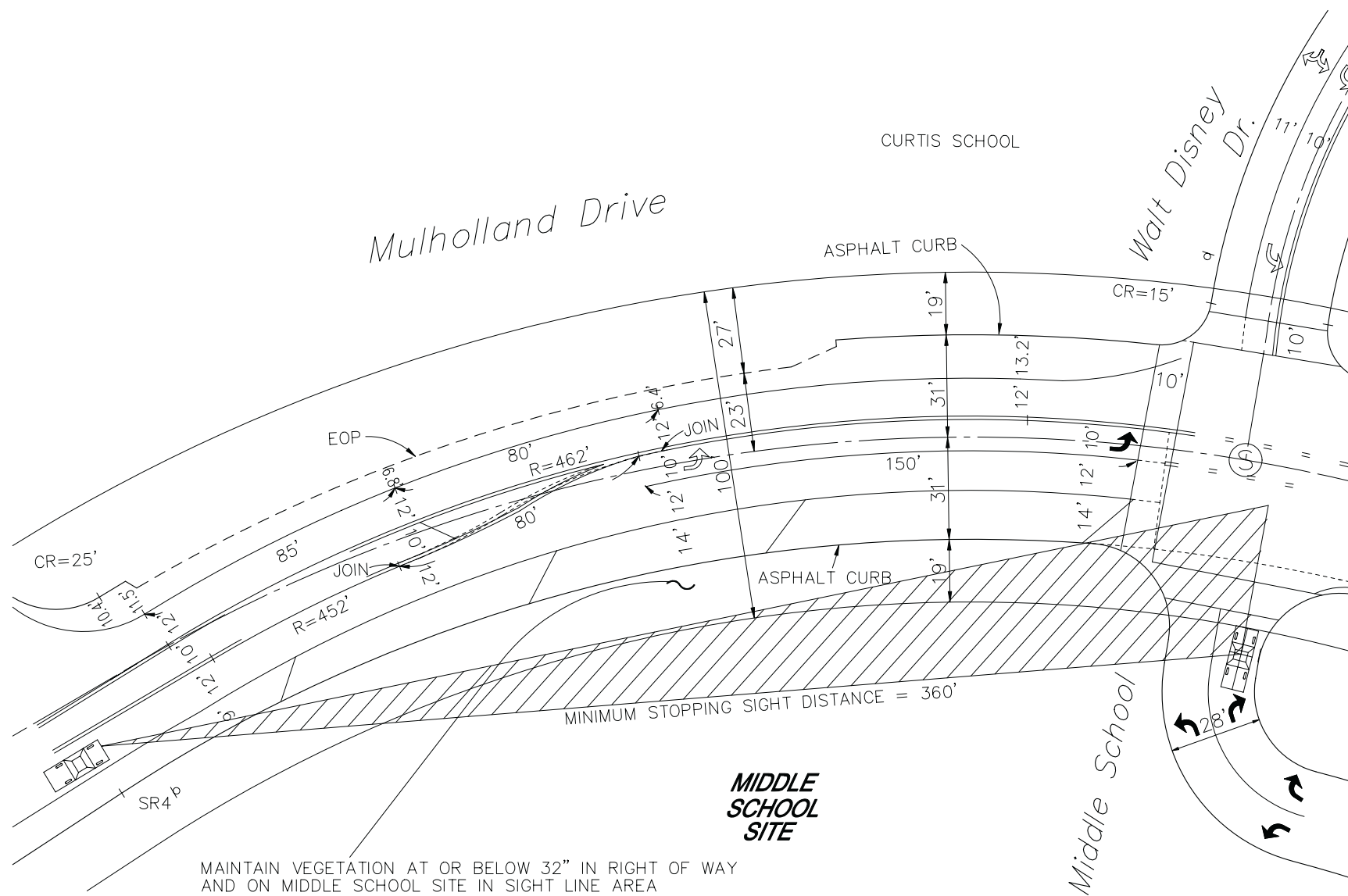
Access to the Athletic Field site is planned to be provided via the existing access point along Mulholland Drive that currently serves the existing Nursery School. This existing access point would continue to provide sole access to this site. Access conditions would not be changed from the existing conditions. The number of vehicles entering the site would be reduced. For example, Table 17 on page 253 shows that during a typical weekday, the existing Nursery School generated 234 A.M. peak-hour trips (124 inbound, 110 outbound) and 249 P.M. peak-hour trips (117 inbound, 132 trips outbound). By comparison, the trip generation of the Athletic Field site would be substantially less (e.g., approximately 20 peak-hour trips during the A.M. and P.M. peak hours) than the Nursery School.

(5) Construction Impacts

The proposed project would require mass grading at both the Middle School and Athletic Field sites. After completion of the initial phase of construction grading, final grading and structure construction would begin on the newly created pads. As noted in Section II, Project

Source: Linscott, Law & Greenspan, Engineers

Figure 28
Sight Distance Analysis



Description, construction on the Middle School site and the Athletic Field site would occur sequentially, not simultaneously.

Grading would require the removal of 29,200 cubic yards of material from the Middle School site. Subsequently, grading on the Athletic Field site would require the removal of 1,400 cubic yards of material. Approximately 500 cubic yards of material per day would be removed from the Middle School site or Athletic Field site during peak grading activities. Based on the amount of material to be removed from the respective project sites, this would require approximately 59 days of export from the Middle School site and 3 days of export from the Athletic Field site. As previously stated, grading and the resultant export of material from the Middle School site and Athletic Field site would not occur simultaneously. As noted in Section II., Project Description, it is possible that much of the material exported from the Middle School and Athletic Field sites would be transported to and utilized at the nearby Bel Air Presbyterian Church property located on the south side of Mulholland Drive, just west of the Athletic Field site. If such an arrangement is made, the effect of project-related material export to the area roadway system would be generally limited to the segment of Mulholland Drive between the Church property and the respective Middle School and Athletic Field sites. However, if such material is not transported to the Church property, it would instead be transported to landfill(s) accepting such material utilizing the local and regional roadway system. As there is some uncertainty related to the transport of project-related export material to the Church property, this analysis has been prepared in a conservative (i.e., “worst case”) manner to assume that all export material will be transported utilizing the local and regional roadway system to landfill(s) or other off-site facilities established to accept such material.

The equipment staging area and construction worker parking during the initial phases of construction grading for the Middle School site during its construction period, and the Athletic Field site during its construction period would occur along Mulholland Drive adjacent to the respective project sites. After the start of construction grading, the equipment staging and construction worker parking areas for the Middle School and Athletic Field sites would be moved on site as space allows. For the Middle School site, the total construction time period from preliminary demolition/grading to the issuance of a temporary Certificate of Occupancy of the project site is estimated at 18 months. Following completion of the Middle School site, the total construction time period for the Athletic Field site from preliminary demolition/grading to construction completion is estimated at five months.

Impacts Resulting from Construction Traffic Trip Generation—Construction Grading and Material Export

Heavy construction equipment would be located on the respective Middle School and Athletic Field sites during grading activities and not travel to and from the project sites on a daily basis. However, truck trips would be generated by the project sites during the grading period so

as to remove material from the Middle School and Athletic Field sites during their respective construction periods. The project applicant anticipates that tandem trucks with the capacity to carry 14 cubic yards of material per truck would be used during the export period. Truck traffic would be limited to weekdays from 9:00 A.M. to 2:30 P.M. so as to not conflict with peak commuter traffic and school-related traffic along the Mulholland Drive corridor. During peak grading and export activities, up to 40 roundtrips of trucks per day are anticipated. Based on a 5.5-hour workday for export, this averages to less than eight truck trips per hour (roundtrips), an amount that would be less than significant. As previously stated, grading and the resultant export of material from the Middle School site and Athletic Field site would not occur simultaneously, thus no more than 40 roundtrip truck trips per day related to material export would be generated during the peak grading period.

Trucks are expected to carry the export material to receptor sites located north of the project site. Therefore, the trucks traveling between the Middle School site or Athletic Field site and the I-405 freeway would utilize Mulholland Drive, Skirball Center Drive, and the I-405 freeway ramps (southbound off-ramp for inbound trips, northbound on-ramp for outbound trips). No permits are expected to be required from Caltrans for travel on the State highway system by trucks exporting material from the project site.

Impacts Regarding Construction Staging: As described above, the construction program for the project has been developed to minimize staging of activities on Mulholland Drive, and limit potential interference of traffic on Mulholland Drive. Nonetheless, construction impacts typically have the potential to interfere with off-site traffic conditions. While the proposed project does not include extra-ordinary construction activities, because of the amount of excavation, and the estimated duration of construction activities, it has been conservatively assumed that disruptions of traffic due to construction activities may on occasion rise to levels that would be considered to constitute a substantial inconvenience by local travelers and neighbors. Therefore, such impacts have been identified as potentially short-term significant impacts prior to mitigation. Mitigation measures are provided below to reduce potential impacts to a level that is less than significant.

Impacts Resulting from Construction Traffic Trip Generation—Final Grading and Structure Construction

Activities related to final grading and structure construction on the newly created pads at the Middle School site and at the Athletic Field site would generate a higher number of vehicles trips as compared to the construction grading and material export period. Thus, the greatest potential for impact on the adjacent street system would occur during the final grading/structure construction period at the Middle School site. During the final grading and structure construction period, it is assumed that a work force of 50 construction workers would be necessary during the peak construction phases. Similar conditions would occur at the Athletic

Field site during its final grading and structure construction period, although the anticipated number of construction workers would likely be less as compared to the Middle School site.

Construction workers are expected to typically arrive at either the Middle School site or Athletic Field site before 7:00 A.M. and most depart at or before 5:00 P.M. These construction work trips would occur outside of the peak hour of traffic during the respective weekday morning and afternoon peak hours of traffic on the local street system. As shown in the traffic study, the peak hours of traffic at the study intersections primarily occur between 8:00 and 9:00 A.M. in the morning commuter period and between 3:00 and 4:00 P.M. in the afternoon commuter period. The arrival and departure of construction workers at both the Middle School site and the Athletic Field site will be monitored so as to avoid travel on the local street system during these commuter peak hours. It is anticipated that construction workers would remain on site through the day.

The number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 persons per vehicle (as provided in the South Coast Air Quality Management District in its *CEQA Air Quality Handbook*). Therefore, it is estimated that approximately 44 inbound trips and 44 outbound trips on a daily basis would be generated by the construction workers during the peak construction phases at the Middle School site, with less workers at the Athletic Field site.

In addition to construction worker vehicles, additional trips may be generated by miscellaneous trucks traveling to and from the project site. These trucks may consist of larger vehicles delivering equipment and/or construction materials to the project site, or smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors. During peak construction phases, it is estimated that approximately 20 round-trips (i.e., 20 trips inbound, 20 trips outbound) would be made by miscellaneous trucks.

Taken together, the construction worker vehicles and miscellaneous trucks are forecast to generate 128 vehicle trips per day (64 inbound, 64 outbound) during peak construction phases at the Middle School site during its construction period. The number of construction-related vehicles generated by construction at the Athletic Field site would likely be less than the Middle School site due to an anticipated smaller number of construction workers required. The daily trips generated to and from the Middle School project site during the peak construction phase are approximately 15 percent of the 840 net new daily trips generated by the project. Further, in consideration of the removal of the peak hour and daily trips generated by the prior Nursery School operated by the project applicant on the Athletic Field site, the construction activities are not forecast to generate any net new trips onto the local street system. Therefore, the traffic impacts associated with construction activities are determined to be less than significant. As previously noted, travel to and from the Middle School site and Athletic Field site by trucks during the construction grading phase, as well as by construction workers during the final

grading/structure construction phase are expected to occur outside of the peak hours of traffic volume on Mulholland Drive associated with commuter and school traffic.

(6) Parking Impacts

(a) Middle School Site

Approximately 42 parking spaces would be provided on the Middle School site. The 42 parking spaces are expected to adequately serve the day-to-day parking needs generated by the approximately 30 faculty and administrators anticipated to operate the school, as well as occasional visitors (e.g., parents, vendors, etc.). The parking spaces are not needed to facilitate the student drop-off and pick-up operations. Parking for special events at the Middle School (e.g., Back to School Night) that cannot be completely accommodated by the on-site parking supply would be augmented through the use of nearby off-campus parking facilities (e.g., at the High School, the Skirball Center and/or the Stephen S. Wise Temple) in manner similar to the operation of the existing High School. Therefore, the project would meet demand for parking, either through its on-site spaces or availability of off-site parking during special events. Impacts would be less than significant.

(b) Athletic Field Site

Approximately 26 parking spaces would be provided on the Athletic Field site. The 26 parking spaces are expected to be adequate to accommodate the parking demand generated by the Athletic Field site. The primary mode of transport for students between the consolidated Middle School/High School site and the Athletic Field site is via shuttle buses operated by the schools. However, some students may drive and be authorized to park at the Athletic Field site related to after school activities. Also, some parents may pick-up students at the Athletic Field site following the completion of after-school activities. For special events that may be conducted at the Athletic Field site (e.g., Purim carnival), parking that cannot be completely accommodated by the on-site parking supply would be augmented through the use of nearby off-site parking facilities (e.g., at the Consolidated Middle School/High School site, the Skirball Center and/or the Stephen S. Wise Temple) in manner similar to the operation of the existing High School. Therefore, the project would meet demand for parking, either through its on-site spaces or availability of off-site parking during special events. Impacts would be less than significant.

3. CUMULATIVE IMPACTS

Cumulative effects of traffic have been incorporated into the above analysis for the proposed project's impacts on roadway/intersection operations, neighborhood streets and access

operations. Consequently, impacts of cumulative growth are already incorporated in the traffic models for each project and are equivalent to those indicated for the “Future With Ambient Growth” conditions column in Table 18 on page 257. Impacts pertaining to the safety of site access are localized impacts, and would contribute with related projects to cumulative effects. Construction of a permanent school facility at the Bel Air Presbyterian Church (i.e., on the site of the existing Stephen S. Wise Middle School) would require the temporary removal of this school operation. Therefore, traffic generated due to construction activities on the Church property would likely be substantially less than current traffic generated by the existing school operation in the temporary structures. Thus, the project would not contribute to a cumulative impact related to construction. The project’s parking impacts are localized and would be fully addressed by the project. Therefore, the project would not contribute to a cumulative impact on parking.

4. MITIGATION MEASURES

The above analysis identified potentially significant impacts, prior to mitigation, with regard to intersections operations, construction impacts, and access (sight distance). Mitigation measures are provided for each of these conditions.

Mitigation Measure I-1: The project applicant shall implement a Transportation Demand Management (TDM) program for the Middle School project, operated in conjunction with the existing TDM program for the High School. Required elements of the TDM program shall include offering bus service for students, as well as requiring that all adult-driven and student-driven vehicles entering the campus for student drop-off or pick-up be part of a carpool registered with the High School administration. Ride-share targets shall be established at 3.3 students per student-driven carpool and 2.3 students per adult-driven carpool. Also, the existing satellite parking program shall be expanded to permit up to 90 student-driven vehicles to park off site at the Skirball Center East Lot or the Stephen S. Wise Temple.

Mitigation Measure I-2: Prior to the issuance of construction permits, the developer shall prepare a Work Area Traffic Control Plan that at a minimum shall include the following provisions:

- Excavation resulting in the export of material on the Middle School site and the Athletic Field site shall not occur simultaneously.
- The applicant shall provide a five-day written notice to all residents and institutions within a 500-foot radius of the Middle School site and the Athletic Field site apprising them of the commencement date and anticipated schedule of planned grading, excavation and construction

activities. This notice shall include the name and telephone number of a person for the applicant that may be contacted to register questions or concerns.

- Construction personnel and construction-related vehicles shall not park on any off-site street, with the exception of the early stages of the construction grading period.
- As needed, construction personnel shall be positioned at the Mulholland Drive entry to the Middle School site and Athletic Field site to safely facilitate the entry and exit of large trucks.
- The hours of excavation and construction, except interior finish work and installations, shall be limited to the period of 7:00 A.M. to 5:00 P.M., Monday through Friday, excluding holidays.
- The hours of hauling shall be limited to the period of 9:00 A.M. to 2:30 P.M., Monday through Friday, excluding holidays.
- Construction-related vehicles shall arrive at the site no earlier than 6:30 A.M. Actual construction activities may begin no earlier than 7:00 A.M. Construction worker vehicles shall exit the property by 5:30 P.M. Construction worker vehicles shall avoid travel to and from the site between 8:00 A.M. and 9:00 A.M., and between 3:00 P.M. and 4:00 P.M. This condition does not apply to construction personnel engaged in supervisory, administrative or inspection activities.

Mitigation Measure I-3: Sightline visibility shall be maintained in the sightline area identified in the Sight Distance Analysis by maintaining vegetation in the right-of-way and project site at or below a height of 42 inches above Mulholland Drive.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

No potentially significant impacts were identified with regard to CMP impacts, neighborhood street impacts, site access impacts during project operations, construction traffic impacts, or parking impacts. No mitigation measures were required.

Potentially significant impacts prior to mitigation were identified for intersection operations, site access (sight distance), and construction impacts regarding potential interference of construction vehicles with traffic. The mitigation measure regarding implementation of a

TDM would reduce the potentially significant impacts to intersection operations at Walt Disney Drive and Mulholland Drive and Zeldins Way and Mulholland Drive to levels that are less than significant, as shown in Table 20 on page 276.

Mitigation measures were also recommended to address the potentially significant impacts associated with site access (sight distance), and construction impacts associated with the potential interference of construction vehicles with traffic. In both cases the implementation of the recommended mitigation measures would reduce these potential impacts to levels that are less than significant.

Table 20

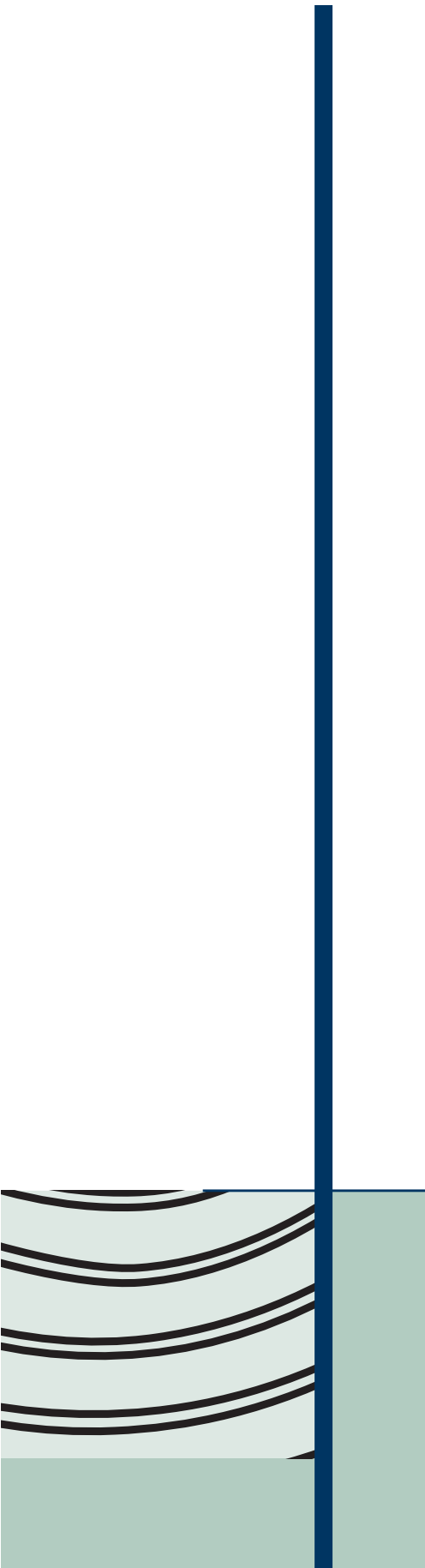
**SUMMARY OF POST MITIGATION VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE A.M. AND P.M. PEAK HOURS**

No.	Intersection	Peak Hour	[4] Year 2007 w/Proposed Project		Change V/C [(4)-(3)] ^a	Signif. Impact	[5] Year 2007 w/Mitigation		Change V/C [(5)-(3)] ^b	Mitigated
			V/C	LOS			V/C	LOS		
7	Walt Disney Drive and Mulholland Drive	A.M.	0.747	C	0.060	Yes	0.724	C	0.037	Yes
		P.M.	0.591	A	0.023	No	0.591	A	0.023	—
8	Zeldins Way and Mulholland Drive	A.M.	0.804	D	0.061	Yes	0.768	C	0.025	Yes
		P.M.	0.543	A	-0.049	No	0.543	A	-0.049	—
9	High School Exit and Mulholland Drive	A.M.	1.052	F	-0.006	No	1.034	F	-0.024	—
		P.M.	0.984	E	-0.021	No	0.984	E	-0.021	—

^a The V/C change was calculated by subtracting the “Year 2007 V/C Ratio w/Proposed Project” from the “Year 2007 V/C Ratio w/Related Projects.” The Year 2007 V/C Ratio w/Related Projects is provided in the Intersection Analysis above.

^b The V/C change was calculated by subtracting the “Year 2007 with Mitigation” from the “Year 2007 w/Related Projects.” The Year 2007 V/C Ratio w/Related Projects is provided in the Intersection Analysis above.

Source: Linscott, Law & Greenspan Engineers, May 4, 2005.



V. ALTERNATIVES TO THE PROPOSED PROJECT

V. ALTERNATIVES TO THE PROPOSED PROJECT

A. INTRODUCTION

1. SUMMARY OF THE ALTERNATIVES

Under CEQA, the identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process. Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, the purpose of an environmental impact report is to identify alternatives to the project.

Direction regarding the definition of project alternatives is provided in CEQA Guidelines Section 15126.6(a) as follows:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”⁸⁷ The CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are analyzed.⁸⁸

In selecting project alternatives for analysis, potential alternatives should be feasible. CEQA Guidelines Section 15126.6(f)(1) states that:

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations,

⁸⁷ CEQA Guidelines Section 15126.6(b).

⁸⁸ CEQA Guidelines Section 15126.6(f).

jurisdictional boundaries,...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site”

CEQA Guidelines require the analysis of a “no project” alternative and an evaluation of alternative location(s) for the project, if feasible. In addition, based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.⁸⁹

As demonstrated within the Initial Study provided in Attachment A, the City of Los Angeles has determined that the project would not have the potential to cause significant impacts in the following areas: agricultural resources, historic resources, hazardous materials, mineral resources, population/housing, recreation, public services, and utilities. The analysis of the proposed project’s impacts within this EIR demonstrates that implementation of the project would result in less than significant environmental impacts associated with aesthetics, views, light and glare, air quality (during operation), biological resources, cultural resources, geology/seismic hazards, hydrology, land use, noise (during operation), and transportation and circulation. However, the construction phase of the project would result in significant and unavoidable impacts associated with short-term regional air emissions and noise.

The proposed project would have no other significant impacts after mitigation that would require consideration of alternatives under CEQA guidelines. However, the analysis of traffic impacts identified potentially significant traffic impacts at the intersections of Mulholland Drive/Walt Disney Drive and Mulholland Drive/Zeldins Way that would be mitigated to a less than significant level. Potential impacts on project access at the intersection of Mulholland Drive/Walt Disney Drive have been identified as an Area of Controversy in this EIR, and, therefore, alternate access to the project site has been evaluated to address this less than significant project impact.

Of the various alternatives available for evaluation, the process of selecting project alternatives to be analyzed in this EIR included an identification of the significant effects associated with the project, a review of the objectives established for the project (refer to Section II, Project Description, Subsection B., Statement of Project Objectives, in this EIR), as well as consideration of the General Plan designations and zoning applicable to the project site. Based on these factors the following alternatives to the proposed Stephen S. Wise Middle School project are evaluated herein:

- Alternative A: No Project/No Build

- Alternative B: Ingress and Egress at the Walt Disney Drive/Mulholland Drive intersection
- Alternative C: No Access at the Walt Disney Drive/Mulholland Drive intersection
- Alternative D: Alternative Site

Each of these Alternatives is described and evaluated below in this section. Also provided below is a discussion of alternatives that were considered but rejected including a reduced intensity alternative.

2. ANALYSIS FORMAT

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the project. Furthermore, each alternative is evaluated to determine whether the project objectives, identified in Section II, Project Description would be substantially attained by the alternative.⁹⁰ The evaluation of each of the Alternatives follows the process described below:

- a. The net environmental impacts of the alternative after implementation of reasonable mitigation measures are determined for each environmental issue area analyzed in the EIR.
- b. Post-mitigation significant and non-significant environmental impacts of the alternative and the project are compared for each environmental issue area. Where the net impact of the alternative would be clearly less adverse or more beneficial than the impact of the project, the comparative impact is said to be “less.” Where the alternative’s net impact would clearly be more adverse or less beneficial than the project, the comparative impact is said to be “greater.” Where the impacts of the alternative and project would be roughly equivalent, the comparative impact is said to be “similar.”
- c. The comparative analysis of the impacts is followed by a general discussion of whether the underlying purpose and basic project objectives are substantially attained by the alternative.

⁸⁹ CEQA Guidelines Section 15126.6(e)(2).

⁹⁰ CEQA Guidelines Section 15126.6(c).

Table 23 on page 281, provides a summary matrix that compares the impacts associated with the project with the impacts of each of the proposed alternatives.

Table 23

**COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES
AND IMPACTS OF THE PROPOSED PROJECT**

		Alternative A	Alternative B	Alternative C	Alternative D
	Project Impact ^a	No Project/No Build	Ingress/Egress at Walt Disney Drive	No Access at Walt Disney Drive	Alternative Site
<u>Aesthetics, Views, Light and Glare</u>					
– Aesthetics, Character	Less than Significant	No Impact (Less Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Similar Impact)
– Views	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)
– Light and Glare	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)
<u>Air Quality</u>					
– Construction	Significant & Unavoidable	No Impact (Less Impact)	Significant & Unavoidable (Somewhat Greater Impact)	Significant & Unavoidable (Somewhat Greater Impact)	Significant & Unavoidable (Similar Impact)
– Operation	Less than Significant	Less than Significant (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)
<u>Biological Resources</u>					
	Less than Significant with Mitigation	No Impact (Less Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Less Impact)
<u>Cultural Resources</u>					
– Archaeological Resources	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)
– Paleontological Resources	Less than Significant with Mitigation	No Impact (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)

Table 23 (Continued)

**COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES
AND IMPACTS OF THE PROPOSED PROJECT**

		Alternative A	Alternative B	Alternative C	Alternative D
	Project Impact ^a	No Project/No Build	Ingress/Egress at Walt Disney Drive	No Access at Walt Disney Drive	Alternative Site
<u>Geology/Seismic Hazards</u>	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)
<u>Hydrology/Surface Water Quality</u>	Less than Significant	Less than Significant (Greater Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Similar Impact)
<u>Land Use</u>					
–Regulatory Framework	Less than Significant	Less than Significant (Greater Impact)	Significant &Unavoidable (Greater Impact)	Significant& Unavoidable (Greater Impact)	Less than Significant (Greater Impact)
–Land Use Compatibility	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Greater Impact)
<u>Noise</u>					
– Construction	Significant and Unavoidable	No Impact (Less Impact)	Significant & Unavoidable (Greater Impact)	Significant & Unavoidable (Greater Impact)	Significant & Unavoidable (Similar Impact)
– Operation	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)
<u>Transportation & Circulation</u>					
– Site Access	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Significant and Unavoidable (Greater Impact)	Less than Significant (Similar Impact)
– Study Intersection LOS	Less than Significant with Mitigation	Less than Significant (Greater Impact)	Less than Significant with Mitigation (Less Impact)	Less than Significant with Mitigation (Less Impact)	Significant and Unavoidable (Greater Impact)

Table 23 (Continued)

**COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES
AND IMPACTS OF THE PROPOSED PROJECT**

		Alternative A	Alternative B	Alternative C	Alternative D
	Project Impact ^a	No Project/No Build	Ingress/Egress at Walt Disney Drive	No Access at Walt Disney Drive	Alternative Site
– Local Res. Street	Less than Significant	Less than Significant (Greater Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)	Less than Significant (Similar Impact)
– Construction	Less than Significant	No Impact (Less Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Somewhat Greater Impact)	Less than Significant (Similar Impact)
– Parking	Less than Significant	No Impact (Less Impact)	Less than Significant (Similar Impact)	Significant & Unavoidable (Greater Impact)	Less than Significant (Similar Impact)

Source: PCR Services Corporation, May 2005.

V. ALTERNATIVES TO THE PROPOSED PROJECT

B. ALTERNATIVE A: NO PROJECT ALTERNATIVE

1. DESCRIPTION OF THE ALTERNATIVE

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the Guidelines states that, “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” For purposes of this analysis, the No Project Alternative (Alternative A) assumes this condition. Under the No Project Alternative, the proposed project would not be approved, no new buildings would be constructed, and none of the existing facilities would be expanded or improved within the project sites. Thus, the physical conditions of the project sites would remain as they are today. The existing pre-school use by the Bel Air Presbyterian Church or other entity, which is proposed for use as athletic fields for the Consolidated Middle School/High School campus, would continue to function as a pre-school operating at permitted capacity (320 students at buildout and 290 students in the temporary structures). Under the No Project scenario, the lease held for the existing Middle School at the Bel Air Presbyterian Church would terminate, and the Stephen S. Wise Middle School would not continue to operate in any location. The existing Stephen S. Wise Middle School site, currently owned by the Bel Air Presbyterian Church, would be reoccupied as a 240-student middle school under the auspices of the Presbyterian Church or other entity unrelated to the Stephen S. Wise Middle School (Related Project No. 4).

2. ENVIRONMENTAL IMPACTS

a. Aesthetics, Views and Light and Glare

(1) Aesthetics

Under the No Project Alternative, no changes to the project site would occur, including the removal of oak trees or other vegetation. The proposed middle school, athletic field, balcony enclosures, and canopy would not be constructed and the four one-story modular structures housing the existing nursery/pre-school would remain. However, under this Alternative, the existing temporary buildings within the Athletic Field site would remain and would not be replaced with open space uses. Overall, aesthetic impacts under Alternative A would be less than those under the proposed project.

(2) Views

Under the No Project Alternative, no development would occur. As such, no effects associated with the Mulholland Scenic View Corridor or the existing hillside location of the proposed Middle School campus or athletic field would occur.. While the project would not result in significant impacts on views, view impacts under the No Project Alternative would be less when compared with the project.

(3) Light and Glare

Under the No Project Alternative, no new lighting would be added, including outdoor lighting for athletic fields. With the proposed project, shielded and directed lighting would be installed at the Consolidated Middle School/High School campus and pole-mounted lighting would be installed along the east and west sides of the playing areas of the athletic fields. Field lighting would be oriented to maximize light spread to the field area and would be directed away from off-site areas. In addition, exterior building materials would consist of integrally colored stucco, stone tile, heavy timber screens and sunshades and non-reflecting standing seam metal roofs. Thus, light and glare impacts under the proposed project would be less than significant. However, under the No Project Alternative, such impacts would be less when compared with the project.

b. Air Quality**(1) Construction**

As described in Section IV.B, Air Quality, construction activities associated with the proposed project, would exceed the SCAQMD daily emission thresholds for regional NO_x at the Middle School site after implementation of all feasible Mitigation Measures. Therefore, construction of the project would have a significant and unavoidable impact on regional air quality. As the No Project Alternative would not result in any construction at the Consolidated Middle School/High School or Athletic Field sites, no increase in emission levels associated with such activities would occur. As such, the significant and unavoidable short-term air impact that would occur under the project would be avoided under the No Project Alternative. In addition, the localized construction emissions that would be less than significant under the proposed project would not occur under the No Project Alternative.

(2) Operations.

During the operational phase, the proposed project would not result in any significant impacts to air quality. In addition, localized air quality impacts related to mobile source

emissions would be less than significant. Under the No Project Alternative the reduction in daily trips and the associated reduction in regional emissions would not occur. However, no new local or regional emission sources would be created. Although the project would not exceed significance thresholds, the No Project Alternative would avoid any incremental increases in local operational emissions.

c. Biological Resources

The proposed project sites are largely developed with grass playing fields, ornamental landscaping, paved basketball courts, and four modular classrooms associated with the existing nursery/pre-school. The project sites are not located within a designated Los Angeles County Sensitive Ecological Area (SEA). Twenty-one oak trees are located on the two sites, including 3 on the nursery/pre-school site and 19 on the Middle School site. Of these, 10 would be preserved and 12 would be removed, including 1 on the Athletic Fields site and 11 on the Middle School site. With the implementation of mitigation measures, including tree replacement, the impact of the project on biological resources would be less than significant. Under the No Project Alternative, no construction would occur and no existing oak trees would be removed. Thus, the No Project Alternative would have no significant impacts in relation to biological resources and impacts would be less than those under the proposed project. .

d. Cultural Resources

(1) Archaeological Resources

Under the No Project Alternative, no earthwork or other construction activities would occur. The project's grading and excavation activities have the potential to disturb unknown archaeological resources. No prehistoric or historic archaeological sites or burial sites are known within a one-half mile radius of the project area and the project sites have been previously graded and much of the native topsoil has been removed. As such, the presence of archaeological resources is unlikely. If a unique archaeological resource were discovered, state statutes require specific conservation measures applicable to all construction sites. Since the presence of archaeological resources is unlikely, the project's impacts relative to archaeological resources would be less than significant. Although potential damage to archaeological resources would be less than significant under the project, the No Project Alternative would not involve any earthwork or construction activities that would affect any archaeological resources, although such resources are unlikely. Thus, no impacts would occur under the No Project Alternative and such impacts would be less than those under the project.

(2) Paleontological Resources

The Monterey or Modelo formations in the project vicinity contain a large number of vertebrate fossils. As such, the proposed project's grading and excavation activities have the potential to directly or indirectly destroy a unique paleontological resource. Given the high possibility of discovering vertebrate fossils, mitigation measures would be implemented to reduce the project impacts to less than significant levels. Under the No Project Alternative no excavation or building activities or exposure of vertebrate fossils would occur. Since uncovering of paleontological resources would not occur under the No Project Alternative, potential impacts would be less than those under the project.

e. Geology/Seismic Hazards

The proposed project sites are not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or in a Seismic Hazard Zone established by the California Geological Survey. Active faults, however, have been identified within the region, including the Northridge Thrust fault, located approximately 0.1 mile west and the Hollywood fault, located approximately 4.0 miles southeast of the project sites. The structural design of the school and retaining wall facilities would be required to meet building code standards pertinent to areas of greatest earthquake risk. With the implementation of the recommendations of a certified engineering geologist or structural engineer, geological risk would be reduced to acceptable levels. Although the project risk level would be less than significant, under the No Project Alternative, no construction would occur and no level of risk would be incurred. As such, the No Project Alternative would avoid any level of impact associated with geological risk.

f. Hydrology/Surface Water Quality

The No Project Alternative would not change the amount of impervious surface area on the project site. The development of the Athletic Field site would involve the removal of four structures and other impermeable surfaces and replacement of impermeable surfaces with permeable playing fields and parking lot surfaced with permeable materials. The Middle School site is currently covered with grass fields, tennis courts, basketball courts and other permeable and impermeable surfaces. As described in Section IV.F, Hydrology, under the proposed project runoff from the project sites would be reduced in relation to existing conditions, and impacts relative to hydrology would be less than significant. The No Project Alternative would not include the project's beneficial impacts on drainage. However, existing conditions would remain and impacts of the alternative would be less than significant.

g. Land Use

(1) Regulatory Framework

Under the No Project Alternative, no changes to existing school facilities or development would occur at the project sites. Existing CUs for the project sites permit a maximum of 970 students, including 650 students at the Consolidated Middle School/High School site and 320 students at the nursery/pre-school site at buildout (290 students in the existing temporary structures). Since the existing zoning permit for the nursery/pre-school allows more students than under the proposed Middle School (320 under the nursery/pre-school CUP and 240 under the proposed project), it is possible that more students would occupy the project sites under the No Project Alternative, than under the project, since site uses, e.g., nursery/pre-school, would continue.

As described in Section IV.G, Land Use, the proposed project would be in keeping with the general character of the area and consistent with the policies of the Brentwood–Pacific Palisades Community Plan. The project sites are located within the Institutional Use Corridor and Inner Corridor Mulholland Scenic Parkway Specific Plan and would be consistent with the use requirements of the Specific Plan. With the proposed Specific Plan exception regarding the penetration of the Viewshed (per compliance with Viewshed and height guidelines in the Specific Plan), the project would be consistent with the whole of relevant environmental policies in other applicable plans and impacts regarding regulatory framework would be less than significant. Although neither the project nor the No Project Alternative would exceed significance thresholds relative to land use regulation, the No Project may be less beneficial due to potentially higher student enrollments and greater activity (vehicle trips) at the project sites. Further, the No Project Alternative would forego an opportunity to provide school services on a well-suited site that is consistent with sites located in the Institutional Corridor.

(2) Land Use Compatibility

The No Project Alternative would continue the existing institutional uses and open space and, as at present, would be substantially consistent with adjacent land use. The project would also be consistent with the general land use pattern in the area. The project site is located within an established institutional corridor. The proposed Middle School would be located adjacent to an existing High School and two school sites would be consolidated into a single site. The existing pre-school/nursery school facility would be removed and replaced with active open space. Since the project would not substantially and adversely change the existing relationships between the project site and surrounding land uses, the project would not exceed thresholds of significance relative to land use compatibility. As the No Project Alternative would not change

land use patterns in the area, no impacts would occur and impacts would be less than those under the project.

h. Noise

(1) Construction

The No Project Alternative would not involve construction activities, since no new buildings nor expansion or improvement of existing facilities at the Consolidated Middle School/High School or Athletic Field sites would occur. As such, no increase in noise levels associated with construction activities would occur, and existing ambient noise levels would remain unaffected. As such, the significant and unavoidable short-term noise impact that would occur under the project would be avoided under the No Project Alternative.

(2) Operational

Under the No Project Alternative, no new noise sources would be created since no new development, activities, or enrollment at the project sites would be introduced. The High School, and pre-school sites would continue to operate as such, and existing noise associated with these activities would continue as under current conditions. As such, the incremental increases in noise levels generated by the proposed project would not occur under this Alternative. Although the project would not exceed significance thresholds, the No Project Alternative would avoid any incremental increases in operational noise, and comparative impacts would be reduced.

i. Transportation and Circulation

(1) Site Access Impacts

Under the No Project scenario, the configuration of the Mulholland Drive/Walt Disney Drive and Mulholland Drive/Zeldins Way intersections would remain unchanged. No access to the project site from these intersections would be required for the Middle School. Zeldins Way would continue to provide access to the High School. Although the volume to capacity ratio at the Walt Disney Drive/Mulholland Drive intersection would be reduced due to ambient growth and related projects, there would be no added contribution from the proposed project. Thus, site access impacts under the No Project Alternative would be less than significant. While site access impacts under the project would be less than significant, such impacts under the No Project Alternative would be reduced as compared with the proposed project.

(2) Impact on Study Intersections

Under Alternative A, no new vehicle trips associated with construction or operation of the project would be generated. Future service levels at the study intersections are projected for Year 2007 with Related Projects, as shown in Table 24 on page 291. As illustrated therein, service levels would increase incrementally due to ambient annual growth and the development of related projects. As described in Section IV.I, Transportation and Circulation, service level increases under the proposed project would exceed thresholds of significance for two study intersections, Walt Disney Drive and Mulholland Drive and Zeldins Way and Mulholland Drive, during the A.M. peak hour. With implementation of mitigation, project impacts at these intersections would be reduced to less than significant levels. Since Alternative A would generate no new vehicular trips, traffic impacts relative to the study intersections would be less than significant under Alternative A. However, since the existing zoning permit for the nursery/pre-school allows more students than under the proposed Middle School (320 at buildout under the nursery/pre-school CUP), the potential exists for traffic impacts at study intersections to be greater under the No Project Alternative than under the proposed project since the nursery/pre-school would continue operation.

(3) Impact on Local Neighborhood Streets

Ambient traffic growth on Calneva Drive, a local neighborhood street in the vicinity of the project site, would increase from the existing Year 2004 daily volume of 9,507 trips to a projected Year 2007 daily volume of 9,792 trips. As described in Section IV.I, Transportation and Circulation, forecasted ambient plus project increases in traffic on Calneva Drive also would not exceed significance thresholds. Rather, a comparison indicates that the project would actually reduce traffic on Calneva Drive when compared with future traffic conditions without the project. The No Project Alternative would not result in such reduction.

(4) Construction Impacts

Under the No Project Alternative no construction would occur, and construction-related traffic impacts would not result. Although the project would not exceed thresholds of significance relative to construction impacts on traffic and circulation, the No Project Alternative would avoid any such impacts altogether. As such, Alternative A would have a reduced level of impact as compared to the proposed project.

(5) Parking

Since no development would occur under the No Project Alternative, no new parking demand would be generated and impacts relative to parking would not occur. Although parking

Table 24

**SUMMARY OF VOLUME/CAPACITY RATIOS AND LEVELS OF SERVICE
A.M. AND P.M. PEAK HOURS**

No.	Intersection	Peak Hour	Year 2004 Existing		Year 2007 with Ambient Growth		Year 2007 with Related Projects	
			V/C	LOS	V/C	LOS	V/C	LOS
1	Mulholland Drive and Calneva Drive	A.M.	0.907	E	0.934	E	0.962	E
		P.M.	0.751	C	0.774	C	0.802	D
2	Sepulveda Boulevard and Skirball Center Drive	A.M.	1.024	F	1.058	F	1.064	F
		P.M.	0.778	C	0.805	D	0.828	D
3	I-405 SB On/Off Ramps and Skirball Center Drive	A.M.	0.559	A	0.579	A	0.590	A
		P.M.	0.464	A	0.481	A	0.503	A
4	Skirball Center Drive and I-405 NB On/Off Ramps	A.M.	0.508	A	0.526	A	0.545	A
		P.M.	0.504	A	0.522	A	0.551	A
5	Skirball Center Drive and Mulholland Drive ^a	A.M.	0.766	C	0.792	C	0.672	B
		P.M.	0.577	A	0.598	A	0.542	A
6	Mulholland Drive and Casiano Road	A.M.	0.558	A	0.578	A	0.629	B
		P.M.	0.452	A	0.468	A	0.527	A
7	Walt Disney Drive and Mulholland Drive	A.M.	0.643	B	0.665	B	0.687	B
		P.M.	0.505	A	0.523	A	0.568	A
8	Zeldins Way (inbound) and Mulholland Drive	A.M.	0.696	B	0.720	C	0.743	C
		P.M.	0.529	A	0.548	A	0.592	A
9	High School Exit and Mulholland Drive	A.M.	1.000	F	1.030	F	1.058	F
		P.M.	0.923	E	0.950	E	1.005	F

^a Level of Service calculations for Skirball Center Drive/Mulholland Drive intersection incorporate improvements to be constructed at the intersection prior to 2007 by Stephen S. Wise Temple.

Source: Linscott Law & Greenspan Engineers, April 18, 2005.

impacts would be less than significant under both the No Project Alternative and the proposed project, impacts would be reduced under this Alternative.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

The small environmental benefit of the No Project Alternative in comparison with the proposed project would be offset by the Alternative's failure to meet the project's objectives to provide a permanent middle school facility that supports the cultivation of excellence in education and spiritual tradition and values; to provide a school facility that can support a well-rounded academic program that prepares students for higher education, as well as an intellectual grounding in the principles of Judaism; and to support student education through the provision of the latest education technology (e.g. computers in every classroom, teleconferencing, digital and video capabilities, etc.). The No Project Alternative would not efficiently utilize lands currently

under Stephen S. Wise Temple ownership for school needs; consolidate the Middle School and High School on a single site to decrease the amount of physical facilities needed through beneficial sharing arrangements; or upgrade the quality of the students' educational facilities by relocating from the temporary educational facilities to new state-of-the art facilities. As such, the No Project Alternative would not meet the underlying purpose of the project.

V. ALTERNATIVES TO THE PROPOSED PROJECT
C. ALTERNATIVE B: INGRESS/EGRESS AT WALT DISNEY DRIVE
ALTERNATIVE

1. DESCRIPTION OF THE ALTERNATIVE

Under Alternative B, development of the Middle School structures and the athletic fields, enclosure of the High School balconies, and construction of the canopy would be identical to the proposed project. However, the Ingress/Egress at Walt Disney Drive Alternative assumes that full site access would be provided via a fourth (i.e., southerly) leg of Walt Disney Drive and that Zeldins Way would not be used by the Middle School for site access. However, Zeldins Way would still be used to provide ingress for the High School. In addition, this alternative assumes that roadway widening of up to 12 feet would occur along the south side of Mulholland Drive adjacent to the Consolidated Middle School/High School site to provide a second eastbound travel lane on Mulholland Drive so as to avoid a significant traffic impact at the Walt Disney Drive/Mulholland Drive intersection. This second eastbound travel lane would extend from the eastbound Mulholland Drive approach to the Walt Disney Drive intersection easterly to the existing bridge at the I-405 Freeway (a distance of approximately 2,000 feet). As with the proposed project, Alternative B would also implement a Transportation Demand Management (TDM) program. Required elements of this TDM program would include offering bus service for students, as well as requiring that all adult-driven and student-driven vehicles entering the campus for student drop-off or pick-up be part of a carpool registered with the High School administration.

2. ENVIRONMENTAL IMPACTS

a. Aesthetics, Views and Light and Glare

(1) Aesthetics

Under Alternative B, development of the Middle School structures and the athletic fields, enclosure of the High School balconies, and construction of the canopy would be identical to the proposed project. As described in Section IV.A, Aesthetics, all of the proposed development would lie below Mulholland Drive and would not have adverse aesthetic effects on the Mulholland Scenic Corridor. With the use of minimalist modern architecture, landscaping, and natural open space, this Alternative would not create an inappropriate contrast between development elements and the area's valued aesthetic image. The Alternative would be in

accord with requirements for building heights, yard requirements, roofs and allowable materials for fences, gates and walls. The proposed athletic fields and courts would be designed to minimize disruption to the existing hillside to the east. Impacts on aesthetics could be increased somewhat under Alternative B, due to loss of vegetation along Mulholland Drive that would occur as a result of approximately 2,000 feet of roadway widening. However, neither Alternative B nor the proposed project would result in significant aesthetic impacts.

(2) Views

Built structures and infrastructure would be the same under Alternative B as under the proposed project. The Middle School facilities would be located in four one-story buildings that would be integrated into the existing topography of the site in a linear pattern, and the Middle School structures and athletic field facilities would not block views of the Santa Monica Mountains or any prominent ridges. The EIR analysis demonstrates that the project is in keeping with the aims of the viewshed guidelines, and effects associated with this Alternative would be similar. No significant impacts relative to views would occur under either Alternative B or the proposed project.

(3) Light and Glare

Alternative B would have the same interior and exterior lighting and exterior building materials as proposed for the project. The Alternative would feature shielded and directed lighting at the Middle School site and pole-mounted lighting along the east and west sides of the playing areas of the athletic fields. Field lighting would be oriented to maximize light spread to the field area and would be directed away from off-site areas. Exterior building materials would consist of integrally colored stucco, stone tile, heavy timber screens, sunshades, and non-reflecting standing seam metal roofs. Light and glare impacts under Alternative B and the proposed project would be similar and less than significant.

b. Air Quality

(1) Construction

As described in Section IV.B, Air Quality, construction activities associated with the proposed project would exceed the SCAQMD daily emission thresholds for regional NO_x at the Middle School site after implementation of all feasible mitigation measures. Therefore, construction of the project would have a significant and unavoidable impact on regional air quality. Alternative B would involve the same grading, excavation, and construction of buildings, infrastructure and the athletic fields as under the proposed project, with similar levels of construction emissions. However, additional grading would be necessary for the widening of

Mulholland Drive for approximately 2,000 feet. Therefore, a significant and unavoidable, short-term air quality impact would occur under both the proposed project and Alternative B, and impacts of the alternative would be somewhat greater.

(2) Operations

Alternative B would have identical operational emissions as the proposed project since it would contain the same facilities and enrollment and generate the same number of vehicle trips. Thus, during the operational phase, the Alternative would not result in any significant impacts associated with air quality. In addition, localized air quality impacts related to mobile source emissions would be less than significant. Alternative B would have similar operational emissions as the project, and air quality impacts under both the project and Alternative B would be less than significant.

c. Biological Resources

Alternative B would require the same site preparation and construction activities as the proposed project, as well as additional site work to provide for the widening of Mulholland Drive. The proposed project sites are largely developed with grass playing fields, ornamental landscaping, paved basketball courts, and four modular classrooms associated with the existing nursery/pre-school. The project sites are not located within a designated Los Angeles County Sensitive Ecological Area (SEA). Twenty-one oak trees are located on the two sites proper, including 3 on the nursery/pre-school site and 19 on the Middle School site. Of these, 10 would be preserved and 12 will be removed, including 1 on the Athletic Fields site and 11 on the Middle School site. Under Alternative B, additional oak trees would be impacted by the widening of Mulholland Drive. Removed oak trees will be replaced with new oak trees on a 2:1 ratio. With the implementation of mitigation measures, including tree replacement, the impact of the both the project and Alternative B on biological resources would be less than significant. However, the impact under Alternative B would be somewhat greater when compared with the project due to the widening of Mulholland Drive.

d. Cultural Resources

(1) Archaeological Resources

Under Alternative B, excavation and grading would be substantially similar to that of the proposed project. Grading activities have the potential to expose previously undiscovered archaeological resources; however, no prehistoric or historic archaeological sites or burial sites are known to exist within a one-half mile radius of the project area. Additionally, the project sites have been previously graded, and much of the native topsoil has been removed. As such,

the presence of archaeological resources is unlikely. Additional grading for the roadway widening along Mulholland Drive would generally occur in a previously disturbed area. Therefore, the potential increase in the likelihood of discovering resources due to the widening of Mulholland Drive would be negligible. If a unique archaeological resource were discovered, state statutes require specific conservation measures applicable to all construction sites. Since the presence of archaeological resources is unlikely, the impact of Alternative B and the project relative to archaeological resources would be similar and less than significant.

(2) Paleontological Resources

Under Alternative B, excavation and grading would be the same as under the proposed project. The Monterey or Modelo formations in the project vicinity have a high potential for the recovery of vertebrate fossils. As such, similar to the proposed project, the Ingress/Egress at Walt Disney Drive Alternative has the potential to directly or indirectly destroy a unique paleontological resource. Additional grading for the roadway widening along Mulholland Drive would be surficial, and such grading would occur in a previously disturbed area. Therefore, the potential increase in the likelihood of discovering resources due to the widening of Mulholland Drive would be negligible. Given the high possibility of discovering vertebrate fossils, mitigation measures would be implemented to reduce impacts to less than significant levels. With the implementation of mitigation measures, under either the project or Alternative B, impacts on paleontological resources would be less than significant. Mitigation measures include periodic inspections of excavation and grading activities by a qualified paleontologist and recovery procedures, if needed.

e. Geology/Seismic Hazards

Under Alternative B, development of the proposed project sites would occur in the same manner as under the project. The sites are not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or in a Seismic Hazard Zone established by the California Geological Survey. Active faults, however, have been identified within the region, including the Northridge Thrust fault, located approximately 0.1 mile to the west, and the Hollywood fault, located approximately 4.0 miles southeast of the project sites. The structural design of the school and retaining wall facilities would be required to meet building code standards pertinent to areas of high earthquake risk and high-occupancy structures. With implementation of the recommendations of a certified engineering geologist or structural engineer, geological risk would be reduced to acceptable levels. As such, seismic and geological impacts associated with Alternative B and the project would be similar and less than significant.

f. Hydrology/Surface Water Quality

Under Alternative B, the project sites would be developed in the same manner as under the proposed project. The development of the Athletic Field Site would involve the removal and replacement of four structures and other impermeable surfaces with permeable playing fields and a parking lot surfaced with permeable materials. The Middle School site is currently covered with grass fields, tennis courts, basketball courts and other permeable and impermeable surfaces. As described in Section IV.F, Hydrology, proposed development would reduce runoff from the project sites in relation to existing conditions. Under Alternative B, the roadway widening along Mulholland Drive for approximately 2,000 feet would alter the drainage pattern and increase the amount of runoff along the roadway. However, the increase in runoff associated with the roadway widening would be minor. As such, impacts relative to surface water runoff would be somewhat increased under the alternative, but would remain less than significant.

g. Land Use**(1) Regulatory Framework**

Under Alternative B, the proposed development would be the same as under the proposed project. The proposed CUs to permit the addition of the Middle School within the existing High School site and to allow the former Nursery School site to be converted to athletic fields for accessory use by the consolidated Middle School/High School requested as part of the project would also be required under the Alternative. As described in Section IV.G, Land Use, proposed development would be in keeping with the general character of the area and consistent with the policies of the Brentwood–Pacific Palisades Community Plan. Proposed educational uses would also be consistent with the use requirements of the Mulholland Scenic Parkway Specific Plan for properties located within the Institutional Use Corridor and Inner Corridor. As with the project, a Specific Plan exception regarding penetration of the viewshed (per compliance with viewshed and height guidelines in the Specific Plan) would be required. Under Alternative B, the addition of a second lane along Mulholland Drive for approximately 2,000 feet to the bridge at the I-405 Freeway would conflict with provisions of the Specific Plan that call for a single-lane roadway, exclusive of turn lanes, and an amendment to the Specific Plan would likely be required. . Thus, land use impacts under Alternative B would be significant and unavoidable and greater than the project.

(2) Land Use Compatibility

Under Alternative B, the proposed development would be the same as under the proposed project. The project site is located within an established institutional corridor. The proposed Middle School would be located adjacent to an existing High School, and two school sites would

be consolidated into a single site. The existing nursery/pre-school facility would be removed and replaced with active open space. Since proposed development would not substantially or adversely change the existing relationships between the project site and surrounding land uses, the Alternative, similar to the project, would not exceed thresholds of significance relative to land use compatibility. Under both the project and Alternative B, land use compatibility impacts would be less than significant.

h. Noise

(1) Construction

Alternative B involves the same development of buildings, infrastructure and athletic fields as the proposed project that would generate similar levels of construction noise. In addition, Alternative B includes the widening of Mulholland Drive for approximately 2,000 feet, which would also cause an increase in the short-term construction noise levels. As described in Section IV.H, Noise, construction activity would result in significant and unavoidable short-term construction impacts. With the implementation mitigation measures, including temporary sound barriers, construction noise levels would still exceed ambient conditions by more than 5 dBA at the High School, the Skirball Cultural Center, and at most sensitive receivers near the Athletic Field site, including the Mirman School and Bel Air Presbyterian Church. In addition, the widening of Mulholland Drive for up to 2,000 feet under Alternative B may result in significant and unavoidable impacts at Curtis School. Therefore, construction noise would result in a significant and unavoidable, short-term impact under both the project and Alternative B with increased impacts under Alternative B.

(2) Operational

Alternative B would have similar operational characteristics and therefore similar operational noise impacts as the proposed project. As described in Section IV.H, Noise, noise associated with school operations, such as general Athletic Field activities, parking lot activity, on-site school activities (i.e., lunch, outdoor discussion groups, etc.), and mechanical equipment, would be less than significant since these activities would not result in an increase of 5 dBA above the City's presumed noise level of 50 dBA. In addition, the largest composite noise impact would be 3.5 dBA CNEL at the Mirman School, where the CNEL could potentially increase from 59.6 dBA to 63.1 dBA. Since the CNEL at all other receiver locations would increase by a maximum of 0.3 dBA, the composite noise level increase would not exceed the 5-dBA CNEL significance threshold for conditionally acceptable noise environments at any sensitive receiver location. Although Alternative B would not reduce the proposed project's operational noise levels, noise impacts under both the project and Alternative B would be less than significant.

i. Transportation and Circulation

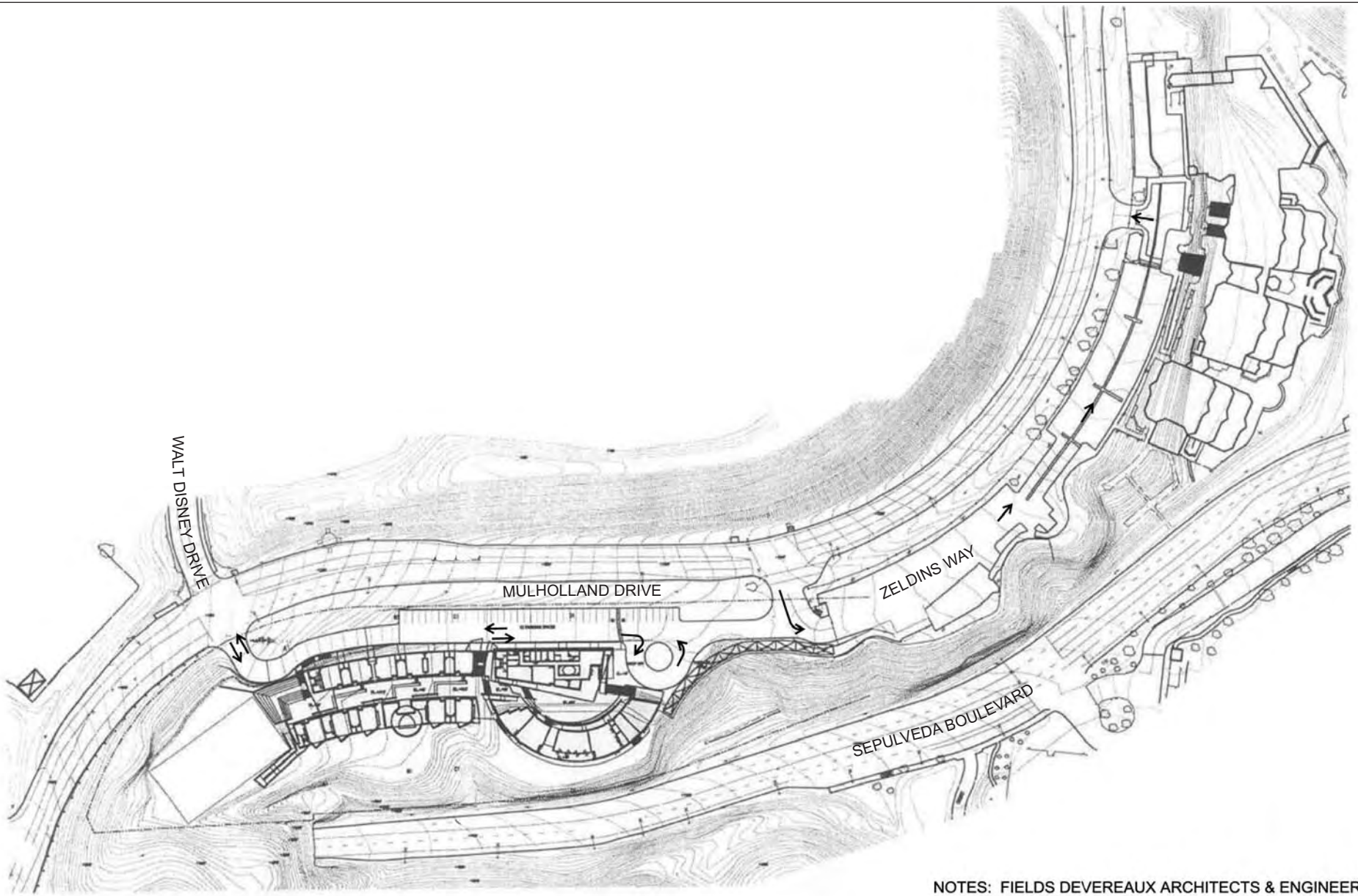
(1) Site Access Impacts

Alternative B assumes that full site access would be provided via a fourth (i.e., southerly) leg of Walt Disney Drive and that Zeldins Way would not be used by the Middle School for site access. In addition, this alternative assumes that roadway widening of up to 12 feet would occur along the south side of Mulholland Drive to provide a second eastbound travel lane on Mulholland Drive so as to avoid a significant traffic impact at the Walt Disney Drive/Mulholland Drive intersection. The second eastbound travel lane would extend from the eastbound Mulholland Drive approach to the Walt Disney Drive intersection easterly to the existing bridge at the I-405 Freeway (a distance of approximately 2,000 feet). Figure 29 on page 300, Alternative B: Ingress/Egress at Walt Disney Drive provides a concept plan for Alternative B's proposed access. The projected driveway traffic volumes for the A.M. and P.M. peak periods associated with the Alternative B access scenario are shown in Figure 30 on page 301. The intersection operations for the three access locations serving the Consolidated Middle School/High School site under this alternative are shown in Table 25 on page 302.

As shown in Table 25 on page 302, Alternative B would result in Middle School intersection service levels better than LOS E (i.e., Level A at both site access locations) and would thus not have a significant impact on access, as was the case with the proposed project. This Alternative access scheme would result in improvements in intersection operations expected at the Zeldins Way/Mulholland Drive intersection, the Walt Disney Drive/Mulholland Drive intersection, and the High School Exit/Mulholland Drive intersection. However, as discussed above, this Alternative, which requires an additional travel lane along Mulholland Drive to reduce significant traffic impacts, would conflict with the Mulholland Scenic Parkway Specific Plan and thus may not be approved by the City of Los Angeles. In addition, Alternative B also has disadvantages including the addition of a fourth phase to the traffic signal operations at the intersection of Mulholland Drive and Walt Disney Drive (i.e., left-turn phasing to accommodate opposing east-west left-turn movements on Mulholland Drive), thereby reducing the efficiency of operations.

(2) Impact on Study Intersections

Alternative B would have the same enrollment and staff as under the proposed project. As such, the overall daily trips and impact on regional study intersections would be identical under both the proposed project and Alternative B. As described in Table 25 on page 302, implementation of Alternative B would result in a significant traffic impact at the intersection of Walt Disney Drive/Mulholland Drive during the A.M. peak hour. This significantly impacted



Scale not provided

Source: Linscott, Law & Greenspan, Engineers

Figure 29
Alternative B:
Ingress/Egress At Walt Disney Drive

Table 25

**SUMMARY OF POST-MITIGATION VOLUME-TO-CAPACITY RATIOS AND LEVELS OF SERVICE—
A.M. AND P.M. PEAK HOURS
ALTERNATIVE B: INGRESS/EGRESS AT WALT DISNEY DRIVE/MULHOLLAND DRIVE WIDENING**

No.	Intersection	Peak Hour	[4] Year 2007 w/ Proposed Project		Change V/C [(4)-(3)] ^a	Signif. Impact	[5] Year 2007 w/ Mitigation ^b		Change V/C [(5)-(3)] ^c	Mitigated
			V/C	LOS			V/C	LOS		
7	Walt Disney Drive and Mulholland Drive	A.M.	0.793	C	0.106	Yes	0.365	A	-0.322	Yes
		P.M.	0.597	A	0.029	No	0.597	A	0.029	—
8	Zeldins Way and Mulholland Drive	A.M.	0.738	C	-0.005	No	0.362	A	-0.381	—
		P.M.	0.575	A	-0.017	No	0.575	A	-0.017	—
9	High School Exit and Mulholland Drive	A.M.	1.052	F	-0.006	No	0.710	C	-0.348	—
		P.M.	0.984	E	-0.021	No	0.984	E	-0.021	—

Source: Linscott Law & Greenspan Engineers, April 18, 2005.

intersection could be fully mitigated through the implementation of TDM measures together with the widening of Mulholland proposed as part of this Alternative. Therefore, as with the proposed project, Alternative B would not result in significant traffic impacts with mitigation. With mitigation, intersection impacts would be generally similar to those associated with the project.

(3) Impact on Local Neighborhood Streets

As described in Section IV.I, Transportation and Circulation, no significant traffic impacts would occur under the project in relation to the study local neighborhood street, Calneva Drive, north of Mulholland Drive. Since Alternative B would have the same enrollment, staff, and associated number of vehicular trips as the proposed project, the impact on this local neighborhood street would be identical under the proposed project and Alternative B. Therefore, the traffic impact on Calneva Drive under Alternative B would also be less than significant. However, as discussed above, due to an additional travel lane along Mulholland Drive required to mitigate significant intersection impacts, this Alternative would conflict with the Mulholland Scenic Parkway Specific Plan. This travel lane is not required to mitigate the impacts of the proposed project.

(4) Construction Impacts

The scale of development within the project sites under Alternative B would be identical to that of the proposed project. Construction activities would generate traffic associated with hauling, movement of construction equipment, delivery of materials, and construction workers. Earthwork would require the excavation of 29,000 cubic yards (cy) of cut material, 5,800 cy of fill material, and 6,000 cy of removed foundation material at the Middle School site, and

2,600 cy of cut material and 1,200 cy of fill material at the Athletic Field Site. Staging of haul trucks, equipment, and worker parking associated with development of the Middle School and Athletic Field sites would be contained on-site. The haul route for trucks and construction equipment would be reviewed and approved by LADOT and is expected to follow Mulholland Drive to the 05 Freeway. As such, no local residential streets or neighborhoods would be impacted by construction traffic. No lane closures on Mulholland Drive would be required for the construction of the south leg of Walt Disney Drive or other construction activities including the widening of Mulholland Drive for approximately 2,000 feet. Therefore, the impact of construction activities, relative to traffic and circulation, would be less than significant under both the project and Alternative B. However, due to the widening of Mulholland Drive, construction traffic impacts under Alternative B would be somewhat greater than under the proposed project.

(5) Parking

Alternative B would have the same enrollment and staffing levels as the proposed project. Similar to the project, 42 parking spaces would be provided for the Middle School, as required by the LAMC. Twenty-six parking spaces would be provided at the Athletic Field Site. Like the proposed project, this Alternative would accommodate all parking needs on-site, or off-site via shared parking arrangements. Parking impacts would be similar to those of the project and less than significant.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

Alternative B would meet the underlying purpose of the proposed project to provide permanent middle school facilities that would cultivate excellence in education as well as spiritual tradition and values, and specific development, design, and efficiency objectives which support the underlying purpose of the project. These include providing a school facility that can support a well-rounded academic program that prepares students for higher education, as well as an intellectual grounding in the principles of Judaism; supporting student education through the provision of the latest education technology; and providing facilities to support physical education as part of a well-rounded educational program.

Development objectives also include consolidation of the Middle School and High School on a single site to promote a richer educational experience for students, with a broader spectrum of social cultural and academic activities; to provide for the efficient use of academic space and enhanced school programs; and to allow students to walk to and from the respective schools, reducing or eliminating time-consuming bus travel between the schools. Objectives also include upgrading the quality of the student's educational facilities by relocating from the temporary educational facilities to new state-of-the art facilities and providing a range of athletic

field activities that supports the School's athletic programs. Design objectives include harmonizing design with the scenic nature of the area, compatible with the existing High School, and providing landscaping that will preserve and complement the existing native vegetation and natural hillside appearance with the use of a variety of drought tolerant native and indigenous plants. The Ingress/Egress at Walt Disney Drive Alternative would meet each of these objectives.

V. ALTERNATIVES TO THE PROPOSED PROJECT
D. ALTERNATIVE C: NO ACCESS AT WALT DISNEY DRIVE ALTERNATIVE

1. DESCRIPTION OF THE ALTERNATIVE

The No Access at Walt Disney Drive Alternative (Alternative C) assumes that the proposed Consolidated Middle School/High School campus would be developed with a new Middle School, the balconies at the High School would be enclosed, and construction of a canopy and off-site athletic fields would occur as proposed under the project. However, no ingress or egress would be permitted at the Walt Disney Drive/Mulholland Drive intersection at the Middle School campus. All Middle School traffic would enter and leave the Middle School campus via Zeldins Way. The Walt Disney Drive/Mulholland Drive intersection would remain in its existing three-legged configuration, and the Zeldins Way/Mulholland Drive intersection would be relocated approximately 200 feet east of its current location to provide additional vehicle queuing area related to student pick-up and drop-off for the Middle School, as well as increased maneuvering area for buses and emergency vehicles. The Zeldins Way/Mulholland Drive intersection would also need to be reconfigured to allow exiting traffic movements from the Consolidated Middle School/High School campus. In addition, this alternative assumes that roadway widening of up to 12 feet along the south side of Mulholland Drive for approximately 1,500 feet from Zeldins Way extending east to the bridge at the 405 Freeway would be required. This widening would provide a second eastbound travel lane on Mulholland Drive so as to avoid a significant traffic impact at the Zeldins Way/Mulholland Drive intersection. As with the proposed project, Alternative C would also implement a Transportation Demand Management (TDM) program.

2. ENVIRONMENTAL IMPACTS

a. Aesthetics, Views and Light and Glare

(1) Aesthetics

Under Alternative C, development of the Middle School structures and athletic fields, enclosure of the High School balconies, and construction of the canopy would be identical to the proposed project. However, due to the relocation of Zeldins Way, the need to increase in the size of on-site queuing space, and the possible relocation of surface parking, more land area could be developed and visually exposed. As described in Section IV.A, Aesthetics, all of the proposed

development would lie below Mulholland Drive and would not have adverse aesthetic effects on the Mulholland Scenic Corridor. With the use of minimalist modern architecture, landscaping, and natural open space, the new development would not create an inappropriate contrast between proposed elements and the area's valued aesthetic image. Like the project, Alternative C would be in accord with requirements for building heights, yard requirements, roofs, and allowable materials for fences, gates and walls. The proposed athletic fields and courts would be designed to minimize disruption to the existing hillside to the east. Impacts on aesthetics could be increased somewhat due to loss of vegetation along Mulholland Drive that would occur as a result of roadway widening for approximately 1,500 feet. However, such impacts would remain less than significant, as is the case with the proposed project.

(2) Views

Built structures and infrastructure would be the same under Alternative C as under the proposed project. The Consolidated Middle School/High School facilities would be located in four one-story buildings that would be integrated into the existing topography of the site in a linear pattern, and the Middle School structures and athletic field facilities would not block views of the Santa Monica Mountains or any prominent ridges. The analysis within Section IV.A., Aesthetics of this EIR demonstrates that the project is generally consistent with the goals and objectives of the viewshed guidelines, as would be Alternative C. No significant impacts relative to views would occur under either Alternative C or the proposed project.

(3) Light and Glare

Alternative C would have the same interior and exterior lighting and exterior building materials as the proposed project. Like the proposed project, the Alternative would feature shielded and directed lighting at the Consolidated Middle School/High School campus and pole-mounted lighting along the east and west sides of the playing areas of the athletic fields. Field lighting would be oriented to maximize light spread to the field area and would be directed away from off-site areas. Exterior building materials would consist of integrally colored stucco, stone tile, heavy timber screens, sunshades and non-reflecting standing seam metal roofs. Light and glare impacts under Alternative C and the proposed project would be similar and less than significant.

b. Air Quality

(1) Construction

As described in Section IV.B, Air Quality, construction activities associated with the proposed project would exceed the SCAQMD daily emission thresholds for regional NO_x at the

Middle School site after implementation of all feasible mitigation measures. As such, construction of the project would have a significant and unavoidable impact on regional air quality. Alternative C would involve similar grading, excavation, and construction of buildings, infrastructure and the athletic fields as the proposed project with similar levels of construction emissions, as well as additional grading for the widening of Mulholland Drive. A significant and unavoidable, short-term air quality impact would thus occur under Alternative C and such impacts would be somewhat greater when compared with the proposed project.

(2) Operations

Alternative C would have similar operational emissions as the proposed project since it would contain the same facilities and enrollment and generate the same number of overall vehicle trips. Thus, during the operational phase, the Alternative would not result in any significant impacts associated with air quality, similar to the proposed project. In addition, localized air quality impacts related to mobile source emissions would be less than significant. Although Alternative C would not reduce the proposed project's operational emissions, air quality impacts under both the project and Alternative C would be less than significant.

c. Biological Resources

Alternative C would require the same site preparation and construction activities as the proposed project, as well as additional site work to provide for the widening of Mulholland Drive. The proposed project sites are largely developed with grass playing fields, ornamental landscaping, paved basketball courts, and four modular classrooms associated with the existing nursery/pre-school. The project sites are not located within a designated Los Angeles County SEA. Twenty-one oak trees are located on the two sites proper, including 3 on the nursery/pre-school site and 19 on the Middle School site. Of these, 10 will be preserved and 12 will be removed, including 1 on the Athletic Fields site and 11 on the Middle School site. In addition, under Alternative C, additional oak trees may be removed to provide for the widening of Mulholland Drive to the bridge. Removed oak trees will be replaced with new oak trees on a 2:1 ratio. With the implementation of mitigation measures, including tree replacement, the impact of Alternative C on biological resources would be less than significant but would be somewhat greater than the impact of the proposed project.

d. Cultural Resources

(1) Archaeological Resources

Under Alternative C, excavation and grading would be substantially similar to that of the proposed project. Grading activities have the potential to expose undiscovered archaeological

resources; however, no prehistoric or historic archaeological sites or burial sites are known within a one-half mile radius of the project area, and the project sites have been previously graded with much of the native topsoil removed. As such, the presence of archaeological resources is unlikely. Additional grading for the roadway widening for approximately 1,500 feet along Mulholland Drive would generally occur in a previously disturbed area. Therefore, the potential increase in the likelihood of discovering resources due to the widening of Mulholland Drive would be negligible. If a unique archaeological resource were discovered, state statutes require specific conservation measures applicable to all construction sites. Since the presence of archaeological resources is unlikely, the impact of Alternative C and the project relative to archaeological resources would be similar and less than significant.

(2) Paleontological Resources

Under Alternative C, excavation and grading within the project sites would be the same as under the proposed project. The Monterey or Modelo formations in the project vicinity have a high potential for the recovery of vertebrate fossils. As such, the Alternative, like the proposed project, has the potential to directly or indirectly destroy a unique paleontological resource. Additional grading for the roadway widening for approximately 1,500 feet along Mulholland Drive would be surficial, and such grading would generally occur in a previously disturbed area. Therefore, the potential increase in the likelihood of discovering resources due to the widening of Mulholland Drive would be negligible. Given the high possibility of discovering vertebrate fossils, mitigation measures would be implemented to reduce the project impacts to levels that are less than significant. With the implementation of mitigation measures, under Alternative C impacts on paleontological resources would be less than significant, similar to the proposed project. Such mitigation measures would include periodic inspections of excavation and grading activities by a qualified paleontologist and recovery procedures, if needed.

e. Geology/Seismic Hazards

Under Alternative C, development of the proposed project sites would occur in the same manner as under the project. The proposed project sites are not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or in a Seismic Hazard Zone established by the California Geological Survey. Active faults, however, have been identified within the region, including the Northridge Thrust fault, located approximately 0.1 mile west, and the Hollywood fault, located approximately 4.0 miles southeast of the project sites. The structural design of the school and retaining wall facilities would be required to meet building code standards pertinent to areas of high earthquake risk and high-occupancy structures. With the implementation of the recommendations of a certified engineering geologist or structural engineer, geological risk would be reduced to acceptable levels. As such, seismic and geological impacts associated with Alternative C and the project would be similar to those of the project and less than significant.

f. Hydrology/Surface Water Quality

Under Alternative C, the project sites would be developed in the same manner as under the proposed project. Specifically, development of the Athletic Field Site would involve the removal and replacement of several structures and other impermeable surfaces with permeable playing fields and a parking lot surfaced with permeable materials. The Middle School site is currently covered with grass fields, tennis courts, basketball courts, and other permeable and impermeable surfaces. As described in Section IV.F, Hydrology, proposed development would reduce runoff from the project sites in relation to existing conditions. Under Alternative C, the roadway widening along Mulholland Drive would alter the drainage pattern and increase the amount of runoff along the roadway. However, the increase in runoff associated with the roadway widening would be minor. As such, impacts relative to surface water runoff would be somewhat increased under this alternative, but would remain less than significant.

g. Land Use**(1) Regulatory Framework**

Under Alternative C, proposed development within the project sites would be the same as under the proposed project. The proposed CUs to permit the addition of the Middle School within the existing High School site and to allow the former Nursery School site to be converted to athletic fields for accessory use by the consolidated Middle School/High School requested as part of the project would also be required under the Alternative. Similar to the proposed project, development of the project sites under the Alternative would be in keeping with the general character of the area and consistent with the policies of the Brentwood–Pacific Palisades Community Plan. Proposed development would also be consistent with the use requirements of the Mulholland Scenic Parkway Specific Plan for properties located within the Institutional Use Corridor and Inner Corridor. As with the proposed project, this alternative would require a Specific Plan exception regarding the penetration of the viewshed. However, this Alternative would conflict with provisions of the Specific Plan that call for a single-lane roadway, exclusive of turn lanes, along Mulholland Drive and an amendment to the Specific Plan may be required. As such, regulatory land use impacts under Alternative C would be significant and unavoidable and would be greater than those under the proposed project.

(2) Land Use Compatibility

Under Alternative C, the proposed development would be the same as under the proposed project. The project site is located within an established institutional corridor. The proposed Middle School would be located adjacent to an existing High School, and two school sites would be consolidated into a single site. The existing nursery/pre-school facility would be removed and

replaced with active open space. Since Alternative C would not substantially or adversely change the existing relationships between the project site and surrounding land uses, the Alternative would not exceed thresholds of significance relative to land use compatibility. Under the project and Alternative C, land use compatibility impacts would be similar and less than significant.

h. Noise

(1) Construction

Alternative C involves approximately the same development of buildings, infrastructure and the athletic fields as the proposed project that would result in nearly identical levels of construction noise throughout most of the site. However, additional road construction associated with the widening of Mulholland Drive for approximately 1,500 feet as well as the relocation and reconfiguration of the Zeldins Way intersection under Alternative C would increase the construction noise impacts over those of the proposed project. Therefore, like the project, construction noise would result in a significant and unavoidable, short-term impact under Alternative C.

(2) Operational

As described in Section IV.H, Noise, operational noise associated with the proposed project, such as general Athletic Field activities, parking lot activity, on-site school activities (i.e., lunch, outdoor discussion groups, etc.), and mechanical equipment, would be less than significant. Alternative C would have identical operations, and therefore similar operational noise associated with these activities. As with the project, operational noise levels under Alternative C would be less than significant.

i. Transportation and Circulation

(1) Site Access Impacts

The No Access at Walt Disney Drive Alternative assumes that the proposed Middle School site would be developed with a new middle school, enclosed balconies on the High School, a new canopy and off-site athletic fields, as proposed under the project. However, no access to the Middle School campus would be permitted at the Walt Disney Drive/Mulholland Drive intersection. Rather, all Middle School traffic would enter and leave the Middle School campus via Zeldins Way. The Walt Disney Drive/Mulholland Drive intersection would remain in its existing three-legged configuration and the Zeldins Way/Mulholland Drive intersection would be relocated approximately 200 feet east of its current location to provide additional

vehicle queuing area related to student pick-up and drop-off for the Middle School, as well as increased maneuvering area for buses and emergency vehicles.

In addition, the Zeldins Way/Mulholland Drive intersection would need to be reconfigured to allow exiting traffic movements from the Consolidated Middle School/High School campus. By comparison, under the proposed project, the Zeldins Way/Mulholland Drive intersection would remain in its current location and operate as an entry-only access serving both the Middle School and the High School. Under Alternative C, all vehicular traffic related to the Middle School and High School would enter at the relocated Zeldins Way intersection. Upon turning onto Zeldins Way from Mulholland Drive, Middle School vehicles would be directed to turn right (to the west) while High School vehicles would be directed to turn left (to the east). After traveling through the Middle School drop-off area, these vehicles would drive back to the Zeldins Way intersection and exit at this location. Figure 31 on page 312, Alternative C: No Access at Walt Disney Drive, provides a concept plan for Alternative C's proposed access. The projected driveway traffic volumes for the A.M. and P.M. peak periods associated with the Alternative C access scenario are shown in Figure 32 on page 313.

The intersection operations for the three access locations serving the Middle School/High School site, under this alternative are shown in Table 26 on page 314. As shown in Table 26, project operations with mitigation would result in Middle School intersection service levels better than LOS E (LOS B or better at both site access locations) and would thus not have a significant impact on off-site access, as was the case with the proposed project. Due to the new travel lane along Mulholland Drive, this alternative access scheme would result in improvements in intersection operations expected at the Walt Disney Drive/Mulholland Drive intersection, the Zeldins Way/Mulholland Drive intersection, and the High School Exit/Mulholland Drive intersection.

However, the Alternative C access scheme would create a significant internal vehicle conflict point within the consolidated Middle School/High School site at the Zeldins Way intersection with Mulholland Drive that is immediately adjacent to Mulholland Drive. This conflict point between inbound and outbound vehicles would likely result in the queuing of vehicles onto Mulholland Drive caused by motorists attempting to enter the consolidated site, thereby resulting in secondary adverse operational and safety impacts to traffic flow on Mulholland Drive. This impact would be considered significant and unavoidable. Overall, access impacts associated with Alternative C would be greater than those that would occur under the proposed project.

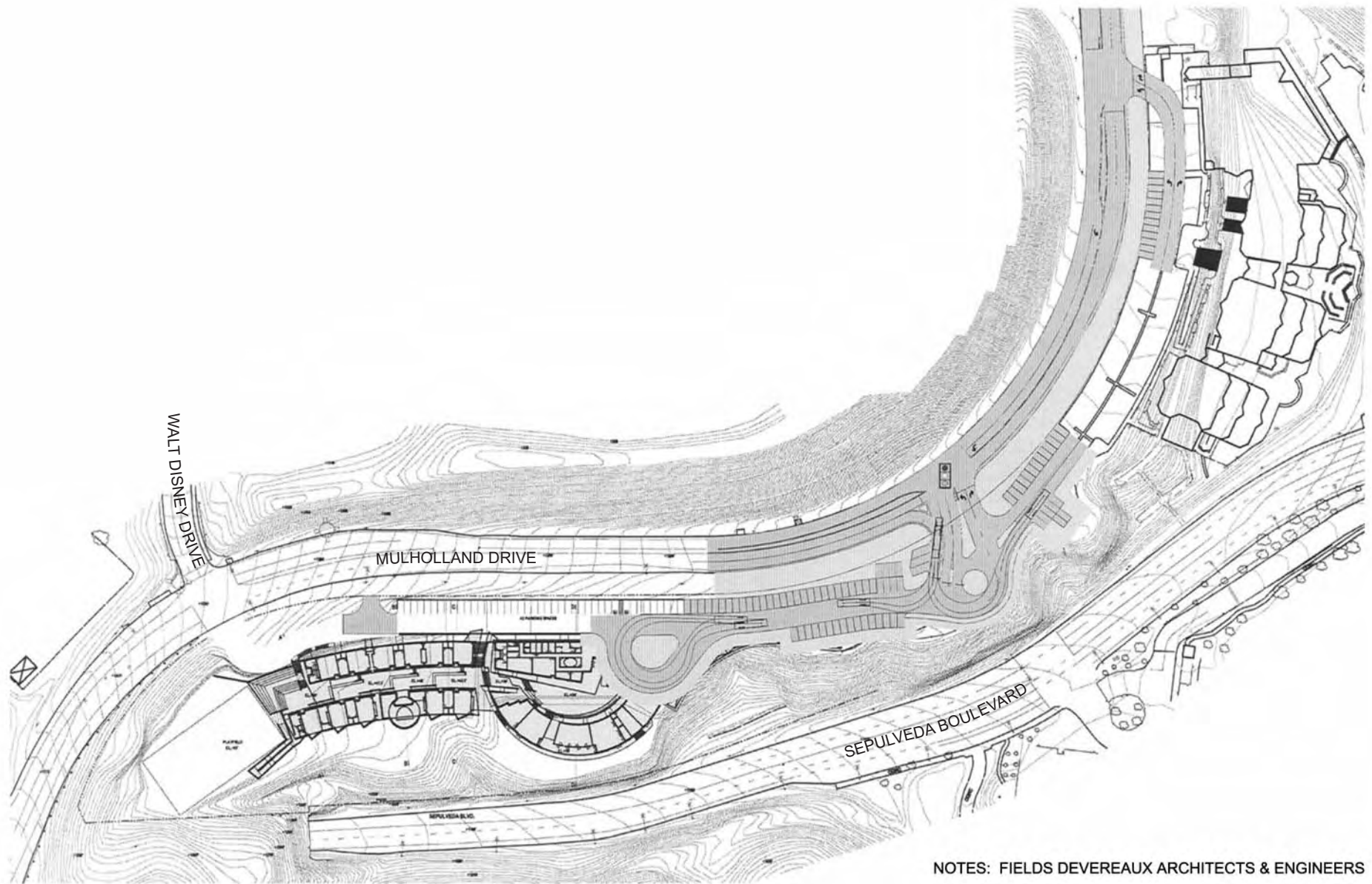


Figure 31
Alternative C:
Ingress/Egress At Zeldins Way

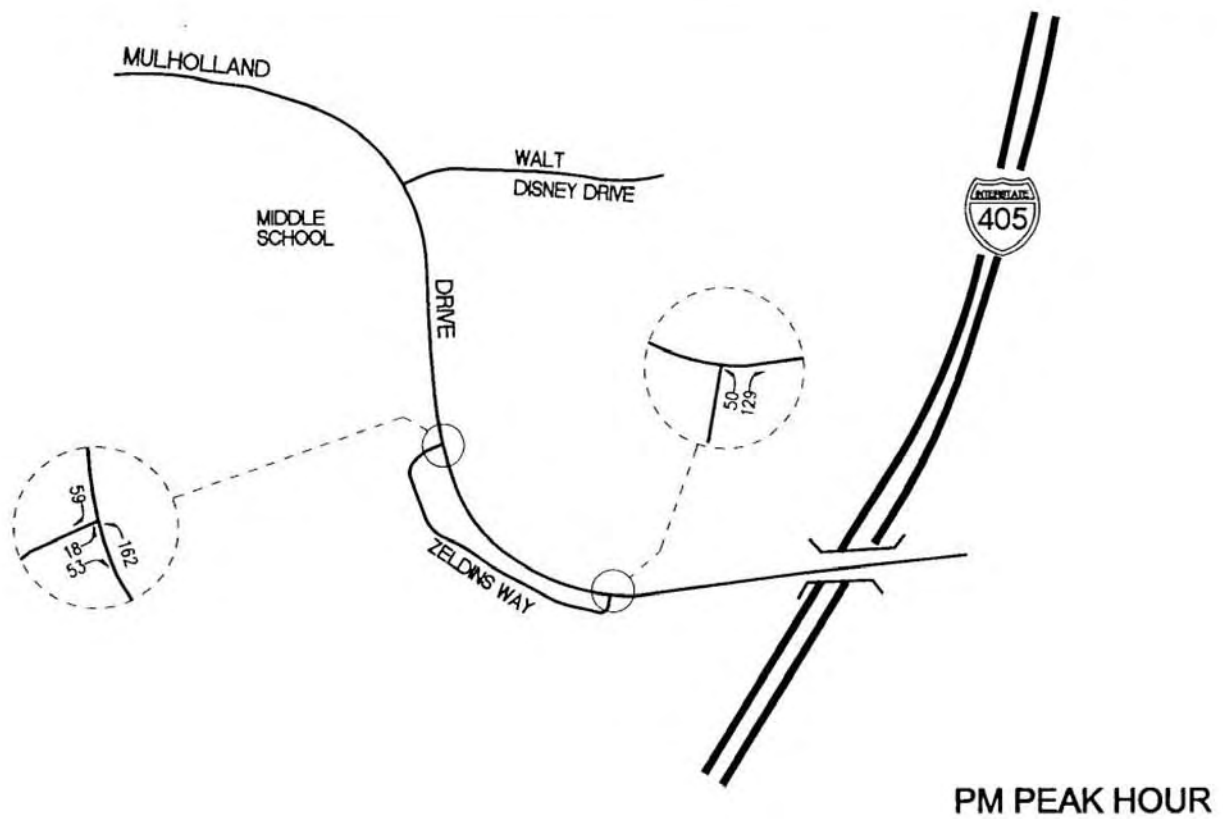
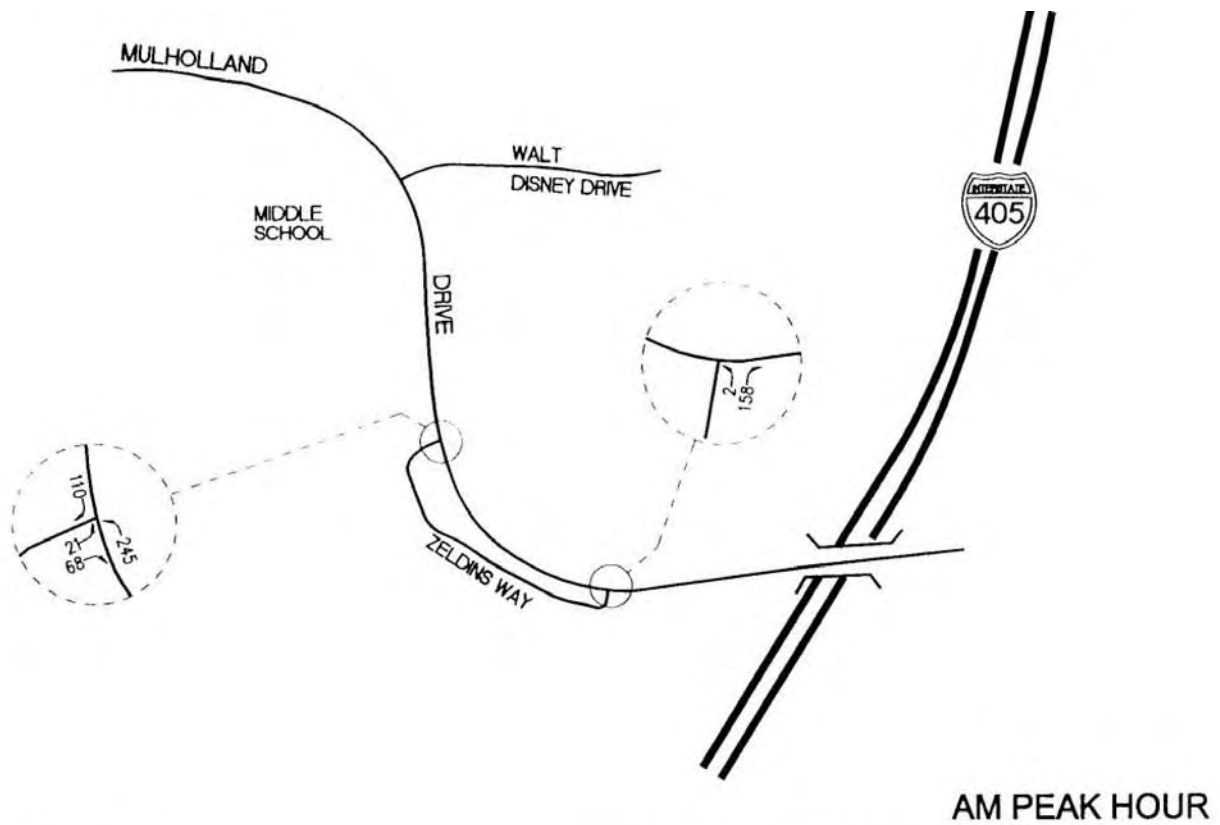


Figure 32
Alternative C:
Site Driveway Traffic Volumes

Source: Linscott, Law & Greenspan, Engineers

Table 26

**SUMMARY OF POST-MITIGATION VOLUME-TO-CAPACITY RATIOS AND LEVELS OF SERVICE—
A.M. AND P.M. PEAK HOURS
ALTERNATIVE C: NO ACCESS AT WALT DISNEY DRIVE AT ZELDINS WAY AND MULHOLLAND
DRIVE WIDENING**

No.	Intersection	Peak Hour	[4] Year 2007 w/Proposed Project		Change V/C [(4)-(3)] ^a	Signif. Impact	[5] Year 2007 w/Mitigation ^b		Change V/C [(5)-(3)] ^c	Mitigated
			V/C	LOS			V/C	LOS		
7	Walt Disney Drive and Mulholland Drive	A.M.	0.660	B	-0.027	No	0.652	B	-0.035	—
		P.M.	0.529	A	-0.039	No	0.529	A	-0.039	—
8	Zeldins Way and Mulholland Drive	A.M.	0.820	D	0.077	Yes	0.427	A	-0.316	Yes
		P.M.	0.588	A	-0.004	No	0.588	A	-0.004	—
9	High School Exit and Mulholland Drive	A.M.	1.052	F	-0.006	No	0.710	C	-0.348	—
		P.M.	0.984	E	-0.021	No	0.984	E	-0.021	—

Source: Linscott Law & Greenspan Engineers, April 18, 2005.

(2) Impact on Study Intersections

Alternative C would have the same level of enrollment and staff as the proposed project. As such, the overall number of daily trips would be identical under both the proposed project and Alternative C. As shown in Table 26, prior to mitigation, Alternative C would result in a significant impact at Zeldins Way/Mulholland Drive during the A.M. peak hour. Mitigation measures under Alternative C would include the implementation of TDM measures, as well as widening of the south side of Mulholland Drive for approximately 1,500 feet west of Zeldins Way east to the bridge over the I-405 Freeway to provide a second eastbound through lane on Mulholland Drive. The extent of the widening would be somewhat less than that occurring under Alternative B. With the implementation of the new travel lane along Mulholland and a TDM program, the impact at Zeldins Way and Mulholland Drive during the A.M. peak hour would be reduced to a level that is less than significant. With such mitigation, intersection impacts under Alternative C would be less than those of the proposed project. However, it is important to note that the new travel lane is not required to mitigate the significant impacts of the project. In addition, the additional travel lane would conflict with the Mulholland Scenic Parkway Specific Plan and thus may not be approved by the City of Los Angeles.

(3) Impact on Local Neighborhood Streets

As described in Section IV.I, Transportation and Circulation, no significant traffic impacts would occur in relation to the study local neighborhood street, Calvea Drive, north of Mulholland Drive. Since Alternative C would have the same enrollment and staff as under the proposed project, the impact on this local neighborhood street would be identical under both the

proposed project and Alternative C. Therefore, the traffic impact on Calneva Drive under Alternative C would be less than significant.

(4) Construction Impacts

The scale of development under Alternative C would be identical to the proposed project. As such, the Alternative's construction activities would generate traffic associated with hauling, movement of construction equipment, delivery of materials, and construction workers. Earthwork would involve the excavation of 29,000 cubic yards (cy) of cut material, 5,800 cy of fill material and 6,000 cy of removed foundation material at the Middle School site, and 2,600 cy of cut material and 1,200 cy of fill material at the Athletic Field Site. Because of the size of the project sites (4.5 acres and 2.8 acres, respectively), all staging of haul trucks, equipment, and worker parking would be contained on-site. The haul route for trucks and construction equipment would be reviewed and approved by the LADOT. No local residential streets or neighborhoods would be impacted by construction traffic. No lane closures on Mulholland Highway would be required for the construction of the south leg of Walt Disney Drive or other construction activities including widening of Mulholland Drive for approximately 1,500 feet. Therefore, the impact of construction activities on traffic and circulation would be less than significant under both the project and Alternative C. However, due to the widening of Mulholland Drive, construction traffic impacts under Alternative B would be somewhat greater than under the proposed project.

(5) Parking

Alternative C would have the same enrollment size as the proposed project. Due to the area needed for the reconfiguration of the Zeldins Way intersection under Alternative C, and the requirement for a larger on-site queuing area, space available for parking would be more constrained under this alternative. Further, this alternative would cause secondary adverse impacts by reducing the amount of currently available parking on the High School site by approximately 80 spaces. Therefore, additional parking would need to be acquired from the Skirball Cultural Center, with additional commuting between the Consolidated Middle School/High School campus and this off-site location. Thus, impacts associated with the loss of parking spaces under Alternative C would be significant and unavoidable and such impacts would be greater than under the proposed project.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

Alternative C would meet the underlying purpose of the proposed project to provide permanent middle school facilities that would cultivate excellence in education as well as spiritual tradition and values, and specific development, design, and efficiency objectives which

support the underlying purpose of the project. These include providing a school facility that can support a well-rounded academic program that prepares students for higher education, as well as an intellectual grounding in the principles of Judaism; supporting student education through the provision of the latest education technology; and providing facilities to support physical education as part of a well-rounded educational program.

Development objectives also include consolidation of the Middle School and High School on a single site to promote a richer educational experience for students, with a broader spectrum of social cultural and academic activities; to provide for the efficient use of academic space and enhanced school programs; and to allow students to walk to and from the respective schools, reducing or eliminating time-consuming bus travel between the schools. Objectives also include upgrading the quality of the student's educational facilities by relocating from the temporary educational facilities to new state-of-the art facilities and providing a range of athletic field activities that supports the School's athletic programs. Design objectives include harmonizing design with the scenic nature of the area, compatible with the existing High School, and providing landscaping that will preserve and complement the existing native vegetation and natural hillside appearance with the use of a variety of drought tolerant native and indigenous plants. Alternative C would meet the development, and design, objectives of the project. However, the No Access at Walt Disney Drive Alternative would not meet the project objective of providing sufficient queuing directly on the campus property and off of the public street. Furthermore, the project design variations required to implement this alternative would add considerable construction costs to the project, and would not be supportive of the project's economic/efficiency objectives.

V. ALTERNATIVES TO THE PROPOSED PROJECT

E. ALTERNATIVE D: ALTERNATIVE LOCATION ALTERNATIVE

1. DESCRIPTION OF THE ALTERNATIVE

In accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the proposed project have been considered. As stated in the Guidelines, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered in the EIR.⁹¹ For purposes of this analysis, a specific alternate site was not selected. Rather, as discussed below, two general areas, including the Mulholland Drive Institutional Use Corridor and the Sunset Boulevard Corridor in Westwood, were considered for the development of the proposed project.

Finding and acquiring development sites has been a difficult challenge for private schools in the Los Angeles metropolitan area since potential sites that meet the needs of an educational institution are limited. The relocation of the Middle School to the High School site represents the culmination of plans to consolidate the two schools on land that is owned by the Applicant. As discussed below, it also represents the conclusion of efforts by the Temple to find a suitable alternative site for development and/or the purchase of another existing institution. For the selection of an alternative site, several criteria must be met for site acquisition, including a central location within the school service area to effectively serve the existing enrollment base, a location designated for institutional uses, a location within reasonable distance of the existing campus and a suitable size for classrooms as well as recreational facilities.⁹² Another primary factor in site selection is the cost of land and the availability of the land. In many instances, land has been priced too high for a non-profit educational institution, rendering purchase infeasible. In addition, when suitable sites are available, the Middle School must compete with the private development community, which typically, moves more quickly than an institutional organization in fund-raising and property acquisition.

As part of the Temple's desire to establish a permanent and suitable Middle School, a search was conducted to determine if there were any other possible sites within the vicinity of both Milken Community High School and Stephen S. Wise Temple. Real estate brokers familiar

⁹¹ CEQA Guidelines Section 15126.6(F)(2)(A).

⁹² The temple membership and school population is divided between the San Fernando Valley and the Los Angeles basin sides of the Santa Monica Mountains. Therefore, any acceptable site would have to be readily accessible to both locales.

with the area and the Temple's real estate consultant searched for acceptable alternative sites and none were found. Inquiry was also made to other institutions as to their willingness to sell their property to the Temple. None of the other schools and institutions approached were interested in selling or leasing their properties. Although a site of sufficient size that the Applicant controls is not available and a site that could be reasonably acquired by the Temple was not identified, for purposes of this analysis, it was decided that the most viable areas in which the project could be located are within the Mulholland Drive Institutional Use Corridor and within the Sunset Boulevard Corridor in Westwood. Both of these general areas were deemed to be potential alternate sites due to the presence of a number of private schools in these areas with which a development similar to that proposed would be compatible and due to their proximity to the existing campus and thus, the existing enrollment base. Under this alternative, the High School property and existing nursery/pre-school sites would remain in their existing conditions.

The Mulholland Institutional Use Corridor, which is generally located along Mulholland Drive between Corda Drive and approximately 400 feet west of Roscomare Road, contains several private schools, including Curtis School, Milken Community High School, Westland School, Mirman School, Berkeley Hall School, and the existing Stephen S. Wise Middle School. As such, the general area would be conducive to an educational setting. However, several of the same issues associated with the current project site would also occur in this area, as discussed under the environmental impact subsection, below.

One specific location within the Mulholland Institutional Use Corridor considered for use as the Middle School site as part of Alternative D is the existing nursery/pre-school site, an approximately 2.8-acre site, located approximately 1,000 feet west of the proposed Consolidated Middle School/High School campus. This location is the proposed Athletic Field site under the proposed project. Under this alternative, the athletic fields would be moved to the proposed Middle School site, adjacent to the High School, and the proposed Middle School would be moved to the proposed Athletic Fields site.

The portion of the Sunset Boulevard Corridor considered as an alternate site consists of the area between the University of California, Los Angeles (UCLA) and Brentwood. As with the Institutional Use Corridor, this area contains several educational facilities, including Marymount High School, Archer School for Girls, Brentwood School, and UCLA. As with the Mulholland Institutional Use Corridor, due to the existence of educational uses in this area, it would be a viable option as an alternate site. Furthermore, the site is located within relatively close proximity of the current campus, which presents benefits associated with serving the existing enrollment. Nevertheless, development in the Sunset Boulevard Corridor would also pose issues similar to those that would occur on the project site due to the general character of the area.

The following provides an analysis of the comparative impacts of development of a new middle school at a location along the Mulholland Corridor or along Sunset Boulevard with the impacts expected as a result of implementation of the proposed project.

2. ENVIRONMENTAL IMPACTS

At any selected location, environmental impacts associated with construction would be similar to or greater than the project, depending on the size of the project at the alternative location. One of the advantages of the proposed project is the opportunity for the Middle School and the High School to share facilities, such as science labs, art and performing spaces, and athletic facilities. For example, when the current Nursery School site was considered as the site for the Middle School, the proposed facility included more than 80,000 square feet in order to provide space for all Middle School activities, or an additional 50,000 square feet when compared with that of the proposed project. Assuming the alternative project would be at least as large as the proposed project, it is expected that construction would involve similar grading, excavation, and construction of buildings and infrastructure and would result in similar levels of construction emissions. NO_x emissions would be similar for equivalent development, since air quality impacts are a function of construction activities and not geographic location. Construction noise levels would also be similar since these are related to machinery and equipment common to all construction sites involving grading, excavation, site preparation, foundations and the erection of structures. As such, potentially significant and unavoidable noise and air quality impacts would not be avoided, but simply relocated to another site. Although an exact site has not been identified, specific impacts associated with development thereon cannot be precisely determined; however, in both the Mulholland Institutional Use Corridor and the Sunset Boulevard Corridor, similar sensitive receivers would be affected as at the project site.

The number of daily trips under Alternative D would be greater since busing between the Middle School and High School, for the sharing of classrooms and facilities, as under existing conditions, would increase. Under the proposed project, students would be able to walk between classrooms and other shared campus facilities. If the existing nursery/pre-school site were selected as the alternate site, busing would also increase since students would need to shuttle between the two campuses. Buses would be required to accommodate the 1,000-foot distance and short time periods between classes. If locations within the Mulholland Institutional Use Corridor, or a Sunset Corridor site were selected, the impact of additional trips would incrementally increase region-wide, in relation to the proposed project.

It is assumed that the design of the campus on an alternate site would be sensitive to the surroundings and aesthetics impacts would, thus, be less than significant. However, if the existing nursery/pre-school site were selected within the Mulholland Corridor, the reduced lot

size at the existing nursery/pre-school site would alter and reduce the visual quality of the Middle School, compared with the proposed project. The existing nursery/pre-school site is considerably smaller than the proposed Middle School site (2.8 acres versus 4.5 acres) and the accommodation of the Middle School facilities would be much more dense. Particular needs of the Middle School include adequate size for at least 30,000 sq.ft. of single-story classrooms, a student drop-off/pick-up area, accommodation of vehicle queuing and emergency service vehicles, 42 parking spaces, courtyards and congregation areas, and landscape amenities. It is likely that open space would be sacrificed to structures, parking, and driveway facilities and that the existing nursery/pre-school site would not retain the same open space or aesthetic value as under the proposed project.

Land use impacts would also be greater than under the proposed project since, in locating the Middle School adjacent to an existing high school, the project would maintain continuity and compatibility of use at this particular site. It is also noted, that under the existing CUs for the project sites, the existing nursery/pre-school site is permitted a maximum of 320 students at buildout (290 students in the existing temporary structures). Under the project, the existing nursery/pre-school site would be eliminated at the existing nursery school site and 240 Middle School students would be added adjacent to the existing high school. If the Middle School were moved to another location (not the existing nursery/pre-school site), the potential exists for the project site to have greater density associated with nursery/pre-school enrollment (and associated impacts such as increased traffic and parking demand), than under the project. Thus, to the extent that Alternative D does not displace the existing permitted nursery school use at the athletic field site, this Alternative would likely result in a significant and unavoidable impact associated with traffic intersection impacts.

In relation to biological resources, cultural resources, and geologic and seismic hazards, the environmental impacts associated with development at any location in the Santa Monica Mountains or Sunset Boulevard Corridor would incur similar conditions, since the biotic habitat and paleontological and geological setting are generally similar. Impacts associated with hydrology would also be expected to be similar to those of the proposed project. As with the project, with implementation of regulatory requirements, environmental impacts associated with biology, cultural resources, and geologic hazards would be expected to be less than significant.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

The underlying purpose of the project is to consolidate the Middle School and High School on a single site to decrease the amount of physical facilities needed through beneficial sharing arrangements. With the consolidation of the Middle School and High School on a single site, it is the intent of the project to provide for the efficient use of academic space and enhanced school programs; to allow students to walk to and from the respective schools (Middle School and High School), and to reduce or eliminate existing time-consuming bus travel between the

schools. Alternative D would not meet the primary purpose of the project and, furthermore, would not reduce any of the project's significant environmental impacts. As described above, under Alternative D, bus travel and commuting time between the two schools may increase. Significant air and noise impacts associated with construction would be expected to occur at any development site within the Mulholland Institutional Use Corridor or Sunset Boulevard Corridor due to the proximity of sensitive receivers (schools and residences). No significant environmental impacts would be unique to the project site and, as such, the relocation of the proposed Middle School to an alternate site would have no particular environmental benefit. Since Alternative D would not have any environmental advantage by reducing or eliminating the project's significant and unavoidable construction air quality and noise impacts, and would not meet the primary objectives of the Applicant, it would not be a feasible or appropriate development alternative.

V. ALTERNATIVES TO THE PROPOSED PROJECT

F. OTHER ALTERNATIVES CONSIDERED

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should also identify any alternatives that were considered for analysis but rejected by the Lead Agency as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the failure of the alternative to meet most of the basic project objectives, the infeasibility of the alternative, or the inability of the alternative to avoid significant environmental impacts.

The process of selecting a range of reasonable alternatives began with the consideration of a range of possibilities that fit into four general categories. The first category consisted of alternative designs that essentially represented variants of the Middle School. These alternate designs were identified during the course of determining a superior site plan for the campus in achieving the educational program. Each of the design alternatives was intended to test the potential to locate major school elements such as the academic buildings, access driveway, athletic fields, and landscaped open space. These various design alternatives were viewed in relation to the operational and physical limits of the site, including those related to the site's topographic constraints and the proximity of the existing High School. The proposed project design was selected since it follows the existing contours and terraced pad that currently exist on the project site. It was determined that alternate designs would not meet the design constraints of the Mulholland Scenic Corridor Specific Plan or were physically impractical relative to site terrain. Lowering buildings to remain below the viewshed would require an additional 25 feet of site excavation and would scrape away the hillside above Sepulveda Boulevard, thus destroying the integrity of the natural landform of the site. Relocating the buildings on the site would require development in areas that currently provide natural buffering along the project edges.

Another category of alternatives considered involved one that attempted to regulate the construction process to reduce short-term significant air quality, and noise impacts. Consideration was given to lengthening the construction period to reduce the intensity of activity. However, it was determined that construction noise impacts cannot be reduced to levels that are less than significant due to the noise levels produced by individual pieces of construction equipment and the close proximity to sensitive receivers. It was also concluded that an alternative to prolong the construction period could not complete enough of the proposed facilities in the project's estimated construction period to justify the commitment. Thus, this alternative was removed from detailed consideration.

The third category of potential alternatives considered was comprised of alternatives that reduced the intensity of the project. Reduced-intensity alternatives are often considered when a project has unmitigable significant impacts attributable to a pre-project to post-project change in the intensity of operations. In the case of the proposed project, no unmitigable significant impacts are expected due to project-caused changes in intensity. All of the project's significant impacts are due to construction (air quality and noise). Nonetheless, reduced-intensity alternatives were considered to determine if they could substantially improve the impact profile of the proposed project and if they would be feasible. Reduced-intensity alternatives were explored that were based on a reduction in student enrollment. A reduction in students would not necessarily reduce the number of needed classrooms, since these are driven by the curriculum, which would not be expected to change with even a moderate reduction, in enrollment. It would be more likely to slightly reduce class sizes by as many as a couple of students, which could reduce average classroom floor area by perhaps 50 square feet. The building area allocated to maintenance and other auxiliary functions would not be expected to change substantially, since it is either driven by LAMC provisions (e.g., corridor dimensions, minimum parking, fire access, restroom specifications, etc.) or by factors other than enrollment. In addition, while a moderate reduction in enrollment may marginally reduce the number of students on a given athletic team or activity, such a reduction would not reduce the number of sports in which the school participates nor the types of instruction offered at the school. Therefore, the same amount of space proposed for field sports would be needed as would the space proposed for classroom curricula. Moreover, the size of the faculty and staff is a function of the curriculum and extracurricular programs, as well as necessary administrative and support functions, rather than enrollment. Thus, the need for faculty and staff members and the associated building area are unlikely to change noticeably from proposed levels.

Any reduction in enrollment would not alter or reduce the project's significant construction impacts, nor would it alter lighting, potential field noise impacts, or overall facilities associated with the Middle School. Since no unmitigated significant impacts are associated with the operation of the school as proposed, the reduced intensity alternative would have no particular environmental benefit, nor would it meet the objectives of the project to serve 240 middle school students. Therefore, reduced intensity alternatives were removed from further detailed consideration.

The fourth category of potential alternatives considered was alternative uses. Since the Mulholland Institutional Use Corridor has an underlying RE zoning (school uses are typically permitted in residential zones under a CU), the use of the project site for residential uses was considered. However, this alternative was rejected on the basis of potential land use incompatibility at the proposed Middle School site due to the adjacent High School campus. The consideration of the project sites for commercial uses was also rejected on the basis of land use compatibility, in juxtaposing commercial uses between and among the existing schools and church uses. It is considered that the introduction of commercial uses would also be inconsistent

with the existing Mulholland Institutional Use Corridor land use pattern and create greater air quality, traffic, and noise impacts, than under the project. However, residential and commercial uses were primarily rejected since they would encroach into the unique and limited Mulholland Institutional Use Corridor and diminish the supply of land available for non-public schools regionally. In addition to providing a natural open space environment conducive to education, the Mulholland Institutional Use Corridor has close proximity to the 405 Freeway and is central to the San Fernando Valley, the West Los Angeles Basin, and Coastal areas. As such, the Mulholland Institutional Use Corridor serves as a valuable regional resource, to accommodate those who seek a specific educational experience for their families. Encroachment into this designated area by other uses, including residences, offices, or retail uses, would exceed City of Los Angeles CEQA Guidelines thresholds of significance relative to land use as such uses would create a separation or disruption of an existing community. In addition, residential and community uses would not meet any objectives of the project. Therefore, the fourth category of alternatives, alternative land uses, was considered an inappropriate alternative use of the project site.

V. ALTERNATIVES TO THE PROPOSED PROJECT

G. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Of the four alternatives analyzed in this EIR, the No Project Alternative is considered the environmentally superior alternative, as it would avoid potential construction-related significant air, and noise impacts that would occur under the project. The No Project Alternative would fail to meet any of the project's objectives to provide a permanent middle school facility and to consolidate the Middle School/High School campus. As such, the No Project Alternative would not meet the underlying purpose of the project and would not be a feasible development alternative.

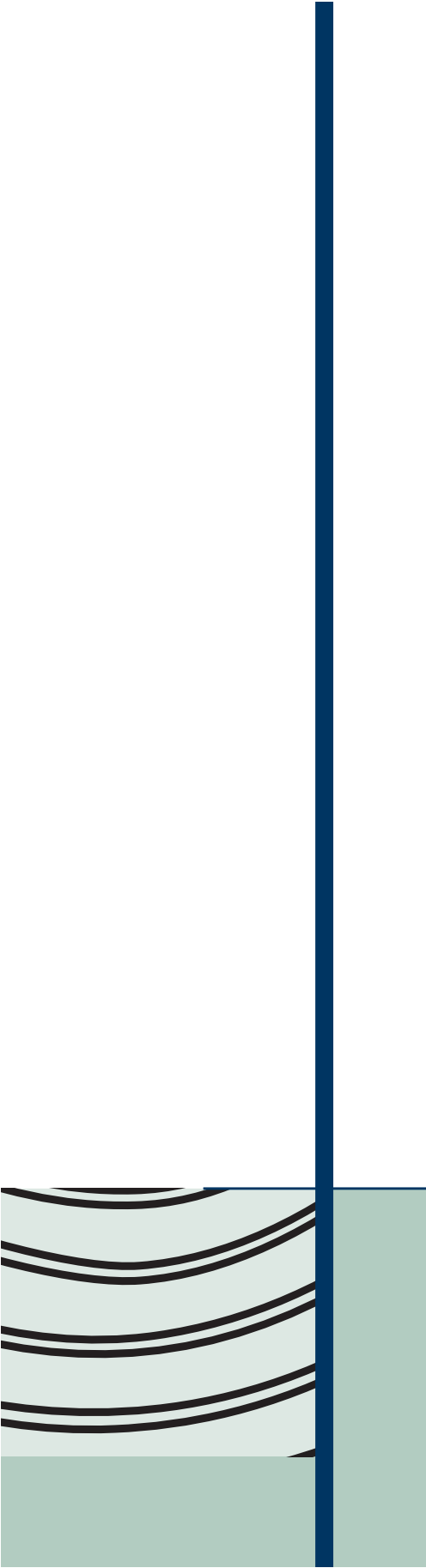
The CEQA Guidelines (Section 15126.6) require that if a no project alternative is determined to be the environmentally superior alternative an environmentally superior alternative must also be identified among the remaining alternatives. None of the other alternatives would reduce the project's potentially significant construction impacts while meeting the primary objective of the project to consolidate the High School and Middle School campuses. Alternatives B and C involve the same scale of development as the project and, as with the proposed project, Alternatives B and C would incur significant air quality, and noise impact associated with construction. Also, as with the project, Alternatives B and C would generate impacts that are less than significant in relation to aesthetics, views, lighting, operational air quality, biological resources, cultural resources, geologic hazards, hydrology, , operational noise and traffic.

However, in evaluating the effects of Alternatives B and C in altering the driveway access scheme into the project site (see the analyses of Transportation and Circulation in the discussion of each of these alternatives above), it was determined that these alternatives were not advantageous over the proposed project's access scheme. Both include widening of Mulholland Drive up to the bridge at the I-405 to provide an additional travel lane. This widening would somewhat increase the significant short term impacts associated with air quality and noise. In addition, both Alternatives B and C would result in significant and unavoidable impacts associated with consistency with the Mulholland Scenic Corridor Specific Plan due to the proposed widening of Mulholland Drive to up to the I-405 bridge to provide an additional travel lane. Further, these alternatives include other features which are unfavorable as compared to the proposed project. Alternative B would likely require the addition of a fourth phase to the traffic signal operations at the Walt Disney Drive intersection, thereby reducing the efficiency of operations. Alternative C would require the removal of approximately 80 High School parking spaces, and create an internal vehicle conflict point between inbound and outbound vehicles that

could result in the queuing of vehicles onto Mulholland Drive. These attributes of Alternative C would result in significant and unavoidable impacts associated with parking and access.

Although Alternative B is environmentally superior to Alternative C and D, when compared with the project, Alternative B would result in additional significant and unavoidable impacts associated with land use and somewhat greater impacts associated with aesthetics, air quality, biological resources, hydrology and noise as a result of the widening of Mulholland Drive by up to 12 feet for approximately 2,000 feet. In addition, while traffic impacts associated with Alternative B would be reduced when compared with the project, this reduction is attributable to the additional travel lane proposed along Mulholland Drive as part of Alternative B. Under the project, this new travel lane is not required to mitigate significant traffic impacts. Rather, under the project the TDM program alone mitigates traffic intersection impacts to less than significant levels. Impacts associated with cultural resources, geology traffic and parking would be similar to those of the proposed project. Therefore, the proposed project would be environmentally superior to Alternative B.

With regard to Alternative D, the significant impacts related to the construction process (i.e., significant air quality and noise impacts associated with use of construction equipment and vehicles) under the project would not be avoided due to the presence of sensitive uses in the areas identified. No other significant impacts are associated with the project at the proposed Consolidated Middle School/High School site. In addition, to the extent that Alternative D does not displace the existing permitted nursery school use at the athletic field site, this Alternative would likely result in an significant and unavoidable impact associated with traffic intersection impacts. Since Alternative D would not be environmentally superior in relation to construction impacts or other issue areas, such as aesthetics, views, light and glare, operational air quality, biological resources, cultural resources, land use, operational noise, and traffic generation and would not meet the primary objective of the project to consolidate the Middle School and High School Sites, it is not considered more beneficial or environmentally superior to the proposed project.



VI. OTHER ENVIRONMENTAL CONSIDERATIONS

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

A. SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less-than-significant level. The following is a summary of the impacts associated with the Stephen S. Wise Middle School Relocation Project that were concluded to be significant and unavoidable. Impacts and related mitigation measures associated with both project sites are described in detail in Chapter IV, Environmental Impact Analysis, of this EIR.

1. AIR QUALITY

Although implementation of the project features and mitigation measures described in Section IV.B, Air Quality, of this EIR would reduce construction air quality impacts, activities related to construction of the project would continue to exceed the SCAQMD daily emission thresholds for regional NO_x concentrations at the Consolidated Middle School/High School site. As such, construction of the proposed project would have a significant and unavoidable impact on regional air quality. This impact, however, would be intermittent and, given that construction activities would be distributed throughout the Consolidated Middle School/High School site, the impact at any given location would be relatively short term. With regard to localized air emissions, the proposed mitigation measures would reduce impacts at the Consolidated Middle School/High School and Athletic Field sites to below SCAQMD thresholds. Additionally, no significant increases in pollutant emissions are anticipated during the operational phase of the project. Please refer to Section IV.B., Air Quality, of this EIR for further discussion of this topic.

2. NOISE

Noise impacts from construction activities at the Consolidated Middle School/High School Site as well as the Athletic Field Site would exceed the 5 dBA significance criterion at a total of three of the four receptor locations during construction, even with implementation of feasible mitigation measures. As such, short-term noise impacts during project construction would be significant and unavoidable. Noise impacts related to long-term project operations would be less than significant. Please refer to Section IV.H., Noise, of this EIR for further discussion of this topic.

VI. OTHER ENVIRONMENTAL CONSIDERATIONS
B. REASONS WHY THE PROJECT IS BEING PROPOSED, NOTWITHSTANDING
SIGNIFICANT UNAVOIDABLE IMPACTS

In addition to identification of the project's significant unavoidable impacts, Section 15126.2(b) of the CEQA Guidelines also requires that the reasons why the project is being proposed, notwithstanding these impacts, be described. The basis and need for the proposed project lies in a comprehensive list of project objectives included in Chapter II, Project Description, of this EIR. The fundamental purpose of the project is to provide permanent middle school facilities that would cultivate excellence in education as well as spiritual tradition and values. The project would upgrade the quality of the students' educational experience and facilities by: consolidating the Middle School and High School on a single site; relocating the Middle School from temporary facilities to new state-of-the art facilities; promoting a richer educational experience for students with a broader spectrum of social, cultural and academic activities; providing a range of athletic field activities that supports the School's athletic programs; and converting the High School balcony spaces to useable educational space, and protecting students from inclement weather with the proposed canopy. In consolidating the two schools on a single site, the project would reduce the amount of building space required to meet educational needs, and provide efficiency in the provision of educational services.

In addition, several alternatives to the proposed project were considered in Chapter V., Alternatives to the Proposed Project, of this EIR. Among those alternatives, no feasible alternative was identified that would reduce any of the significant unavoidable effects of the proposed project. The significant unavoidable impacts that are anticipated to result from the proposed project are short-term construction effects, all of which would occur regardless of the configuration of development at the project sites or the location of the project. In addition, although several of the alternatives would meet the development, design, and efficiency objectives of the project, all of the alternatives would have a greater impact than the project in one or more impact categories and would result in less environmental benefit than the project as proposed. Finally, since the No Project Alternative would not meet the underlying purpose of the project, it is not considered a feasible development alternative.

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

C. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines requires that significant irreversible environmental changes that would be caused by implementation of a proposed project be evaluated to ensure that such changes are justified. Irreversible changes include the use of non-renewable resources during the construction and operation of a project to such a degree that the use of the resource thereafter becomes unlikely. A significant environmental change can result from a primary or secondary impact (such as a highway improvement that provides access to a previously inaccessible area) that generally commits future generations to similar uses. Finally, irreversible environmental change can also result from environmental accidents associated with the project. The following irreversible environmental changes are identified for the proposed project.

The project would necessarily consume limited, slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the project and would continue throughout its operational lifetime. The improved school facilities would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the project sites. Construction of the project would require the consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper and lead; petrochemical construction materials such as plastics; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The resources that would be committed during operation of the project would be similar to those currently consumed within the City of Los Angeles and on the project sites. These would include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the project, and the existing, finite supplies of these natural resources would be incrementally reduced. It should be noted that increased consumption generated by the project is not significant when compared with existing energy consumption levels Citywide. Operation of the project would occur in accordance with Title 24, Part 6 of the California Code of Regulations, which establishes conservation practices that would limit the amount of energy consumed by the project. In addition, the project would be subject to energy efficient planning and construction guidelines as

set forth by the City of Los Angeles. However, the energy requirements associated with the project would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

The limited use of potentially hazardous materials typical of educational facilities, including cleaning solvents and pesticides for landscaping, would continue to be used and stored on the project site. These materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. In addition, although asbestos-containing materials and lead-based paints were not likely used in the building materials of existing structures on site, demolition activities would comply with regulatory requirements to ensure that asbestos and lead-based paints are not released into the environment. Compliance with such regulations would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

Both project sites are currently used for educational facilities, as they have been for many years. Although the sites are zoned and designated for residential uses, the existing school uses are permitted on the sites pursuant to existing approved CUPs. Development of the project represents the continuation of educational uses on land that is already committed to such uses. Such a commitment would be justified since educational uses would continue to be permitted on these properties by means of a new or modified CUP pursuant to the City's Zoning Code.

In sum, construction and operation of the project would result in the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. However, continued use of such resources would be of a relatively small scale and would be consistent with existing uses and patterns, as well as regional and local growth forecasts in the area. Furthermore, the loss of such resources would not be highly accelerated as compared to existing conditions. As such, although irreversible environmental changes would result from the project, such changes would not be considered significant.

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

D. GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impact of a proposed project be considered. Growth-inducing impacts are characteristics of a project that could directly foster economic or population growth or the construction of additional housing or development in the area or region. According to the CEQA Guidelines, growth-inducing impacts can include impacts associated with the removal of obstacles to growth as well as the development of facilities that encourage and facilitate growth.

The project would consolidate the Middle School with High School on a single site, reducing the number of related school sites west of I-405 from three to two. Upon completion of the project, the Middle School would continue to provide a co-educational, day school facility serving grades seven and eight. The project would provide permanent and upgraded facilities to accommodate the educational needs of up to 240 Middle School students on an underutilized portion of the existing High School site as well as support facilities to serve both the Middle School and the High School. The Consolidated Middle School/High School Site would serve up to 890 students, which is the aggregate number of students currently permitted at the existing Middle School location (240 students) and the High School (650 students), so there would be no net addition of students at these schools. Further, if the proposed CU is approved it would eliminate the existing CUP for up to 320 Nursery School Students at buildout at the proposed Athletic Fields site, a reduction in student activity in the vicinity. Similarly, the new Middle School would continue to employ 30 faculty and staff members, and High School staffing levels would remain unchanged.

Both sites are within the Institutional Use Corridor as defined in the Mulholland Scenic Parkway Specific Plan. The proposed Middles School Site is currently used as recreational open space for the educational facilities. The facilities on site include paved basketball courts, a grass field and perimeter fencing. The proposed Athletic Field Site currently contains four temporary buildings serving the Bel Air Presbyterian pre-school.

As the project sites are presently developed with school and/or associated support facilities, the project would not require the extension of infrastructure such as roads or utilities that would be expected to accommodate substantive growth beyond the project itself. Project implementation would not open up undeveloped areas to new development or induce growth previously held in check by inadequate access or infrastructure capacity. Furthermore, since school enrollment and staffing levels would not increase following project completion, associated induced population growth would not result. Overall, no growth-inducing impacts would occur.

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

E. POTENTIAL SECONDARY EFFECTS

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires that, “If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed.” With regard to this section of the CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure proposed were reviewed. In addition, the potential impacts of implementing two traffic circulation enhancements that have been discussed with LADOT were also reviewed. These circulation enhancements are not required to mitigate the project’s impacts, but may occur as a result of project implementation. The following provides a discussion of the potential secondary impacts that could occur as a result of the implementation of the mitigation measures and circulation enhancements by environmental issue for both project sites.

1. AESTHETICS (SEE SECTION IV.A. OF THIS EIR)

Mitigation Measure A-1 prohibits turning pole-lighting within the Athletic Field site after by 9 P.M. This mitigation measure will not result in any impacts to the environment.

2. AIR QUALITY (SEE SECTION IV.B. OF THIS EIR)

Mitigation Measure B-1 requires watering of the project sites or the application of non-toxic soil stabilizers when needed during construction. These activities would occur periodically, primarily during site preparation, clearance, and grading. In addition, the amount of water required would be limited as it would only be used as necessary and in an efficient manner, and the application of non-toxic soil stabilizers would occur in accordance with manufacturers’ specifications. Therefore, no significant impacts would result from implementation of this measure.

Mitigation Measure B-2 requires street sweeping as needed if visible soil material has been carried onto adjacent public paved roads. Street sweeping would occur during off-peak hours and would not likely occur in conjunction with other on-site construction activities.

Mitigation Measure B-3 addresses construction vehicle queuing and construction activity scheduling. Because this measure represents procedural actions and would not result in physical

changes to the environment, this mitigation measure would not result in significant secondary impacts.

Mitigation Measure B-4 requires the use of electricity from power pole lines rather than temporary generators if or where feasible. This measure would not result in physical changes to the environment and, as such, would not result in secondary impacts.

3. BIOLOGICAL RESOURCES (SEE SECTION IV.C. OF THIS EIR)

Mitigation Measures C-1 through C-3 address the protection of on-site oak trees prior to project construction, including consultation with and oversight by a certified arborist, use of protective fencing, and the absence of irrigation prior to root pruning. Supervisory activities would not cause secondary impacts; fencing would be temporary in nature and would not result in any impacts.

Mitigation Measures C-4, C-5, and C-7 require that the operation and storage of equipment and the storage and disposal of construction materials occur outside of oak tree protection zones. Mitigation Measure C-6 restricts grade changes within tree protection zones without special written authorization and under supervision by the certified arborist. These measures represent procedural actions and would not result in physical changes to the environment; therefore, none would result in significant secondary impacts.

Mitigation Measures C-8 through C-14 and C-16 through C-21 address oak tree care and maintenance both during and following construction, and include restrictions on canopy and root pruning, irrigation instructions prior to and following root pruning, foliage washing, the application of preventive insecticide sprays, mulching, supplemental irrigation in years with low winter rainfall, and restrictions on plantings within the drip line. The procedural measures would not result in physical changes to the environment and would not result in significant secondary impacts. Additionally, the use of water, root stimulants, pest control sprays, and mulch would be limited and/or temporary in nature and would not result in any significant secondary impacts.

Mitigation Measures C-15 and C-22 require surveying and monitoring activities, which would not cause secondary impacts.

Mitigation Measure C-23 addresses timing of tree removal pursuant to the Migratory Bird Treaty Act. The timing of tree removal would not cause any secondary effects.

4. CULTURAL RESOURCES (SEE SECTION IV.D. OF THIS EIR)

Mitigation Measure D-1 addresses the inspection of excavation and grading activities by a qualified paleontologist, which would not cause secondary impacts. Mitigation Measures D-2 through D-6 involve the temporary diversion of grading and excavation activities to facilitate evaluation and salvage of fossils; assistance by the grading and excavation contractor in removing rock samples; preparation and cataloguing of recovered fossils; donation of recovered fossils to a public, non-profit institution with a research interest in the materials; and the preparation and submission of a paleontological report. These measures represent procedural actions and would not result in physical changes to the environment; therefore, none would result in significant secondary impacts.

5. GEOLOGY/SEISMIC HAZARDS (SEE SECTION IV.E. OF THIS EIR)

No significant impacts would result from implementation of the mitigation measure contained in the Geology/Seismic Hazards section (Mitigation Measure E-1), as the measure requires the incorporation and implementation of the recommendations provided in the Geotechnical Report. These measures would ensure that no impacts related to grading activities would occur, and would not result in any secondary impacts.

6. HYDROLOGY/SURFACE WATER QUALITY (SEE SECTION IV.F. OF THIS EIR)

No mitigation measures associated with hydrology and surface water would be required for the construction and operation of the project. The project's code-required SWPPP and approved hydrology report would apply to the effect of the project relative to on- and off-site conditions. The implementation of these regulations would reduce existing erosion and/or surface water runoff and would not cause any secondary impacts to on- or off-site locations.

7. LAND USE (SEE SECTION IV.G. OF THIS EIR)

No mitigation measures would be required for the project with respect to land use. As such, no potential secondary effects would result.

8. NOISE (SEE SECTION IV.H. OF THIS EIR)

Mitigation Measures H-1 and H-2 address the operation of construction equipment and would not result in adverse physical changes to the environment; therefore, significant secondary impacts would not occur.

Mitigation Measure H-3 addresses construction staging as far as feasible from sensitive receivers. As construction staging would not occur within biologically sensitive areas, including within the protection zone of on-site oak trees, secondary impacts affecting the natural environment would not occur. Impacts on traffic that are related to construction staging impacts were evaluated as part of the project in Section IV.I, Transportation & Circulation, of this EIR.

Mitigation Measures H-4 and H-5 require that temporary eight-foot and six-foot sound barriers be erected along the edge of the Middle School Site and Athletic Field Site, respectively, such that the “line of sight” from adjacent sensitive uses is obstructed where feasible. As the walls would be erected for a short period of time, no significant secondary impacts would result.

Mitigation Measure H-6 regards prohibition of amplified sound devices such as loudspeakers within outdoor activity areas. This mitigation measure will not result in any impacts to the environment.

9. TRANSPORTATION & CIRCULATION (SEE SECTION IV.I. OF THIS EIR)

Mitigation Measure I-1 would require that the proposed Middle School join the existing High School TDM program. No secondary impacts would result with the implementation of this mitigation measure.

Mitigation Measure I-2 would provide a Construction Management Plan that provides street construction mitigation, including traffic control. This mitigation would reduce potential construction traffic impacts and no secondary impacts associated with off-site traffic are anticipated.

Mitigation Measure I-3 would not allow vegetation within the line-of-sight between the west boundary of the proposed Middle School site and Walt Disney Drive to grow higher than 32 inches above the level of Mulholland Drive. This mitigation measure may cause a minor trimming of vegetation and hence an impact on aesthetics. However, the existing conditions are essentially in compliance with this measure, and any future effects due to trimming would be negligible. Since no substantive change relative to existing conditions would occur, this

mitigation would not result in significant secondary impacts associated with aesthetics or biological resources.

In addition to these mitigation measures, two circulation enhancements have been discussed with LADOT. As discussed in Section V.I, Transportation and Circulation, of this EIR, these enhancements are not required to mitigate project impacts, but could occur as a result of implementing the project.

Under one enhancement, there would be redesign and construction of the existing roadway, with new pavement as needed on Mulholland Drive beginning at a point west of the proposed Middle School egress driveway/Walt Disney Drive intersection and extending easterly to a point east of the Zeldins Way intersection. The purpose of the enhanced pavement is to allow for the striping of an extended turn lane on eastbound Mulholland Drive at the Walt Disney Drive/Mulholland Drive and Zeldins Way/Mulholland Drive intersections to safely and efficiently accommodate vehicular turning movements to and from the proposed Middle School. The extended turn lane on eastbound Mulholland Drive would also benefit turning movements to and from the existing High School, as well as the Curtis School. The new roadway area would require material to support the paved area, paving, and restriping. It would also require re-contouring of the roadside drainage and the relocation of some utilities.

Under a second enhancement, the Middle School would volunteer to design and construct improvements to the existing exit driveway of the Curtis School corresponding to the southbound Walt Disney Drive approach to the Mulholland Drive intersection so as to provide three exit lanes (e.g., two left-turn lanes and one right-turn lane). Physical improvements would require widening Walt Disney Drive on the north side of Mulholland Drive by approximately 10 feet. The widening could occur on either the east or west side of the roadway and could require the relocation of an existing retaining wall, as well as the import of material to support the road, paving, restriping, the re-contouring of the roadside drainage, and the relocation of some utilities.

Operation of these improvements would enhance traffic flows and would not cause adverse effects on other environmental topics. However, construction of the new roadway areas could potentially have adverse effects on aesthetics, biological resources, air quality, noise, transportation, and drainage. With regard to aesthetics, the additional paved area adjacent to the Middle School, as well as at the existing Curtis School exit, may result in removal of some vegetation that currently adds to the aesthetic character of the area. It is expected that much of the vegetation along the south side of Mulholland Drive adjacent to the project site that currently provides screening of the project site would remain, and any aesthetic effects would be minimal. Loss of vegetation at the Curtis School entrance could be replaced with like vegetation, resulting in only a small loss of the overall vegetation condition along Mulholland Drive. Any aesthetic

effects, should they occur, would be mitigated with relocation of existing vegetation and/or new plantings.

With regard to biological resources, there are possibly one or two oak trees that could be affected by these enhancements. As with the project, this impact would be reduced to a level that is less than significant through compliance with the Oak Tree Ordinance (Los Angeles Municipal Code Section [LAMC] 46.00; Ordinance No. 153,478), which requires that all removed native oak trees of at least 8 inches in diameter, excluding scrub oak, be replaced on a 2:1 basis. Since this area is primarily landscaped with ornamental species, impacts on natural habitat would be less than significant.

Temporary, short-term construction impacts on air quality, noise, and transportation would result from the surficial excavation, paving, and restriping activities, and at the Curtis School entry, from replacement of a low retaining wall along Walt Disney Drive. These impacts would be of short duration. Mitigation measures for the project that would be applicable to the conditions associated with these improvements could be applied. As with the project, these improvements would be developed in accordance with RWQCB and City of Los Angeles requirements. These requirements include preparation of an erosion control plan and the application of Best Management Practices (BMPs). With implementation of these requirements, impacts associated with drainage and surface water quality would be less than significant.

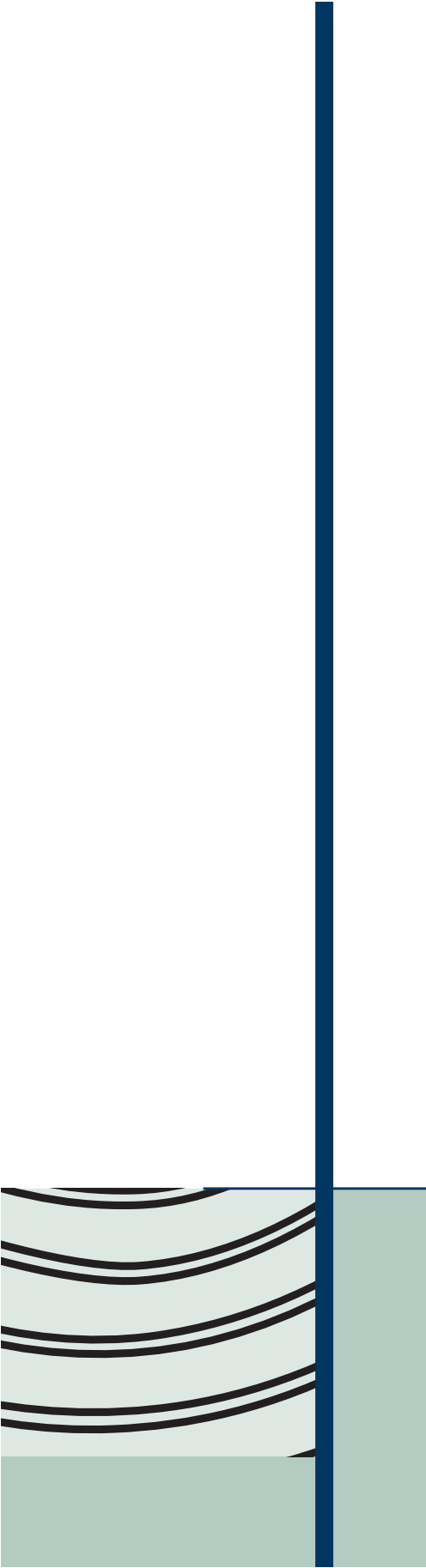
10. CONCLUSION

In conclusion, all of the mitigation measures contained in the EIR, and two circulation enhancements not required for the project mitigation, have been considered to determine if significant secondary effects would result from the implementation of the measures. As indicated above, implementation of the proposed mitigation measures would not result in any new significant secondary environmental effects. However, secondary impacts associated with the two circulation enhancements would contribute to the significant, short-term construction impacts on air quality and noise previously identified for the proposed project.

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

F. EFFECTS NOT FOUND TO BE SIGNIFICANT

In accordance with CEQA Guidelines Section 15128, an EIR shall contain a statement briefly indicating the reasons that certain effects of the project were determined not to be significant and were therefore not discussed in detail in the EIR. An Initial Study was prepared for the Stephen S. Wise Middle School Relocation Project and is included as Appendix A of this EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each topical area is or is not analyzed further in the EIR. Impacts at both the Consolidated Middle School/High School Site and the Athletic Field Site were determined not to be significant for agricultural resources, hazards and hazardous materials, mineral resources, population and housing, public services (fire, police, schools, parks), and utilities (water, sewer, stormwater, solid waste).



VII. PERSONS AND ORGANIZATIONS CONSULTED

VII. PERSONS AND ORGANIZATIONS CONSULTED

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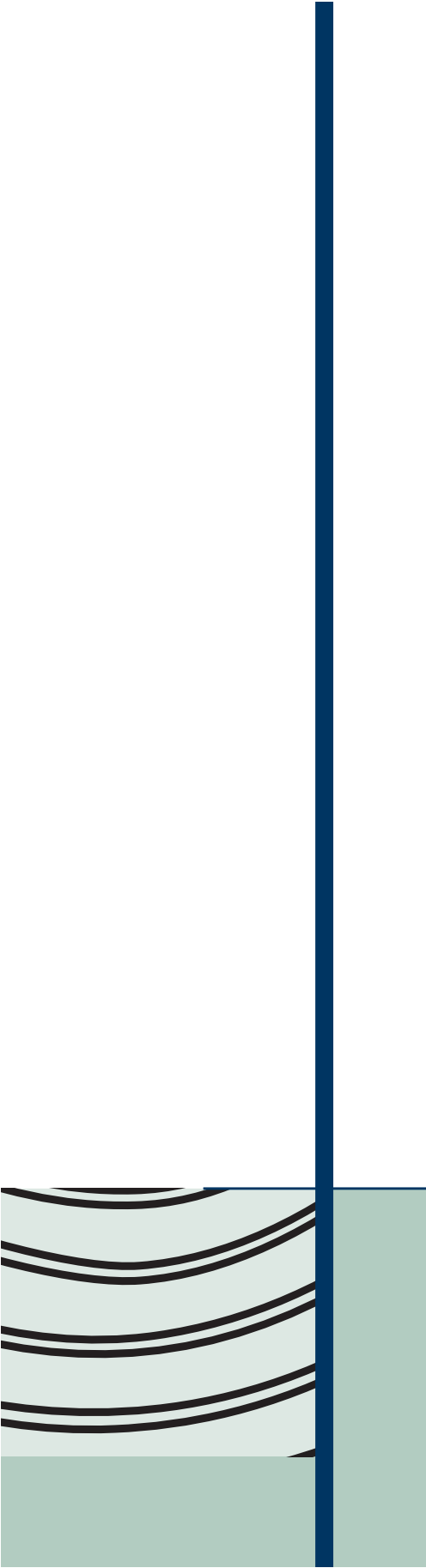
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VIII. REFERENCES AND ACRONYMS

VIII. REFERENCES AND ACRONYMS

A. LIST OF REFERENCES

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B. LIST OF ACRONYMS

Acronym	Definition
AAQS	Ambient Air Quality Standards
ACOE	United States Army Corps of Engineers
ATCM	Air Toxic Control Measure
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CNDDDB	California Natural Diversity Data Base
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAC	California Administrative Code
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDHS	California Department of Health Services
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGS	California Geological Survey
CHL	California Historical Landmarks
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPHI	California Points of Historical Interest
CR	California Register of Historic Places
CU	Conditional Use (permit)
CWA	California Water Act
dB	Decibel
dBA	A-Weighted Decibel
DBH	Diameter at Breast Height
DWP	Los Angeles Department of Water and Power
FTA	Federal Transit Administration
HCM	Highway Capacity Manual
HTS	Hyperion Treatment System
HRI	California State Historical Resources Inventory
ISA	International Society of Arboriculture
ITE	Institute of Transportation Engineers
LADOT	Los Angeles Department of Transportation

Acronym	Definition
LAFD	Los Angeles Fire Department
LAHCM	Los Angeles Historic-Cultural Monument
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAUSD	Los Angeles Unified School District
Leq	Average Energy over Time
LOS	Level of Service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization
MSPSP	Mulholland Scenic Parkway Specific Plan
MTA	Metropolitan Transit Authority
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
NHMLAC	Natural History Museum of Los Angeles County
NHPA	National Historic Preservation Act
NO ₂	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NR	National Register of Historic Places
OHWM	Ordinary High Water Mark
OHP	Office of Historic Preservation (California)
O ₃	Ozone
OSHA	Federal Occupational Safety and Health Administration
Pb	Lead
PM ₁₀	Particulate Matter
PM _{2.5}	Fine Particulate Matter
PPV	Peak Particle Velocity
PRC	Public Resources Code
Q50	50-year Discharge
RCPC	Regional Comprehensive Plan and Guide
ROC	Reactive Organic Compounds
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SIP	State Implementation Plan
SO ₂	Sulphur Dioxide

Acronym	Definition
SO ₄	Sulphates
SRA	Source Receptor Area
SUSMP	Standard Urban Storm Water Mitigation Plan
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Program
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminant
TANSAT	Tow Away No Stopping Any Time
Tc	Time of Concentration
TeNS	Technical Noise Supplement Methodology (Caltrans)
TRB	Transportation Research Board
UBC	Uniform Building Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
V/C	Volume to Capacity Ratio
VOC	Volatile Organic Compounds
µg/m ³	Micrograms per Cubic Meter

APPENDIX A

INITIAL STUDY, NOTICE OF PREPARATION AND COMMENTS

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CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING

ENVIRONMENTAL ASSESSMENT FORM

EAF Case No.: ENV-2003-4563- EIR ZA Case No.: CPC Case No.:
Council District No.: 11 & 5 Community Plan Area: Brentwood-Pacific Palisades
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Los Angeles, California
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(Other than Owner)

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Telephone No: 213-485-1234
Signature: _____

The following Exhibits are required (3 copies of each exhibit and 3 Environmental Assessment Forms for projects in Coastal & S.M. Mtn. Zones): All Exhibits should reflect the entire project, not just the area in need of zone change, variance, or other entitlement.

NOTE: The exhibits are IN ADDITION TO those required for any case for which the Environmental Assessment Form is being filed.

- A. 2 Vicinity Maps:** (8½" x 11") showing nearby street system, public facilities and other significant physical features (similar to road maps, Thomas Brothers Maps, etc.) with project area highlighted.
- B. 2 Radius/Land Use Maps:** (1" = 100') showing land use and zoning to 500 feet (100 feet of additional land use beyond the radius for alcoholic beverage cases); 100' radius line (excluding streets) okay for Coastal building permits 300' for site plan review applications.
- C. 2 Plot Plans:** showing the location and layout of proposed development including dimensions; include topographic lines where grade is over 10%; tentative tract or parcel maps where division of land is involved to satisfy this requirement, and the location and diameter of all trees existing on the project site.
- D. Application:** a duplicate copy of application for zone change, (including Exhibit "C" justification) batch screening form, periodic comprehensive general plan review and zone change map, variance, conditional use, subdivider's statement, etc.
- E. Pictures:** two or more pictures of the project site showing walls, trees and existing structures.
- F. Notice of Intent Fee:** a check in the amount of \$25 made out to the **County of Los Angeles** for the purpose of filing a Notice of Intent to Adopt a Negative Declaration as required by § 15072 of the State CEQA Guidelines.

ENVIRONMENTAL ASSESSMENT

APPROVED BY: _____ DATE: _____

APPLICATION ACCEPTED

BY: _____ DATE: _____

RECEIPT NO.: _____

I. Project Description:

Briefly describe the project and permits necessary (i.e., Tentative Tract, Conditional Use, Zone Change, etc.) including an identification of phases and plans for future expansion:

The proposed project is intended to provide the most efficient use of academic space for the Stephen S. Wise Temple's Mulholland Corridor school facilities by consolidating its Middle School and High School into permanent facilities. The project would relocate the existing Stephen S. Wise Middle School from its current location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a permanent location on the Milken Community High School site. In addition, support facilities, including a school performing arts center and a soccer field, would be located on the existing Stephen S. Wise Nursery School site, which is becoming available as this Nursery School is relocating to its original site at the Stephen S. Wise Temple. The new Middle School, which would be located on a consolidated Middle School/High School site, would consist of approximately 30,000 square feet of programmatic floor area and would provide a co-educational, day school facility that would serve up to 240 Middle School students. The Support Facilities site would include a 400-seat school performing arts center with approximately 25,000 square feet of programmatic floor area, and a standard size soccer field. Necessary permits would include, but may not be limited to, a new or modified CUP and oak tree permits, as applicable.

Will the project require certification, authorization, clearance or issuance of a permit by any federal, state, county, or environmental control agency, such as Environmental Protection Agency, Air Quality Management District, Water Resources Board, Environmental Affairs, etc.? If so, please specify:

South Coast Air Quality Management District; others under review

II. Existing Conditions:**A. Project Site Area**

Net Acres	Middle School = 4.5 acres	Gross Acres	Consolidated Middle School/High School = 10.8 acres
	Support Facilities = 2.8 acres		Support Facilities = 2.8 acres

B. Existing Zoning RE-40-1-H (Residential Estate, Height District 1)**C. Existing Use of Land** Middle School site: recreational area associated with the Milken Community High School
Support Facilities site: Stephen S. Wise Nursery School

Existing General Plan Designation	Minimum Density Residential (existing uses allowed per CUPs)

D. Requested General Plan Designation No change requested**E. Number** 4 **type** modular structures **and age** $\pm$ +/- 13 years **of structures to be removed as a result of the project. If residential dwellings (apts., single-family, condos) are being removed indicate the number of units:** 0 **and average rent:** N/A

Is there any similar housing at this price range available in the area? If yes, where? N/A

F. Number Under study **Trunk Diameter** Under study **and type** Under study **of existing trees.****G. Number** Under study **Trunk Diameter** Under study **and type** Under study **of trees being removed (identify on plot plan.)****H. Slope: State percent of property which is:**

Middle School=35%	Less than 10% slope	MS=1%	10–15% slope	MS=64%	over 15% slope
Support Site=68%		Support=0		Support=32%	

If slopes over 10% exist, a topographic map will be required. Over 50 acres, 1" = 200' scale is okay.

I. Check the applicable boxes and indicate the condition on the Plot Plan. There are ☐ **natural or man-made drainage channels,** ☐ **rights of way and/or** ☒ **hazardous pipelines crossing or immediately adjacent to the property, or** ☐ **none of the above. (two 8-inch and one 16-inch oil lines and one 26-inch gas line in Sepulveda Boulevard – See Section VII of Attachment B)****J. Grading: (specify the total amount of dirt being moved)**

	0-500 cubic yards.
48,000 cubic yards	if over 500 cubic yards. indicate amount of cubic yards.

K. Import/Export: Indicate the amount of dirt being imported or exported. 25,000 cubic yards of export

Projects involving import/export of 1000 cubic yards or more are required to complete a Haul Route Form and Haul Route Map.

If the project involves more than one phase or substantial expansion or changes of existing uses, please document each portion separately, with the total or project details written below. Describe entire project, not just area in need of zone change, variance, or other entitlement.

III. Residential project (if not residential, do not answer)

- A. Number of Dwelling Units-
 Single Family _____ Apartment _____ or Condominium _____
- B. Number of Dwelling Units with:
 One bedroom _____ Two bedrooms _____
 Three bedrooms _____ Four or more bedrooms _____
- C. Total number of parking spaces provided _____
- D. List recreational facilities of project _____
- E. Approximate price range of units \$ _____ to \$ _____
- F. Number of stories, _____ height _____ feet.
- G. Type of appliances and heating (gas, electric, gas/electric, solar) _____
 Gas heated swimming pool? _____
- H. Describe night lighting of the project _____
 (include plan for shielding light from adjacent uses, if available)
- I. Percent of total project proposed for: Building _____
 Paving _____
 Landscaping _____
- J. Total Number of square feet of floor area _____

IV. Commercial, Industrial or Other Project (if project is only residential do not answer this section).

Describe entire project, not just area in need of zone change, variance, or other entitlement.

- A. Type of use Middle School: 4 new one-story buildings with approx. 30,000 square feet of program space (classrooms, administration, support, and central meeting spaces). Support Facilities: 400-seat school performing arts center and standard size soccer field.
- B. Total number of square feet of floor area 55,000 sf (30,000 sf Middle School/25,000 sf perf. arts center.)
- C. Number of units if hotel/motel 0
- D. Number of stories. Middle School = 1 height Middle School = 15 Feet
 Perf. Arts Ctr. = 2 Perf. Arts Ctr. = 30 Feet
- E. Total number of parking spaces provided: 122 (42 on Middle School site (150 existing on High School) and 80 on Support Facilities site (50 existing on Nursery School))
- F. Hours of operation Middle School: 7:30 A.M.-3:30 P.M. Days of operation Monday-Friday, with occasional weekend (plus extra-curricular activities) use of the soccer field and performing arts center
 Soccer Field: 6:00 A.M. – 8:00 P.M.
 Performing Arts Center: 6:30 A.M. – 7:30 P.M. (with occasional performances until 11:30 P.M.)
- G. If fixed seats or beds involved, number 400-seat school performing arts center
- H. Describe night lighting of the project Shielded, pole-mounted; soccer field lights; low-level security lights
 (Include plan for shielding light from adjacent uses, if available)
- I. Number of employees per shift 30 teachers and staff (existing = 30)
- J. Number of students/patients/patrons 240 Middle School students
- K. Describe security provisions for project Private security personnel; fencing around campus; security cameras
- L. Percent of total project proposed for: Building 30 percent
 Paving 40 percent
 Landscaping 30 percent

Historic/Architecturally Significant Project

Does the project involve any structures, buildings, street lighting systems, spaces, sites or components thereof which may be designated or eligible for designation in any of the following:
 (please check)

- ☐ National Register of Historic Places No
- ☐ California Register of Historic Resources No
- ☐ City of Los Angeles Cultural Historic Monument. No
- ☐ Within a City of Los Angeles Historic Preservation Overlay Zone (HPOZ) No

V. Hazardous Materials and Substance Discharge

Does the project involve the use of any hazardous materials or have hazardous substance discharge?

If so, please specify.

The project would involve the use of standard cleaning agents and pesticides.

A. Regulatory Identification Number (if known) N/A

B. Licensing Agency N/A

C. Quantity of daily discharge N/A

VI. Stationary Noise Clearance: A clearance may be necessary certifying the project's equipment (e.g., air conditioning) complies with City Noise Regulations.

Some projects may require a Noise Study. The EIR staff will inform those affected by this requirement.

VII. Selected Information:

A. Circulation: Identify by name all major and secondary highways and freeways within 1,000 feet of the proposed project; give the approximate distance(s):

San Diego Freeway (I-405) is approximately 700 feet east of the proposed consolidated Middle School/High School site

B. Air: All projects that are required to obtain AQMD permits (see AQMD Rules and Regulations) are required to submit written clearance from the AQMD indicating no significant impact will be created by the proposed project.*

C. Noise: Projects located within 600 feet of railroad tracks indicate the number of trains per day:**

Day 7 AM–10 PM N/A

Night 10 PM–7 AM N/A

VIII. Mitigating Measures:

Feasible alternatives or mitigation measures which would substantially lessen any significant adverse impact which the development may have on the environment. Under study

* Contact the South Coast Air Quality Management District at 572-6418 for further information.

** For information, contact:

Southern Pacific Train Dispatcher 629-6569

Union Pacific Engineering 725-2313

Santa Fe Train Master 267-5546

APPLICANT/CONSULTANT'S AFFIDAVIT**OWNER MUST SIGN AND BE NOTARIZED;****IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED**

I, _____
 Owner (Owner in escrow)*
 (Please Print)

I, DONALD P BAKER
 Consultant*
 (Please Print)

Signed: _____
 Owner

Signed: [Signature]
 Agent

being duly sworn, state that the statements and information contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief.

State of California, County and City of Los Angeles

Signed: <u>[Signature]</u> Notary <u>HECTOR CORDOVA</u> Subscribed and sworn to before me this <u>1st</u> day of <u>July</u> 200<u>3</u> (NOTARY or CORPORATE SEAL)	Signed: _____ Notary _____ Subscribed and sworn to before me this day of , _____ 20____ (NOTARY)

* If acting for a corporation, include capacity and company name.





DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Marya E. Zaitzovsky

SIGNATURE

City Planning Associate

TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
CITY PLANNING COMMISSION



JAMES K. HAHN
MAYOR

ORIGINAL FILED

OCT 09 2003
LOS ANGELES COUNTY CLERK

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INFORMATION
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www.lacity.org/PLN

October 9, 2003

NOTICE OF PREPARATION AND
NOTICE OF PUBLIC SCOPING MEETING

EAF NO.: ENV-2003-4563-EIR

PROJECT NAME: Stephen S. Wise Middle School Relocation Project

PROJECT DESCRIPTION: The project proposes a Conditional Use Permit (CU) or a Modified CU to permit the relocation of the existing Stephen S. Wise Middle School from its current location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a nearby permanent location on the Milken Community High School site. In addition, support facilities, including a school performing arts center with 25,000 square feet of program space and 400 seats, as well as a standard size soccer field would be constructed at the existing Stephen S. Wise Nursery School site, which is becoming available as this Nursery Program is relocating to its original site on the Stephen S. Wise Temple. The new Middle School, which would be located on the consolidated Middle School/High School site, would provide a co-education, day school facility serving 240 seventh and eighth graders within approximately 30,000 square feet of program space. No increase in enrollment or faculty/staff is proposed. The school performing arts center would be up to 30 feet in height, while the new Middle School would be up to 20.5 feet in height. Proposed hours of operation of the school are 7:30 A.M. to 3:30 P.M. Monday - Friday (plus extra-curricular activities). The soccer field would operate 6:00 A.M. to 8:00 P.M. Monday - Friday and the Performing Arts facility would operate 6:30 A.M. to 7:30 P.M. Monday - Friday with occasional performances until 11:30 P.M. Occasional weekend use of the soccer fields and performing arts center would occur. Forty-two new parking spaces will be provided at the Middle School for a total of 192 spaces serving both schools, and 80 parking spaces will be provided at the Support Facilities site.

PROJECT ADDRESS: 15900 & 16100 Mulholland Drive

COMMUNITY PLAN AREA: Brentwood-Pacific Palisades

COUNCIL DISTRICT: 11 & 5

COMMENTS DUE DATE: November 10, 2003

PUBLIC SCOPING MEETING DATE AND LOCATION: Thursday October 23, 2003 from 6:30 - 9:00 PM. University of Judaism, 15600 Mulholland Drive, Los Angeles, in the Matthew Berman Chapel (2nd floor).

AREAS OF POSSIBLE ENVIRONMENTAL IMPACT: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology/Water Quality, Land Use and



Planning, Noise, and Transportation/Traffic.

The enclosed materials describe a proposed land development project and suggest possible environmental impacts of the project, which lies in an area that has been determined to be of interest to yourself and/or the organization you represent. An EIR is to be prepared for this project by this office. We welcome all comments on the possible environmental impacts of the proposed project so that we can take them into consideration in the preparation of the EIR. All comments should be in writing and must be submitted to this office by **November 10, 2003**

Please direct your responses to:

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012 (213) 978-1355

Con Howe
Director of Planning

Maya E. Zaitzevsky

Maya E. Zaitzevsky
City Planning Associate

Enclosures

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles Department of City Planning	11 and 5	October 2003

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	CASE NO.
Stephen S. Wise Temple Middle School Relocation Project	

PREVIOUS ACTIONS CASE NO.	☒ DOES have significant changes from previous actions.
CPC-1996-90-SPE; BZA-1993-4857-CUZ	☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

The project proposes a Conditional Use Permit (CUP) or a Modified CUP to permit the relocation of the existing Stephen S. Wise Middle School from its current location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a nearby permanent location on the Milken Community High School site. In addition, support facilities, including a school performing arts center with 25,000 square feet of program space and 400 seats, as well as a standard size soccer field would be constructed at the existing Stephen S. Wise Nursery School site, which is becoming available as this Nursery Program is relocating to its original site on the Stephen S. Wise Temple. The new Middle School, which would be located on the consolidated Middle School/High School site, would provide a co-education, day school facility serving 240 seventh and eighth graders within approximately 30,000 square feet of program space. No increase in enrollment or faculty/staff is proposed. The school performing arts center would be up to 30 feet in height, while the new Middle School would be up to 20.5 feet in height. Proposed hours of operation of the school are 7:30 A.M. to 3:30 P.M. Monday - Friday (plus extra-curricular activities). The soccer field would operate 6:00 A.M. to 8:00 P.M. Monday - Friday and the Performing Arts facility would operate 6:30 A.M. to 7:30 P.M. Monday - Friday with occasional performances until 11:30 P.M. Occasional weekend use of the soccer fields and performing arts center would occur. Forty-two new parking spaces will be provided at the Middle School for a total of 192 spaces serving both schools, and 80 parking spaces will be provided at the Support Facilities site.

ENVIRONMENTAL SETTING:

The portion of the consolidated Middle School/High School site on which the Middle School would be located contains two grass fields and a paved area used for recreational purposes associated with the High School. Elevations range from approximately 1,250 to 1,265 feet above sea level. There is currently no direct driveway access to this portion of the site. Landscaping is largely limited to the slope adjacent to Mulholland Drive and the slope leading down to Sepulveda Boulevard, which includes native and ornamental species. The proposed Support Facilities site has been previously graded, paved, and developed with a Nursery School consisting of four modular buildings, play areas, and 50 surface parking spaces. It is located on land that is relatively flat with elevations that range from approximately 1,310 to 1,320 feet above sea level. The sites are located within the Brentwood-Pacific Palisades Community Planning District of the City of Los Angeles.

PROJECT LOCATION

The proposed Middle School would be located on the northerly 4.5 acres of the 10.8 acre consolidated Middle School/High School site. This site is located at 15900 Mulholland Drive in the City of Los Angeles and is on the south side of Mulholland Drive, just east of Sepulveda Boulevard and west of I-405. The proposed Support Facilities site is approximately 1,000 feet west of the consolidated Middle School/High School site and consists of 2.8 acres. This site is located at 16100 Mulholland Drive in the City of Los Angeles, on the south side of Mulholland Drive. Both project sites are within the Inner Corridor as well as the Institutional Use Corridor of the Mulholland Scenic Parkway Specific Plan.

PLANNING DISTRICT/NEIGHBORHOOD COUNCIL	STATUS:
Brentwood-Pacific Palisades/Bel Air-Beverly Crest	☐ PRELIMINARY
	☐ PROPOSED
	☒ ADOPTED date June 17, 1998

EXISTING ZONING	MAX. DENSITY ZONING	☒ DOES CONFORM TO PLAN ☐ DOES NOT CONFORM TO PLAN ☐ NO DISTRICT PLAN
RE-40-1-H	N/A	
PLANNED LAND USE & ZONE	MAX. DENSITY PLAN	
Educational Facilities-Conditional Use	N/A	
SURROUNDING LAND USES	PROJECT DENSITY	
Institutional, Open Space, Religious	Current FAR = 0.13	
Institution, Single Family Residential	Proposed FAR - 0.67	



DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SIGNATURE

TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
- 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
- 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Hazards & Hazardous Materials	☐ Public Services
☐ Agricultural Resources	☒ Hydrology/Water Quality	☐ Recreation
☒ Air Quality	☒ Land Use/Planning	☒ Transportation/Traffic
☒ Biological Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☒ Cultural Resources	☒ Noise	☒ Mandatory Findings of Significance
☒ Geology/Soils	☐ Population/Housing	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)



BACKGROUND

PROPONENT NAME	PHONE NUMBER
PROPONENT ADDRESS	
AGENCY REQUIRING CHECKLIST	DATE SUBMITTED
PROPOSAL NAME (If Applicable)	



ENVIRONMENTAL IMPACTS

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☒	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	☐	☒	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☒	☐	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☒	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

VI. GEOLOGY AND SOILS. Would the project:

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☒	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:

a. Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☐	☒	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

IX. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

X. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
state?				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XI. NOISE. Would the project:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Other governmental services (including roads)?	☐	☐	☐	☒

XIV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

XV. TRANSPORTATION/CIRCULATION. Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☐	☒	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☒	☐	☐
f. Result in inadequate parking capacity?	☐	☒	☐	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☒	☐	☐

XVI. UTILITIES. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☒	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐



DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

See Attachment B: Explanation of Checklist Determinations

PREPARED BY	TITLE	TELEPHONE #	DATE

ATTACHMENT A PROJECT DESCRIPTION

A. INTRODUCTION

The Project Applicant, the Stephen S. Wise Temple, proposes improvements to its facilities located along the Mulholland Drive Corridor in the City of Los Angeles. The Temple offers an integrated religious community setting that serves as a Jewish Temple with religious services, a community center, and educational facilities that has become increasingly important to the local area as well as to the broader Jewish community. The project arises out of an attempt provide education facilities in a manner that makes the most efficient use of Temple space and facilities that occur at three locations along Mulholland Drive: A School site located just to west of the I-405 Freeway, a Support Facilities Site located further to the west and the Temple site, located to the east of the I-405 Freeway.

In order to provide the most efficient use of academic space for its Mulholland Corridor school facilities, Stephen S. Wise Temple (“Temple”) is proposing to consolidate its middle school and high school into permanent facilities. Specifically, the project applicant, proposes to relocate the existing Stephen S. Wise Middle School (“Middle School”) from its current location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a permanent location on the Milken Community High School (“High School”) site, located to the east of the existing Middle School site along Mulholland Drive between Sepulveda Boulevard and Mulholland Drive, west of the San Diego Freeway (I-405).

As part of the project, a new soccer field and school performing arts center would be developed as support facilities. The soccer field would be located within a support facilities site that currently includes a portion of the Temple’s Nursery School program, located east of the current Middle School site along Mulholland Drive. The portion of the Temple’s Nursery School program that is currently located on this site is being returned to its original, permanent location at the Stephen S. Wise Temple site east of I-405, which makes this property available. The performing arts center would be located at the Temple site. Construction at the Temple site would **[require??]** be accompanied by relocation of an existing parking structure and changes in site access.

Upon completion of the project, the Stephen S. Wise Middle School would continue to provide a co-educational, day school facility that serves grades seven and eight. The project would provide permanent and upgraded facilities to accommodate the educational needs of up to

240 middle school students on an underutilized portion of the existing High School site as well as support facilities to serve both the Middle School and the High School.¹

B. PROJECT LOCATION AND SURROUNDING USES

The project sites are located at the crest of the Santa Monica Mountains with access from Mulholland Drive. As shown in Figure A-1, Project Vicinity and Regional Location Map, on page A-2, the project sites are located approximately 17 miles northwest of downtown Los Angeles and approximately 6 miles northeast of the Pacific Ocean. The San Diego Freeway is

¹ *The existing Conditional Use Permit for the Middle School also allows up to 240 students. Thus, no increase in enrollment is proposed.*

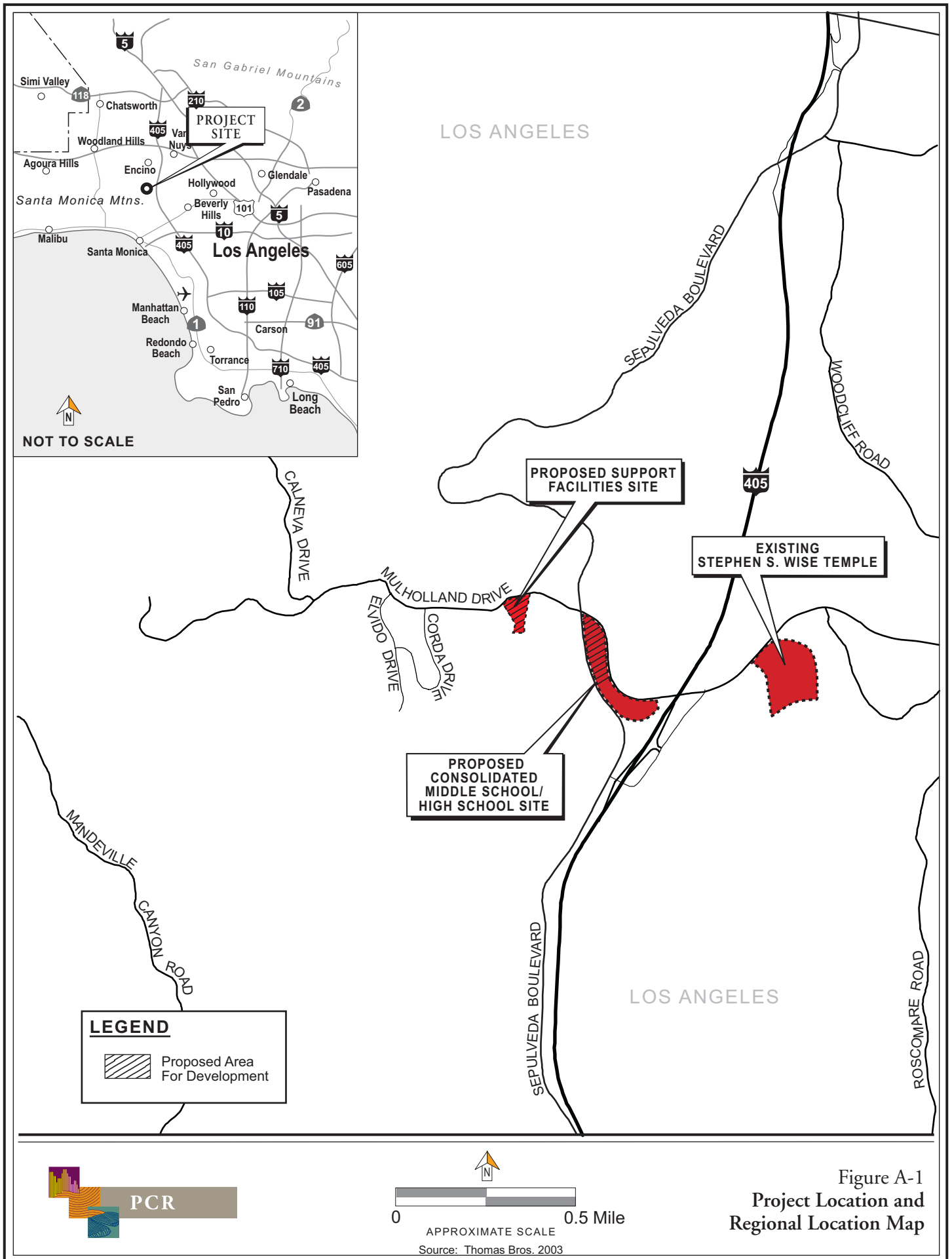


Figure A-1
Project Location and
Regional Location Map

located approximately 0.3 mile and 0.6 mile east of the proposed Middle School and Support Facilities sites, respectively, and approximately 0.25 mile west of the Temple site. The area surrounding the project sites consists of a variety of institutional uses, including educational and religious facilities. All of the sites are located within the boundaries of the Brentwood-Pacific Palisades Community Planning District of the City of Los Angeles as well as within the Mulholland Scenic Parkway Specific Plan area.² The sites are also within the Institutional Use Corridor as defined in the Mulholland Scenic Parkway Specific Plan.

Proposed Consolidated Middle School/High School Site

Stephen S. Wise Middle School is currently located on leased property owned by Bel Air Presbyterian Church located at 16190 Mulholland Drive. The uses associated with the Middle School, including classrooms, technology/media facilities, administrative space, and an assembly area, would be relocated directly adjacent to and north of the existing Milken Community High School, hereafter referred to as the consolidated Middle School/High School site.³ This site is located on the south side of Mulholland Drive, just east of Sepulveda Boulevard and west of I-405.⁴ The Middle School would be located on the northerly 4.5 acres of the 10.8-acre High School property located at 15900 Mulholland Drive. This site is located near the top of a 40- to 80-foot west-facing slope above Sepulveda Boulevard. As shown in Figure A-2 on page A-4, to the north of this site, the topography slopes upward to a degree until the descent into the San Fernando Valley begins.⁵

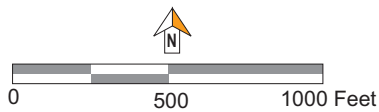
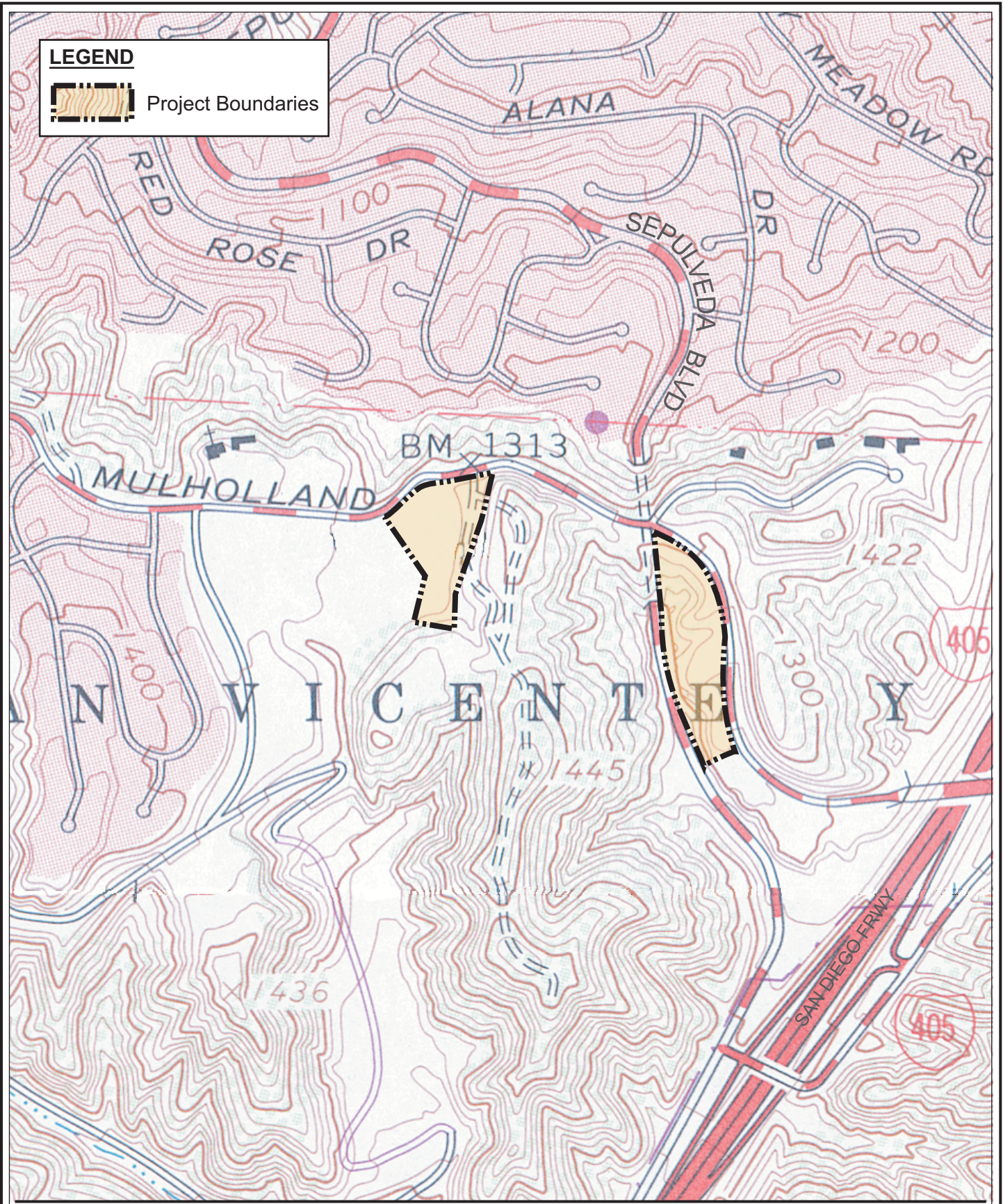
The consolidated Middle School/High School site is generally bounded by I-405 on the southeast, Skirball Cultural Center on the south, and the Curtis School on the north and northeast. Sepulveda Boulevard and the Sepulveda Tunnel border the site on the west, with an undeveloped hillside located further to the west.

² *The intent of the Mulholland Scenic Parkway Specific Plan is to promote and maintain Mulholland Drive as a scenic parkway.*

³ *The Milken Community High School is also part of the Stephen S. Wise Temple.*

⁴ *This portion of Mulholland Drive adjacent to the proposed consolidated Middle School/High School site runs in a north/south direction, with the proposed consolidated Middle School/High School site is located to the west. However, as Mulholland Drive is an east/west corridor, to maintain consistency, directional descriptions are referred to as such.*

⁵ *Van Beveren & Butelo, Inc., Geotechnical Input to Environmental Documentation, Proposed Middle School Project, March 19, 2003.*



Source: U.S.G.S Topographic Map Beverly Hills and Van Nuys Quadrangles.

Figure A-2
Topographic Map

Proposed Support Facilities Site

Support facilities, comprising a soccer field, with related parking, would be located on the existing Stephen S. Wise Nursery School site, hereafter referred to as the Support Facilities site, situated just east of the Middle School's facilities at 16100 Mulholland Drive. This site is approximately 1,000 feet west of the proposed consolidated Middle School/High School site and consists of approximately 2.8 acres. As illustrated in Figure A-2 while the general topography of the project area is diverse, the Support Facilities site is located on land that is relatively flat with elevations that range from approximately 1,310 to 1,320 feet above sea level.

The Support Facilities site is bounded by the Bel Air Presbyterian Church and associated facilities on the northwest, the Westland School and the Mirman School on the west, and the Berkeley Hall School on a hillside to the south. The area directly east of the Support Facilities site consists of vacant land on top of a hillside that appears to be under the same ownership as the Berkeley Hall School.

The intervening area between the two sites consists of an undeveloped area that is interrupted only by the driveway to the Berkeley Hall School. Single-family residences are located farther from the project sites to the north and west and are largely isolated from the sites by the other institutional uses in the area, as well as by topography and vegetation. The project area, including the surrounding land uses, is shown in Figure A-3, Aerial Photograph, on page A-6

Temple Site/Proposed Performing Arts Center Site

The Proposed Performing Arts Center would be located at the main Temple site located at 15500 Steven Wise Drive. The Temple site comprises a private religious institution that includes a religious sanctuary, an Elementary School, a Nursery School, administrative offices, parking, a playground, and ancillary support facilities. Access to the site via Steven Wise Drive is from Casiano Road that links with Mulholland Drive, approximately 300 feet to the north. The Performing Arts Center would be located on an ____ acre parcel within the larger ____ acre site and would be surrounded by the existing Temple facilities. This parcel currently contains a [??parking structure??] that would be relocated to a parcel at ____[location]. The site is comprised of a relatively flat facility area that has been contoured into [sits atop ??] a hillside, with slopes rising, ..____ falling____[etc.]. Surrounding uses include _____.

C. SITE BACKGROUND AND EXISTING CONDITIONS

Stephen S. Wise Temple established a middle school program in 1981. In 1990, the combined Stephen S. Wise Middle School and High School, consisting of grades seven through twelve, was founded as the Stephen Wise Community High School, with facilities consisting of several dormitory rooms on the University of Judaism campus adjacent to the Temple on the east side of I-405. The middle school program (grades seven and eight) was moved to its current facilities on the Bel Air Presbyterian Church property in 1988. The high school program (grades nine through twelve) is now housed in the new Milken Community High School facilities at 15900 Mulholland Drive that opened in 1998. The entire nursery school program was originally located at the Stephen S. Wise Temple site until 1990 when the program for three to five year old children was moved to the west side of I-405 on what is now being proposed as the Support Facilities site. However, due to programmatic constraints associated with the separation of the nursery school program on two sites on either side of I-405, the entire program is being moved back to the Temple site, which is a permitted action under current approvals.



Source: Fields Devereaux Architects & Engineers, 2003

Figure A-3
Aerial Photograph -
Existing Facilities

The project sites are zoned RE-40-1-H (Residential Estate, Height District 1) pursuant to the City of Los Angeles Zoning Code. The Brentwood-Pacific Palisades District Plan designates the sites as Minimum Density Residential. The existing school uses are permitted on the sites pursuant to existing approved Conditional Use Permits (CUPs). The sites are located within the Institutional Use Corridor as well as the Inner Corridor as defined in the Mulholland Scenic Parkway Specific Plan.

Existing Middle School Site

As described above, the Temple's middle school program (grades seven and eight) was moved to its current facilities on the Bel Air Presbyterian Church property located at 16190 Mulholland Drive in 1988. This property is currently leased to the Temple. The existing middle school facilities include classrooms, technology/media facilities, administrative space, and an assembly area as well as surface parking. In accordance with CUP No. ZA 86-1070 (CUZ/ZV), maximum permitted enrollment at the Middle School is 240 students. In addition, there are approximately 30 faculty and staff members currently employed by the Middle School. Classes at the Middle School take place from 7:30 A.M. to 3:30 P.M., Monday through Thursday and 7:30 A.M. to 2:30 P.M. Friday, with extracurricular activities taking place after regular school hours.

Proposed Consolidated Middle School/High School Site

The Middle School is proposed to be located to the north of the existing High School on underutilized land that is currently vacant and consists of two grass fields and a paved area used for recreational purposes associated with the High School. The portion of the site on which the Middle School would be located has been graded with elevations that range from approximately 1,250 to 1,265 feet above sea level. There is currently no direct driveway access to this portion of the site. Landscaping is largely limited to the slope adjacent to Mulholland Drive, which primarily consists of ornamental trees and shrubs, and the slope leading down to Sepulveda Boulevard, which includes native and ornamental species.

Combined currently permitted enrollment at the Middle School and High School is 890 students.⁶ In accordance with CUP Nos. ZA 93-0147 (CZU/PAD), ZA 99-0514 (CU/PA1), and Council File 11-1648, maximum permitted enrollment at the High School is 650 students. There are approximately 75 faculty and 15 staff members currently employed by the High School. Classroom hours for the High School are from 7:30 A.M. to 3:30 P.M., with on-site school activities continuing after regular school hours.

⁶ *The Middle School's currently permitted enrollment is 240 students and the High School's currently permitted enrollment is 650 students. No changes in the maximum permitted enrollment are proposed.*

Proposed Support Facilities Site

The site proposed to be developed with the soccer field currently contains a Nursery School, which is located within a footprint of approximately 46,400 square feet. The existing Nursery School facilities are used by three to five year old children within the Temple's Nursery School Program and consist of four one-story temporary modular buildings, including two classroom buildings, an administration building, and a multi-purpose building, containing a total of approximately 20,000 square feet. An outdoor play area is located in the central portion of the site and a small grass field is located at the southern end of the site. A surface parking area with 50 parking spaces is located adjacent to Mulholland Drive on the northern portion of the site. As indicated above, the Support Facilities site is located on land that is relatively flat with elevations that range from approximately 1,310 to 1,320 feet above sea level. In addition, the easternmost portion of the site includes a west-facing cut slope that was previously graded and ranges in height from approximately 60 to 100 feet.⁷ Landscaping consists of ornamental trees and shrubs primarily located along the western project boundary and along the southern portion of the parking area.

Current enrollment at the Nursery School located on the proposed Support Facilities site is approximately 220 students, with up to 320 students permitted at build-out pursuant to CUP No. 93-0146 (CUZ)(ZV). The Nursery School employs approximately 24 faculty and staff on-site. Hours of operation are typically from 8:00 A.M. to 5:00 P.M., with classroom hours ending at 3:30 P.M. In addition, the Nursery School hosts three to five evening or weekend events per year for parents.

Temple Site/Proposed Performing Arts Center Site

The Temple site comprises a private religious institution that includes a religious sanctuary, an Elementary School, a Nursery School, administrative offices, parking, a playground, and ancillary support facilities, consisting of a total of approximately 105,650 square feet of programmatic space. These uses have been developed in accordance with a conditional use permit (CUP) issued in 1966 with subsequent plan approvals and an additional CUP for parking issued in 1989. The structures that provide for these uses have been integrated into the natural topography of the site and therefore, are generally not visible from off-site locations. A site plan indicating the general location of existing on-site uses is provided in **Error! Reference source not found. on page A-Error! Bookmark not defined.**

⁷ Van Beveren & Butelo, Inc., *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Performing Arts Center, Soccer Field, and Retaining Wall, May 9, 2003.*

D. DESCRIPTION OF THE PROPOSED PROJECT

The Stephen S. Wise Middle School Relocation Project is proposed to consist of three primary components. The first component is intended to provide a permanent home for the Stephen S. Wise Middle School in upgraded facilities located on the northern portion of the Milken Community High School site located at 15800 Mulholland Drive. This component would allow the Middle School to move out of the temporary facilities on leased land to a consolidated campus with permanent facilities with the ability to share the existing High School science and recreation facilities. The second component of the project includes supporting school performing arts and soccer field facilities within the current Stephen S. Wise Nursery School site located at 16100 Mulholland Drive, approximately 0.5 mile to the east of the existing Middle School facility. The portion of the Nursery School program that is currently located on this site is moving back to its original, permanent location at the Stephen S. Wise Temple site east of I-405 at 15500 Stephen S. Wise Drive. As a result, Nursery School and Elementary School facilities will be consolidated on the east side of I-405, and the site on which the Nursery School is now located is available. The project would, thus, result in permanent and consolidated Middle School and High School facilities west of I-405. In addition, moving the Middle School to a site immediately adjacent to the High School, with shared support facilities, would result in a lower intensity of use in the Institutional Corridor west of the I-405 freeway, where traffic and safety concerns have traditionally been focused. The proposed locations of the consolidated Stephen S. Wise school facilities are illustrated in Figure A-4 on page A-10.

Component One: Proposed Consolidated Middle School/High School Site

As shown in Figure A-5 on page A-11, the northern portion of the consolidated Middle School/High School site would be developed with institutional uses associated with a middle school, including classrooms, computer workrooms, technology/media facilities, an art center and storage, a central meeting hall, a student lounge, and administrative support facilities including a staff lounge. These uses, which would comprise approximately 30,000 square feet of program floor area, would be located in four one-story buildings that would be integrated into the existing topography of the site and laid out in a linear pattern.⁸ The heights of these structures would range from approximately 16 feet to approximately 20.5 feet. Outdoor play fields would be located at the northern end of this site and would include a basketball/volleyball court with adjacent accessory/practice space. In addition, this component would include internal modifications to the existing High School gymnasium, which would increase the floor area of the gymnasium by approximately 3,000 square feet. Such improvements would convert space now used for theater arts to space utilized for or supporting sports programs. These modifications

⁸ The 30,000 square feet of program floor area excludes non-program areas such as covered walkways, hallways, and awnings, as well as area excluded by Code.

would serve an existing demand from both the Middle and High Schools and would not result in additional faculty, staff, or students.

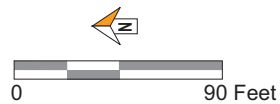
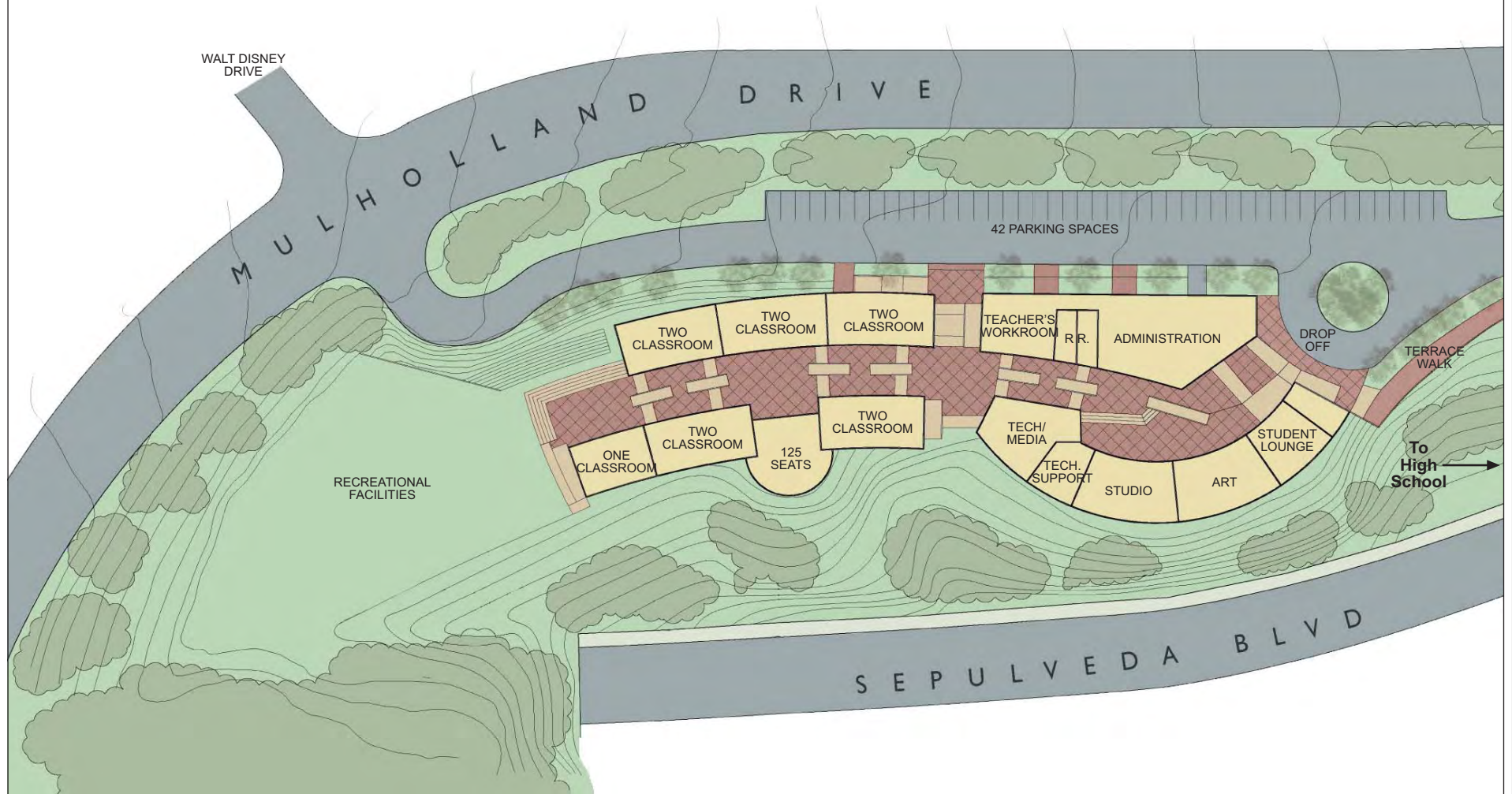
The consolidated High School/Middle School site would consist of a total of approximately 95,000 square feet of program space, including the existing 62,000-square foot High School, the proposed 30,000-square foot Middle School, and the 3,000 square feet resulting from the internal gymnasium remodel.⁹ The size and scope of the project is able to remain relatively small given the ability of the Middle School to share the use of certain existing High School facilities that would be adjacent to the Middle School on a consolidated campus.

⁹ *Ibid.*



Source: Fields Devereaux Architects & Engineers, 2003

Figure A-4
Location of Proposed Facilities



Source: Fields Devereaux Architects & Engineers, 2003

Figure A-5
Proposed Middle School
Site Plan

All of the proposed buildings would incorporate architectural elements that would integrate the development with the surrounding uses and would complement the scenic nature of Mulholland Drive and its environs. Architectural materials would generally consist of concrete, stucco, and stone with non-reflective metal roofs. An outdoor covered walkway would provide a pedestrian link between the Middle School and the High School. Pole lighting would be installed along the internal roadway and parking area and security lighting would be placed along the building and walkways. All outdoor lighting would be low-level and would be directed away from off-site areas.

Landscaping at the Middle School site would generally consist of a native palette of plant species that would be naturally blended into the site and the surroundings. Existing trees and vegetation would be retained where possible and supplemented with additional landscaping to reinforce the natural appearance of the site. Landscaping on the portion of the site that is adjacent to the Mulholland Drive right-of-way would consist of an informal arrangement of native plants, and the site driveway would be punctuated with compatible accent plants. The slope leading down to Sepulveda Boulevard would consist of an irrigated landscaped greenbelt consisting of fire and drought resistant plants. In addition, masonry block retaining walls would be located on and around the Middle School. A retaining wall ranging in height from 0 to 20 feet would be placed in a canyon along the hillside adjacent to Sepulveda Boulevard. Due to the existing vegetation and topography, most of this wall would not be visible from the surrounding roadways, with the exception of a small portion that would be visible from just before the entrance to the Sepulveda Tunnel. Additional site terracing retaining walls up to 15-feet in height would be placed throughout the site to accommodate the proposed improvements.

Access to and from this portion of the site would be provided from a driveway that would form a four-way intersection at Walt Disney Drive and Mulholland Drive. Modification to the existing traffic signal at this location is proposed as part of the project to form a four-way intersection. In addition, the project would include the construction of a separate right-turn lane for eastbound Mulholland Drive traffic and a separate left-turn lane, with a left-turn traffic signal arrow, for westbound Mulholland Drive traffic. A circular drop-off area would be provided toward the southern end of the site to facilitate internal traffic flow and eliminate any need for queuing on Mulholland Drive. Although vehicular access between the Middle School and the High School would be limited, the driveway would connect with the existing High School driveway, allowing siblings to be dropped off at both schools without adding an additional trip to Mulholland Drive. This access point would be gated and its use would be limited to those who require drop-off and pick-up access to both schools. The existing driveway that services the High School would remain unchanged. As required by Code, approximately 42 surface parking spaces would be provided in the eastern portion of the site, parallel to Mulholland Drive.

The consolidated Middle School/High School would serve up to 890 students, which is the aggregate number of students currently permitted at the Middle School (240 middle school students) and the High School (650 middle school and high school students), so there would be no net addition of students. In addition, approximately 30 faculty and staff members would be employed at the Middle School. Classes would continue to take place between 7:30 A.M. to 3:30 P.M. Monday through Thursday, and 7:30 A.M. to 2:30 P.M. on Friday, with extracurricular activities taking place after regular school hours.

Component Two: Soccer Field -- Support Facilities Site

As the Nursery School that is currently located on the Support Facilities site is moving back to its permanent, original location at the Stephen S. Wise Temple east of I-405, all of the existing temporary Nursery School facilities on this site would be demolished or removed, leaving the site available for other uses.¹⁰ As shown in Figure A-6 on page A-14, the site would be used for a standard size soccer field, with supporting parking.

The soccer field, which would be located in the northern portion of the site, would be set back approximately 40 feet from Mulholland Drive at its closest point and would extend up to approximately 40 feet into the unutilized portion of the Mulholland Drive right-of-way. This field would be a standard sized soccer field, measuring 165 feet by 300 feet, suited for high school and middle school athletic events and activities. Pole-mounted lighting that would be shielded and oriented to maximize light spread to the field area would be installed along the east and west sides of the soccer field. The existing access point along Mulholland Drive would be maintained and would continue to provide sole access to this site. As required by Code, a total of approximately 80 surface parking spaces would be provided just west of the soccer field.

Landscaping on this site would be similar to that proposed for the Middle School site and would consist of a native palette of plant species that would be naturally blended into the site and the surroundings. Landscaping adjacent to the Mulholland Drive right-of-way would include an

¹⁰ *The existing buildings on the Nursery School site are temporary, modular-type structures.*

¹² *This programmatic square footage excludes areas such as covered walkways, hallways, and awnings, as well as area excluded by Code.*

LEGEND

 Proposed Support Facilities
 Project Boundary

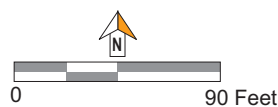
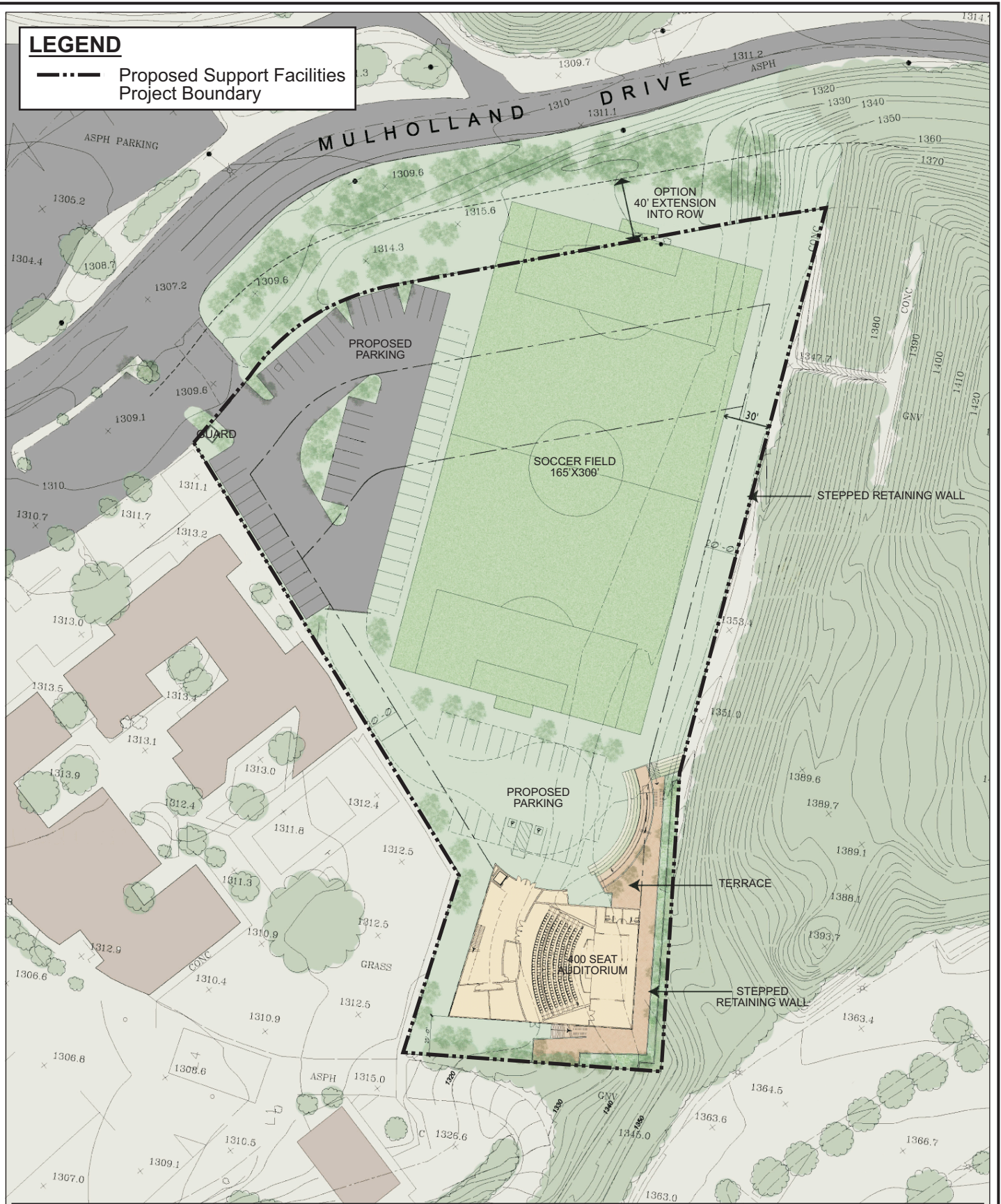


Figure A-6
 Proposed Support
 Facilities Site Plan

Source: Fields Devereaux Architects & Engineers, 2003

informal arrangement of native plants and trees, with accent landscaping at the entrance to the site. In addition, an approximately eight-foot high black chain link fence would be installed in the Mulholland Drive right-of-way for the width of the soccer field. A stepped retaining wall would be constructed along the eastern boundary of the site, consisting of three eight- to nine-foot sections with planters containing cascading foliage between each section. In addition, an approximately six-foot retaining wall would be constructed along the western boundary of the site.

Component Three: Performing Arts Center – Temple Site

The performing arts center would be located in the _____ portion of the property and would include a 400-seat theater and accessory uses including rehearsal space, a choral room, offices, and storage areas. This building, which would be approximately 30 feet in height, would consist of up to approximately 25,000 square feet of programmatic floor area within three levels that would be integrated into the _____[old - eastern slope] of the property.¹²

Project Phasing and Construction

Construction of the project would be completed in two [three??] general phases occurring sequentially. The first phase would consist of grading of the proposed Middle School site and construction of the Middle School facilities on this site (Component One). The second phase would include grading of the proposed Support Facilities site and construction of the school performing arts center on this site (Component Two).¹³ Build-out of the project would occur in 2005.

Implementation of the project would require some modification of the existing topography. Much of the grading would occur in previously developed or paved areas. However, some grading activities would take place on the slope adjacent to Sepulveda Boulevard on the consolidated Middle School/High School site and on the slope that borders the east side of the Support Facilities site. Grading would occur during the first phase of construction and would consist of the movement of approximately 48,000 cubic yards of material, including approximately 12,500 cubic yards associated with corrective grading. Approximately 25,000 cubic yards would be exported from the sites. This material may be exported to the nearby Bel Air Presbyterian Church property located on the south side of the Mulholland Drive, just west of the Support Facilities site and south of the existing Stephen S. Wise Middle School site. All grading activities would comply with applicable City of Los Angeles grading requirements.

¹³ *Grading of the Support Facilities site and improvements to the soccer field could occur as part of the first phase. Under this circumstance, the second phase would consist of construction of the school performing arts center.*

E. NECESSARY APPROVALS

Approvals required for development of the proposed Stephen S. Wise Middle School Relocation Project would include, but may not be limited to, the following:

- New or modified CUP for the consolidated Middle School/High School and the Support Facilities sites to include the Middle School and support facilities.
- Mulholland Scenic Parkway Design Review Board approval as set forth in the Mulholland Scenic Parkway Specific Plan.
- Director's approval(s) as required by the Mulholland Scenic Parkway Specific Plan.
- Plan exception(s) to allow for structures to exceed the specific viewshed limits.
- Certification of an Environmental Impact Report.
- Oak Tree Permits, as applicable
- Haul Route

ATTACHMENT B EXPLANATION OF CHECKLIST DETERMINATIONS

I. AESTHETICS

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

Potentially Significant Unless Mitigation Incorporated. The project sites are located at the crest of the Santa Monica Mountains on the south side of Mulholland Drive. The area surrounding the project sites generally contains of a variety of institutional uses, including educational and religious facilities. In addition, there are undeveloped, vegetated areas surrounding the sites and some single-family residences located further from the project sites to the north and west. Due to the project's location in the Santa Monica Mountains, the topography in the area varies greatly. While neither of the sites are highly visible from the surrounding areas, views from the surrounding properties and roadways, including from Mulholland Drive, may be altered as a result of the project. Therefore, it is recommended that this issue be analyzed further and documented in an Environmental Impact Report (EIR) with feasible mitigation measures incorporated, as necessary.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

Potentially Significant Unless Mitigation Incorporated. Mulholland Drive has been designated as a Scenic Highway in the Transportation Element of the City of Los Angeles General Plan and as a Scenic Road in the Brentwood-Pacific Palisades Community Plan. Due to the project sites' location in the Santa Monica Mountains, there are scenic resources located within the project area, including trees, rock outcrops, and prominent ridges. Thus, the project could potentially affect such resources. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

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

Potentially Significant Unless Mitigation Incorporated. Although each of the project sites generally have been developed with structures or athletic facilities, the proposed Middle School and supporting facilities would alter the visual character of the sites. Therefore, it is

recommended that potential impacts on the visual character and quality of the sites and the area be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Potentially Significant Unless Mitigation Incorporated. The proposed consolidated Middle School/High School and Support Facilities sites would create new sources of light associated with building lighting, athletic field lighting, and security lighting. In addition, the development of new structures and the placement of surface parking areas could generate new sources of glare. Therefore, it is recommended that any potential change in day or nighttime views in the area due to potential new sources of light or glare be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

II. AGRICULTURAL RESOURCES

- a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown the maps prepared pursuant to the Farmland Mapping Monitoring Program of the California Resources Agency, to non-agricultural uses?**

No Impact. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the consolidated Middle School/High School site or Support Facilities site. In addition, no agricultural or related activities occur on these sites. Therefore, no impacts to farmland would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- b. Would the project conflict with existing zoning for agricultural use, or Williamson Act contract?**

No Impact. The project sites are zoned RE-40-1-H (Residential Estate, Height District 1, Hillside). Agricultural uses are not permitted under this zoning designation. In addition, no agricultural uses are present on the sites or in the vicinity and no lands within the project sites are under Williamson Act contract. Thus, no conflicts with agricultural uses or with Williamson Act contracts would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

- c. **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?**

No Impact. The proposed project consists of the development of a Middle School and supporting facilities including a school performing arts center and athletic field. As there is no farmland in the vicinity of the project, no impacts associated with the conversion of Farmland would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

III. AIR QUALITY

- a. **Would the project conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?**

Potentially Significant Unless Mitigation Incorporated. The State and Federal governments have set health standards for air pollutants, specifying levels beyond which the air is deemed unhealthful. The project sites are located in the South Coast Air Basin (Basin) and are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is currently in non-attainment for ozone (O₃), fine particulate matter (PM₁₀), and carbon monoxide (CO) based on Federal, and thus State, air quality standards, as the State standards for California are more stringent than the Federal standards. Together with the Southern California Association of Governments (SCAG), SCAQMD is responsible for formulating and implementing air pollution control strategies throughout the Basin. The Regional Air Quality Management Plan (AQMP) was adopted by SCAQMD in 1997 to establish a comprehensive air pollution control program that would lead to the attainment of state and federal air quality standards.

As the project could result in increases in air emissions from construction, vehicle trips, and stationary sources, it could potentially obstruct implementation of the AQMP. In addition, as the project could potentially add vehicle trips to the surrounding roadways during construction and/or operation, impacts relative to consistency with the Congestion Management Program (CMP) could occur. Therefore, it is recommended that these issues be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Potentially Significant Unless Mitigation Incorporated. As discussed in Response III.a. above, the project sites are located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that compose the Basin in terms of non-attainment of the standards. As the project could result in increased air emissions associated with construction and operation, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment (ozone, carbon monoxide, and PM₁₀) under an applicable federal or state ambient air quality standard?**

Potentially Significant Unless Mitigation Incorporated. As stated in Response III.a. above, the Basin is currently in non-attainment for O₃, PM₁₀, and CO based on federal, and thus state, air quality standards. Since the project could result in increases in air emissions from construction, vehicle trips, and stationary sources, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- d. Would the project expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Unless Mitigation Incorporated. Sensitive receptors in the project vicinity include the Milken Community High School, the Curtis School, the Bel Air Presbyterian Church, the Westland School, the Mirman School, and the Berkeley Hall School. In addition, there are single-family residences in the general project vicinity, although not adjacent to the consolidated Middle School/High Schools site, the Support Facilities site. Construction and operation of the proposed project could result in increases in air emissions and thus, could impact nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- e. Would the project create objectionable odors affecting a substantial number of people?**

Less than Significant Impact. Activities and materials associated with construction of the project would be typical of construction projects of similar type and size to the proposed

project. Furthermore, odors associated with project operation would be generated in small amounts by on-site waste generation and storage, the use of certain cleaning agents, and landscaping activities. Any odors that may be generated during construction or operation of the project would be very localized and temporary in nature, and would not be significant so as to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Thus, impacts associated with the creation of objectionable odors would be less than significant. Further analysis of this issue is not recommended and no mitigation measures would be required.

IV. BIOLOGICAL RESOURCES

- a. Would the project have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Potentially Significant Unless Mitigation Incorporated. The proposed Middle School development area is currently occupied by grass playing fields, ornamental landscaping, and paved basketball/tennis courts. The proposed Support Facilities site currently includes several temporary classroom structures and small play areas. Although no endangered species are expected to be found on-site, a biological survey will be conducted consisting of a review of all available and relevant data on the biological characteristics of the site as well as a physical site assessment to identify any candidate, sensitive, or special status species that may exist on the project site. In addition, the biological survey will assess the potential impacts associated with oak trees, which are regulated by the City of Los Angeles Oak Tree Ordinance. As such, it is recommended that these issues be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Potentially Significant Unless Mitigation Incorporated. The project sites are generally characterized by the presence of ornamental landscaping, hardscape, and paving. While it is not expected that there are any waterways, riparian habitat, or sensitive natural communities located on or in the immediate vicinity of the sites, the biological survey will assess whether any such resources are present. Thus, it is recommended that this issue be analyzed further and documented in EIR with feasible mitigation measures incorporated, as necessary.

- c. **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Unless Mitigation Incorporated. The proposed project would generally be constructed within areas that are developed, graded, and/or landscaped and are not expected to contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. However, a biological survey will be conducted, which will assess if wetlands are present on the project site. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- d. **Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Potentially Significant Unless Mitigation Incorporated. The project would be constructed on sites that are currently primarily developed, graded, and/or landscaped. In addition, the existing Stephen S. Wise Nursery School site, which is the site proposed to be developed with support facilities, is surrounded by gated fences that are approximately four-feet high and generally preclude the use of the site as a wildlife corridor. Furthermore, the development area of the consolidated Middle School/High School site is developed with athletic facilities and is bounded by Mulholland Drive, Sepulveda Boulevard, and I-405, generally precluding the use of this site as a wildlife corridor or wildlife nursery site. However, a biological survey will be conducted, which will assess the potential for native or migratory fish or wildlife species to be disturbed by the project. Thus, it is recommended that this issue be analyzed further and documented in EIR with feasible mitigation measures incorporated, as necessary.

- e. **Would the project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

Potentially Significant Unless Mitigation Incorporated. As stated above, a biological survey will be conducted to assess any potential impacts associated with biological resources that may be located within the project sites, including potential impacts to oak trees, which are regulated by the City's Oak Tree Ordinance. Therefore, it is recommended that impacts associated with the potential for the project to conflict with any local policies or ordinances protecting biological resources be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- f. **Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The project sites are not located within a designated Sensitive Ecological Area (SEA) within Los Angeles County.¹ There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project sites. Thus, no conflicts with such a plan would result from implementation of the project and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

V. CULTURAL RESOURCES

- a. **Would the project cause a substantial adverse change in significance of a historical resource as defined in State CEQA § 15064.5?**

No Impact. The existing structures on the Support Facilities site that comprise the current Nursery School are temporary in nature and were placed on the site in approximately 1990. Due to the lack of sufficient age and historical/architectural associations, none of these structures are eligible for Federal, State, or local historical designation, nor are they considered historic resources pursuant to CEQA Section 15064.5. As such, removal or demolition of the existing on-site structures within the proposed Support Facilities site would not cause a substantial adverse change in significance of a historic resource. In addition, there are no structures currently located in the development area of the consolidated Middle School/High School site. Thus, no impacts associated with historic resources would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- b. **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA § 15064.5?**

Potentially Significant Unless Mitigation Incorporated. The South Central Coastal Information Center at California State University, Fullerton conducted a review of all recorded historic and prehistoric archaeological sites within a one-half mile radius of the Support Facilities site, which encompasses both of the projects sites, as well as the Bel Air Presbyterian Church site. They also conducted a review of all known cultural resources reports that pertain to

¹ County of Los Angeles, *Los Angeles County Significant Ecological Area Update Study*, November 2000.

the area.² This review indicates that there are no recorded prehistoric or historic archaeological resources located within the project. In addition, the project sites would generally be developed within the footprint of existing development and any surficial archaeological resources that may have existed at one time have likely been disturbed during previous grading and development of the sites. Nevertheless, there is the potential for the accidental discovery of archaeological resources. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. The project sites have been previously disturbed through grading and/or development and no known paleontological resources have been uncovered within the sites. However, there are localities within a one-half mile radius of the Support Facilities site that contain bedrock of the marine Late Miocene (equivalent to the Clarendonian North American Land Mammal age) Monterey Formation (also known as the Modelo Formation).³ Due to the potential for encountering bedrock during excavation activities and the occurrence of fossils in the project vicinity, the potential exists that excavation activities into bedrock could encounter remains of fossil marine vertebrates. As such, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

Due to the location of the proposed improvements within previously developed or graded areas, no unique geologic features would be affected by construction or operation of the project and no significant impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. As discussed above, the project sites have been previously disturbed through grading and/or development. No formal cemeteries or known burial sites exist within the project sites or within the immediate vicinity. Therefore, while the project would involve excavation to

² South Central Coastal Information Center, *California Historical Resources Information System, Records Search for 16100 Mulholland Drive, Los Angeles, CA, Van Nuys 7.5' USGS Quad, December 2001.*

³ Natural History Museum of Los Angeles County, *Vertebrate Paleontology Section, Paleontological Records Search for 16100 Mulholland Drive, Los Angeles County: one-half mile radius, Van Nuys Quad 7.5', November 2001.*

greater depths than previous on-site development required, the disturbance of human remains is not expected to occur with project implementation. Should human remains be uncovered during construction activities on the project sites, relevant State and Federal guidelines, as well as the procedures outlined in CEQA Guidelines Section 15064.5(e), would be followed. Thus, impacts associated with the disturbance of human remains would not occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

VI. GEOLOGY AND SOILS

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- (1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Potentially Significant Unless Mitigation Incorporated. The proposed sites are not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or a Seismic Hazard Zone established by the California Geological Survey.⁴ Faults have not been identified on, or are known to trend through or toward the proposed consolidated Middle School/High School site or the proposed Support Facilities site. However, active faults have been identified in the general vicinity of the project sites, including the Northridge Thrust fault, located approximately 0.1 mile to the west of the sites, the Hollywood fault, located approximately 4.0 miles to the southeast of the sites, the Malibu Coast fault, located about 7.0 miles south-southwest of the proposed sites, and the Newport-Inglewood fault zone, located about 7.9 miles to the south-southeast of the proposed project sites. Potentially active faults and inactive faults have also been identified in the general area. Implementation of the proposed project would result in fault rupture risks similar to the rest of Southern California and no greater than the risks that currently exist on the site. To reduce potential seismic risks, the project would be required to demonstrate compliance with applicable City and State building and safety guidelines, restrictions, and regulations. Thus, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

⁴ Van Beveren & Butelo, Inc., *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Middle School Project, May 8, 2003* and *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Performing Arts Center, Soccer Field, and Retaining Wall, May 9, 2003*.

(2) Strong seismic ground shaking?

Potentially Significant Unless Mitigation Incorporated. As mentioned above, the proposed project is not located within an Alquist-Priolo Earthquake Fault Rupture Hazard Zone or a Seismic Hazard Zone established by the California Geological Survey. The sites are located in the seismically active southern California Region and would likely experience the affects of strong ground motion from earthquakes occurring on neighboring active faults. However, the project sites are at no greater risk than other sites in the region with respect to ground motion. However, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

(3) Seismic-related ground failure, including liquefaction?

Potentially Significant Unless Mitigation Incorporated. As stated in Response VI.a.(1) above, the project sites are at no greater risk than other areas in the region or than the facilities that currently exist on the sites with respect to strong ground motion, and the potential for ground rupture at the sites due to faulting is considered remote. The sites are not located within an area designated by the State of California or by the City of Los Angeles for potential liquefaction. However, it is recommended that impacts associated with seismic-related ground failure, including liquefaction, be analyzed further and documented in an EIR, with feasible mitigation measures incorporated, as necessary.

(4) Landslides?

Potentially Significant Unless Mitigation Incorporated. Available geologic maps of the proposed project area, including the State of California Seismic Hazard Zones' Map and the City or County of Los Angeles Landslide Inventory Area Maps, do not indicate landslides on the proposed consolidated Middle School/High School or Support Facilities sites. However, due to the project sites' location in a hillside area and the potential occurrence of rockfalls within the slope below the area to be developed with the new Middle School facilities, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. As part of the project, approximately 48,000 cubic yards of soil would be moved. In addition, the project would include the exportation of approximately 25,000 cubic yards of soil. Construction activities would occur in compliance with erosion control measures, including grading and dust control measures, imposed via City grading permit regulations. As part of the City's requirements, during construction, Best Management Practices

(BMPs) would be implemented, consistent with the Municipal National Pollutant Discharge Elimination System (NPDES) permit to reduce pollution in stormwater discharge to levels that comply with applicable water quality standards. A Stormwater Pollution Prevention Plan would also be prepared in accordance with the California General Construction Activity Stormwater permit. In addition, Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on-site erosion. As such, impacts associated with on-site erosion would be less than significant.

As discussed in more detail below, the amount of pervious surfaces within the proposed consolidated Middle School/High School site would decrease by approximately 51 percent as a result of implementation of the project, which would result in an increase in the volume and velocity of surface water runoff from this site and an associated alteration in the existing drainage pattern of the site. This runoff would be drained away from the top of the slope above Sepulveda Boulevard in two proposed storm drains and would outlet into Sepulveda Boulevard through velocity-reducing structures and sidewalk culverts. This runoff would be controlled and would not result in an increase in erosion or loss of topsoil.⁵ The amount of runoff originating from the Support Facilities site would be reduced. Runoff from or toward this site would continue to be directed to runoff and erosion control devices that discharge to a storm drain system north of Mulholland Drive. In addition, existing vegetation and terrace drains on the slope on the east side of this site reduce the potential for slope erosion. Therefore, no significant impacts associated with soil erosion or loss of topsoil would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

- c. **Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?**

Potentially Significant Unless Mitigation Incorporated. The consolidated Middle School/High School and Support Facilities sites are underlain by marine sedimentary rock units of the late Miocene age Modelo Formation. The Modelo Formation at the consolidated Middle School/High School site is characterized by laminated to thickly bedded, cemented, siltstone/shale with some thinly bedded sandstone units. At the Support Facilities site, the Modelo Formation is characterized by massive to thickly bedded, well-cemented, fine to medium sandstone with some thinly bedded siltstone units. The proposed project could expose bedrock deposits of siltstone and black shale, which could potentially result in some collapse. Therefore, it is recommended that impacts related to unstable geologic units or soils be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Unless Mitigation Incorporated. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Because the bedrock beneath the sites is generally of a fine-grained nature, there is the potential for expansive soils to be located beneath the sites. The fill materials may also be locally expansive. Therefore, it is recommended that the potential for expansive soils to be located beneath the sites be further analyzed and documented in an EIR with feasible mitigation measures incorporated, as necessary.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project sites would be served by existing sewer infrastructure and no septic tanks or alternative wastewater disposal systems would be required. As such, no impacts associated with the ability of the soils to adequately support the use of such systems would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

VII. HAZARDS AND HAZARDOUS MATERIALS

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The proposed project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents and pesticides for landscaping, similar to the type and amount currently used at the existing Temple school facilities and other nearby schools. These materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Due to the relatively recent development of the existing structures on the Support Facilities site, asbestos-containing materials and lead-based paints would not be expected to have been used in the building materials, as the use of such materials has been regulated since 1979. In addition, the area

⁵ Van Beveren & Butelo, Inc., *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Middle School Project, May 8, 2003.*

proposed for development within the consolidated Middle School/High School site does not contain any structures that would contain asbestos-containing materials or lead-based paint. As such, no impacts associated with the removal of these materials during demolition would occur. The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and no impacts would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. None of the uses associated with the proposed consolidated Middle School/High School or Support Facilities sites would result in a known danger related to the release of hazardous materials into the environment. As discussed in Response VII.a., above, operation of the project would involve the limited use of potentially hazardous materials in the form of cleaning solvents and pesticides. The use and storage of such materials would occur in compliance with applicable standards and regulations. There is a 16-inch oil pipeline located in Sepulveda Boulevard, east of the centerline. This pipeline would be protected so that it would not be damaged during construction or operation of the project. In addition, there are two 8-inch oil pipelines located in the west side of Sepulveda Boulevard and a 26-inch gas line also located in Sepulveda Boulevard west of the centerline. These lines are not within the immediate project area and would not be impacted by construction or operation of the project.⁶ As such, implementation of the project would not create any reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are several schools located within one-quarter mile of the project sites. However, as discussed above, the project would include only limited use of hazardous materials in the form of cleaning solvents and pesticides, similar to the materials used at other schools in the area. Students, faculty, and staff of the Stephen S. Wise Middle School and the surrounding schools would not be at risk due to the use of these materials, as such use of these materials would occur in accordance with applicable standards and regulations. No acutely

⁶ Gray, Larry, S.E.C. Civil Engineers, Inc., Memorandum, June 26, 2003.

hazardous materials, substances, or waste would be handled on-site subsequent to project implementation. No impacts related to the emissions or handling of hazardous materials would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

No Impact. Prior to the development of the existing Nursery School on the proposed Support Facilities site and the existing playfield and basketball court on the proposed consolidated Middle School/High School site, both of the sites were vacant and had not been subject to development. As such, hazardous materials would not be expected to be found within the project sites. In addition, an environmental records search was conducted in accordance with Federal ASTM Standard Practices for Environmental Site Assessments.⁷ The environmental records search included review of the following records: Federal ASTM Standards; State ASTM Standards; Federal ASTM Supplemental records; State or local ASTM Supplemental records; Proprietary Historical Databases; and Brownfields Databases. According to these records, the project sites are not located in an area included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

With regard to adjacent uses, the proposed project is approximately 0.5 mile from Canyon 1 of the Mission Canyon Landfill, which is the closest of the eight canyons that comprise the landfill.⁸ Operations at Canyons 1, 2, and 3, which comprise the County-owned main Mission Canyon Landfill site, commenced in 1960 and concluded in 1965, at which time landfill operations were moved to privately owned property to the south (Canyons 4 through 8). Only non-hazardous municipal waste was disposed of in the landfill.⁹ Subsequent environmental control measures have been implemented to minimize potential impacts on surrounding areas from post-closure activities. The measures that have been implemented at the main Mission Canyon Landfill site, which is the portion of the landfill that is closest to the project site, include gas collection and monitoring systems, groundwater monitoring systems, and landscape and irrigation systems. Therefore, the former landfill site would not be included on a list of

⁷ EDR Radius Map with GeoCheck®, 16100 Mulholland Drive, Los Angeles, CA 90049, April 17, 2003.

⁸ Canyons 1, 2, and 3 of the Mission Canyon Landfill are located west of the project sites, south of Mulholland Drive. Canyons 4 through 8 are located farther from the project sites to the south, west of Sepulveda Boulevard.

⁹ Mission Canyon Landfill (Currently Inactive) Fact Sheet, County of Sanitation Districts of Los Angeles County, Revised August 1992.

hazardous materials sites pursuant to Government Code Section 65962.5 and does not represent a significant hazard to the public or to the environment.

Based on the above, the project would not create a significant hazard to the public or the environment and no impacts would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project sites are not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest public airport is the Van Nuys Airport, which is located more than seven miles north of the sites. Thus, no safety hazard impacts related to airports would result. Further analysis of this issue is not recommended and no mitigation measures would be required.

- f. **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?**

No Impact. The proposed project is not within the vicinity of a private airstrip and would therefore not result in a safety hazard for people residing or working in such an area. Thus, no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- g. **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact. Access to the project sites is provided from Mulholland Drive. Operation of the project would not result in the temporary or permanent closure Mulholland Drive or any other streets in the vicinity. In addition, implementation of the project would include the modification of the existing traffic signal at Walt Disney Drive. The project would also include improvements to Mulholland Drive to include the provision for a separate right-turn lane for eastbound Mulholland Drive traffic and a separate left-turn lane for westbound Mulholland Drive traffic (as well as a left-turn traffic signal arrow). All of these improvements would allow project traffic to safely enter and exit this portion of the consolidated Middle School/High School site. Furthermore, relocation of the Middle School to a consolidated Middle School/High School site and relocation of the Nursery School back to its original location east of

I-405 would result in an overall reduction in the number of daily trips on Mulholland Drive west of I-405. This reduction in trips would assist in improving safety and emergency response along Mulholland Drive. Finally, the project applicant will modify its emergency response and evacuation procedures to accommodate the proposed improvements. Construction activities and staging areas would be confined to the consolidated Middle School/High School site and Support Facilities sites to the degree possible so as not to physically impair access to and around the sites. In addition, the use of Mulholland Drive and Sepulveda Boulevard during construction activities would be in compliance with City regulations. Impacts associated with site access are discussed in Section XV.e., below. No significant impacts to an emergency response plan or emergency evacuation plan would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project sites are located within the Very High Fire Hazard Severity Zone as defined in the City of Los Angeles Municipal Code.¹⁰ Both project sites, as well as much of the surrounding area, have been previously developed with school-related and other institutional uses. In addition, much of the landscaping in the immediate project vicinity is largely ornamental in nature and is irrigated. While there are some chaparral areas in the project vicinity, the proposed development would generally occur on previously graded or developed land. Furthermore, due to their location in the Very High Fire Hazard Severity Zone, the sites are subject to certain requirements such as brush clearing regulations, greenbelt requirements, and the use of fire resistant plants and materials to reduce the potential for wildland fires to spread. Pursuant to these requirements, the project would provide for a managed, irrigated landscape greenbelt to a width of 200 feet (or to the property line) measured from the Middle School structures on the slope adjacent to Sepulveda Boulevard. In addition, all of the proposed structures on the project sites would be surrounded by six feet of graded surface to facilitate access to all sides of the proposed structures. Furthermore, the Municipal Code outlines other safety standards that would further reduce any potential impacts associated with wildland fires. Standard fire protection devices, including fire hydrants and sprinklers, would be incorporated as part of the project, and appropriate emergency evacuation procedures would be adopted to ensure the safety of students, faculty, staff, and visitors of the school. As such, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires

¹⁰ *The Very High Fire Hazard Severity Zone replaced the Mountain Fire District and Fire Buffer Zone as established in the Los Angeles Municipal Code, Chapter 5, Article 7, Section 57.25 and identified in the Safety Element of the Los Angeles City General Plan. The boundary of the district remains the same.*

and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

VIII. HYDROLOGY AND WATER QUALITY

a. **Would the project violate any water quality standards or waste discharge requirements?**

Potentially Significant Unless Mitigation Incorporated. Project-related construction activities have the potential to result in adverse effects on surface water quality as the result of minor soil erosion (during grading and soil stockpiling), subsequent siltation, and conveyance of other pollutants into municipal storm drains during the project construction phase. Operational activities would produce minimal discharges of materials, as the project would result in an overall reduction in daily vehicle trips on Mulholland Drive west of I-405 and thus, would not increase pollutant loadings. Although it is anticipated that the project would be in compliance with state and local regulations governing water quality standards and waste discharge requirements, it is recommended that these issues be analyzed further and documented in an EIR, with feasible mitigation measures incorporated, as necessary.

b. **Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?**

Less than Significant Impact. The project sites are located near the crest of the Santa Monica Mountains and are well beyond the regional groundwater basin and the spreading ground for groundwater recharge.¹¹ In addition, groundwater was not encountered in the exploratory borings drilled at the proposed Support Facilities site during a field investigation.¹² Only minor groundwater seepage was encountered in the exploratory borings drilled at the proposed consolidated Middle School/High School site during a geotechnical field investigation.¹³

¹¹ Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure WR-1, January 1995.

¹² Van Beveren & Butelo, Inc., Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Performing Arts Center, Soccer Field, and Retaining Wall, May 9, 2003.

¹³ Van Beveren & Butelo, Inc., Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Middle School Project, May 8, 2003.

Therefore, although proposed development on this site would require grading to depths up to approximately 30 feet, due to the project's location in mountainous terrain and the minimal groundwater beneath the site, excavation activities would not be anticipated to come in contact with groundwater so as to result in the substantial depletion of groundwater supplies.¹⁴ In addition, while development within the proposed consolidated Middle School/High School site would result in an approximately 51 percent increase in the amount of impervious surface, such an increase would not be sufficient so as to substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, impacts associated with groundwater supplies or groundwater recharge would be less than significant. Further analysis of this issue is not recommended and mitigation measures would not be required.

- c. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Potentially Significant Unless Mitigation Incorporated. Due to the increase in pervious surfaces, the amount of runoff originating from the Support Facilities site would slightly decrease as a result of the project by approximately one cubic foot per second (cfs). The amount of pervious surfaces within the proposed consolidated Middle School/High School site would decrease by approximately 51 percent as a result of the project, which would result in an increase in surface water runoff from this site of approximately 7.8 cfs. Due to the change in the amount of runoff originating from the sites, the existing drainage pattern of the sites could be altered. Thus, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- d. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.**

Potentially Significant Unless Mitigation Incorporated. As stated in Response VIII.c. above, the amount of runoff originating from the Support Facilities site would slightly decrease as a result of the project. Also as discussed above, the amount of pervious surfaces within the proposed consolidated Middle School/High School site would decrease by approximately 51

¹⁴ Van Beveren & Butelo, Inc., *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Middle School Project, May 8, 2003*, and *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Performing Arts Center, Soccer Field, and Retaining Wall, May 9, 2003*.

percent, which would result in an increase in the amount of surface water runoff from this site of approximately 7.8 cfs. Due to the change in the amount of runoff originating from the sites, the existing drainage pattern of the sites could be altered. Thus, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As stated in Responses VIII.c. and d. above, development on the Support Facilities site would result in a slight decrease in the amount of runoff from that site due to the increase in pervious surfaces. As such, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. In addition, implementation of the project would result in a decrease in pervious surfaces within the proposed consolidated Middle School/High School site, which would result in an increase in the volume and velocity of surface water runoff from this site equal to 7.8 cfs. The project would include the construction of two storm drains that would outlet into Sepulveda Boulevard through velocity-reducing structures and sidewalk culverts. While there is no storm drain in Sepulveda Boulevard at this location, the tributary drainage area in this area is very small. In addition, Sepulveda Boulevard is located near the top of the Santa Monica Mountains. Thus, Sepulveda Boulevard is capable of handling the existing flow of water as well as the additional flow resulting from development of the proposed Middle School.¹⁵

With regard to polluted runoff, construction of the proposed project would occur in compliance with erosion control imposed via grading permit regulations. The project would implement BMPs consistent with the NPDES permit to reduce pollution in stormwater discharge to levels that comply with applicable water quality standards. A Stormwater Pollution Prevention Plan would also be prepared in accordance with the California General Construction Activity Stormwater permit. In addition, SUSMP provisions would be implemented throughout the operational life of the project to ensure that stormwater pollution is addressed by incorporating BMPs in the design phase of development. Such BMPs would include the placement of filters in catch basins to capture debris, oil, and other pollutants. As such, the project would not result in substantial additional sources of polluted runoff and no significant impact would occur. Further analysis of these issues is not recommended and mitigation measures would not be required.

¹⁵ S.E.C. Civil Engineers, Inc., *Hydrology for the Stephen Wise Middle School and the Soccer Field and Performing Arts Center*, May 20, 2003.

f. Would the project otherwise substantially degrade water quality?

Less than Significant Impact. As indicated in Response VII.a. above, the project would comply with state and local regulations governing water quality, including incorporation of BMPs during construction and operation of the project and completion of SUSMP provisions. In addition, the project would comply with erosion controls pursuant to grading and building permit regulations. Compliance with these regulations would ensure that the proposed project would not otherwise substantially degrade water quality. Thus, no significant impact would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

g. Would the project place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project does not propose development of residential housing, nor is the project located with a 100-year flood plain.¹⁶ Accordingly, no impacts associated with flooding would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

h. Would the project place within a 100-year flood plain structures which would impede or redirect flood flows?

No Impact. The project is not located within a 100-year flood plain.¹⁷ Therefore, no impacts associated with placement of a structure within a 100-year flood plain would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. There are no watercourses potentially subject to flooding that are located near the project sites and the sites are not located within a dam failure area. In addition, as stated in Response VIII.h. above, the proposed project is not located within a 100-year flood plain. Furthermore, surface water runoff from the Support Facilities site would decrease as a result of

¹⁶ City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Safety Element Exhibit F*, November 1996.

¹⁷ *Ibid.*

the project and, while the amount of surface water runoff from the consolidated Middle School/High School site would increase, Sepulveda Boulevard would be capable of handling the additional flow.¹⁸ As such, implementation of the proposed project would not expose people or structures to a risk of loss, injury, or death involving flooding and no impact would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

j. Would the project cause inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. The project sites are approximately seven miles from the Pacific Ocean at an elevation of approximately 1,250 feet above mean sea level. Therefore, tsunamis (seismic sea waves) are not considered a hazard at the sites. Furthermore, according to the County Seismic Safety Element (1990), the sites are not located downslope of a large body of water that could adversely affect the site in the event of earthquake induced failures or seiches (wave oscillations in an enclosed or semi-enclosed body of water).¹⁹ Mudflows usually result when surface water runoff is allowed to overtop a slope or drainage and infiltrate the upper soils, thereby over-saturating the soils and causing them to move down slope. As stated above, surface water runoff from the sites would be controlled and directed into non-erosive storm drainage devices. In addition, berms would be constructed at the top of the slope adjacent to Sepulveda Boulevard to protect against mudflows. Furthermore, some of the thicker soil deposits on this slope would be removed during grading activities. Therefore, no significant impacts associated with seiche, tsunami, or mudflow would occur. Further analysis of these issues is not recommended and no mitigation measures would be required.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

No Impact. The proposed project is located within the Brentwood-Pacific Palisades Community Plan area of the City of Los Angeles. The project is located within the Institutional Use Corridor of the Mulholland Specific Plan Scenic Parkway (MSPSP) and surrounded by several educational facilities and other institutional uses. There are single-family residences located north of the sites, across Mulholland Drive. However, these residences are located on the downward slope of the northern side of the Santa Monica Mountains and are not accessed

¹⁸ S.E.C. Civil Engineers, Inc., *Hydrology for the Stephen Wise Middle School and the Soccer Field and Performing Arts Center*, May 20, 2003,

¹⁹ Van Beveren & Butelo, Inc., *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Middle School Project*, May 8, 2003.

directly from Mulholland Drive, resulting in the residences being physically isolated from the site. In addition, there is a residential community located approximately 1,200 feet to the west of the proposed Support Facilities site, along Corda Drive. This community is physically separated from the project site by the intervening institutional uses. Proposed uses on the project sites would be consistent with the existing uses as well as with uses set forth for the Institutional Use Corridor of the MSPSP. No residential communities would be displaced by the project, nor would the project modify or physically divide an established community, and no impacts would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

- b. Would the project conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Potentially Significant Unless Mitigation Incorporated. Locally, development of the project sites and surrounding area is guided by the Brentwood-Pacific Palisades Community Plan, which implements specific land use policy standards of the Los Angeles Citywide General Plan Framework. Development within the project sites is also subject to the MSPSP, which is included as part of the Community Plan. The sites are also located within the Institutional Use Corridor and the Inner Corridor of the Mulholland Scenic Parkway, per the MSPSP, and are thus, subject to the regulations set forth for development therein. Regionally, development of the project sites are guided by the policies set forth in the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (RCPG), which is intended to serve as a framework for decision-making with respect to the growth and changes that can be anticipated through the year 2015. The project sites are zoned RE-40-1-H (Residential Estate, Height District 1, Hillside) pursuant to the City of Los Angeles Zoning Code. This zone allows a minimum lot size of 40,000 square feet with the floor area of the main building not to exceed three times the building area of the lot. The Inner Corridor Regulations permit schools, churches, and accessory buildings within the Institutional Use Corridor as discretionary uses. Further, the MSPSP Inner Corridor regulations include requirements regarding a variety of environmental protection measures and building standards, including regulations relating to grading, viewshed protection, building heights, roofs, yards, and fences, gates, and walls. It is recommended that the project's consistency with each of these plans as well as existing zoning regulations be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project would occur on sites that have been previously developed or graded and used for educational and accessory uses. In addition, the project sites are largely surrounded by other institutional uses. The project sites are not located within a designated Sensitive Ecological Area (SEA) within the Los Angeles County and no sensitive biological resources exist on the project site.²⁰ Furthermore, no impacts to off-site biological resources would result from the implementation of the project. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan in place for the project site or the immediate vicinity. Thus, no conflicts with such a plan would result from implementation of the project and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

X. MINERAL RESOURCES

a. Would the project result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. There are no known economically extractable deposits of mineral resources beneath the site.²¹ In addition, the proposed project would be constructed on previously graded land. Therefore, the chances of uncovering mineral resources during construction and grading would be minimal. As such, implementation of the proposed project would not result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the State and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

²⁰ County of Los Angeles, *Los Angeles Significant Ecological Area Update Study*, November 2000.

²¹ Van Beveren & Butelo, Inc., *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Middle School Project*, May 8, 2003 and *Technical Memorandum, Geotechnical Input to Environmental Documentation, Proposed Performing Arts Center, Soccer Field, and Retaining Wall*, May 9, 2003.

- b. **Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No Impact. As stated in Response X.a. above, the project sites are not located within a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, nor are their any known mineral resources on the sites.²² In addition, as indicated above, the proposed project would generally be constructed on previously graded land. As such, the chances of uncovering mineral resources during construction and grading would be minimal. Therefore, implementation of the project would not result in a loss of any locally-important mineral resources and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

XI. NOISE

- a. **Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Unless Mitigation Incorporated. The proposed project could result in an increase in noise levels associated with construction and operation of the project. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- b. **Would the project result in the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Unless Mitigation Incorporated. Excessive groundbourne noise and vibration is not present in the project area. While the project would incorporate conventional construction activities, the use of heavy equipment during construction could result in groundbourne vibration. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with mitigation measures incorporated, as necessary.

²² *Ibid.*

- c. **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Unless Mitigation Incorporated. The proposed project would provide relocated educational facilities and supporting uses, including a soccer field. While these uses are consistent with existing uses in the surrounding area, it is recommended that the potential for operation of the project to result in a permanent increase in ambient noise levels in the vicinity be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- d. **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Unless Mitigation Incorporated. Construction of the proposed project could result in a temporary or periodic increase in ambient noise levels above those without the project. It is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport to the project is Van Nuys Airport, located more than seven miles to the north of the project site. Therefore, the project would not expose people to excessive noise levels from airport operations and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- f. **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The project sites are not located within the vicinity of a private airstrip. As discussed in Response XI.e. above, the nearest airport to the project site is Van Nuys Airport, located more than seven miles to the north of the project site. Therefore, the project would not expose people to excessive noise levels associated with the operation of a private airstrip and no

impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

XII. POPULATION AND HOUSING

- a. Would the project induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The project does not involve the construction of new residences. As such, implementation of the project would not generate a direct increase in the permanent population of the area or cumulatively exceed official regional or local population projections. A total of approximately 30 faculty and staff members are currently employed at the Middle School, and no increase in faculty or staff is proposed. In addition, permitted enrollment for the proposed Middle School facility would not be increased and would remain at a maximum of 240 students. Therefore, the project would not result in an increase in students. The proposed project would not induce population growth either directly or indirectly. In addition, infrastructure would only be expanded to the extent that it is needed to serve the Middle School and Support Facilities site. Thus, any necessary expansions of infrastructure would not indirectly induce population growth in the area. No impacts associated with induced population growth would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- b. Would the project displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?**

No Impact. There are no existing residential units within the project sites. Therefore, implementation of the proposed project would not result in the displacement of any housing, including affordable housing, nor would it necessitate the construction of replacement housing and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

No Impact. As stated in Response XII.b. above, there are no existing housing units within the project sites. Therefore, the project would not result in the displacement of people, nor would it necessitate the construction of replacement housing elsewhere and no impacts

would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

XIII. PUBLIC SERVICES

- a. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

(1) Fire protection?

Less than Significant Impact. Fire protection and emergency medical services are provided by the Los Angeles Fire Department (LAFD). The nearest fire station to the project sites is the Encino Hills Station (No. 109), which is a single-engine company located approximately 0.5 to 0.75 mile west of the sites, at 16500 Mulholland Drive. This station contains an engine and a brush patrol unit. The Sherman Oaks Station (No. 88), located approximately 3.0 to 3.25 miles north of the sites at 5101 North Sepulveda Boulevard, is the nearest heavy-duty task force. This station houses a Division Chief and consists of an engine and light force, a paramedic ambulance, a basic life support ambulance, a tractor company, and an emergency air unit. In addition, the Beverly Glen Station (No. 99), located approximately 2.5 to 2.75 miles east of the sites at 14145 Mulholland Drive, consists of an assessment engine, a paramedic ambulance, a brush patrol unit, and an arson investigation unit.²³ The project sites are located in the Very High Fire Hazard Severity Zone, as defined in the City of Los Angeles Municipal Code.²⁴ As such, the sites are subject to more stringent fire prevention requirements than other areas outside of the district. Such requirements include the use of fire resistant plants and materials, the regular clearing of brush, and greenbelt standards. The Very High Fire Hazard Severity Zone contains a higher concentration of fire stations as compared to other areas.

LAFD evaluates the demand for fire prevention and protection services on a project-by-project basis to determine if additional equipment, personnel, or facilities are warranted.²⁵ The projects would not result in an overall increase in faculty and students within the immediate

²³ Los Angeles City Fire Department, *Fire Station & Equipment Directory*, www.lafdweb.com, updated February 16, 2003 (last accessed 4/16/03).

²⁴ Los Angeles Municipal Code, Chapter 5, Article 7, Section 57.25.

²⁵ City of Los Angeles, *Citywide General Plan Framework*, December 1996.

project area, therefore existing fire service levels in the area would not be significantly affected. The project would result in approximately 55,000 square feet of programmatic floor area, including approximately 30,000 square feet associated with the Middle School facilities and approximately 25,000 square feet associated with the school performing arts center. This would be a net increase of approximately 35,000 square feet when subtracting the floor area associated with the existing Nursery School on the Support Facilities site. All of the new buildings would include fire sprinklers and fire alarm devices. In addition, the entire project would be developed in accordance with applicable fire safety standards included in the Los Angeles City Fire Code, as well as requirements specific to development within the Very High Fire Hazard Severity Zone, as outlined in the Los Angeles Municipal Code. In doing so, the project would provide for a managed, irrigated landscape greenbelt to a width of 200 feet from the Middle School structures on the slope adjacent to Sepulveda Boulevard. In addition, all of the proposed structures on the project sites would be surrounded by six feet of graded surface to facilitate access to all sides of the proposed structures. The proposed interior roads on both the consolidated Middle School/High School site and Support Facilities site would provide emergency access within the sites and to the proposed buildings allowing LAFD to adequately respond to potential on-site emergencies. The proposed project would not add new trips on the surrounding roadways and thus, would not impact response times.

With regard to fire flow, the proposed Middle School site is served by a 16-inch water main that provides 5,000 gallons per minute (gpm) at 138 pounds per square inch (psi) and the proposed Support Facilities site is served by an 8-inch water main that provided 5,000 gpm at 84 psi.²⁶ These existing water mains that serve the project sites could provide adequate fire flow as required by the LAFD.

Based on the above, the proposed project would not necessitate the addition of a new fire station or an alteration in equipment or personnel. Thus, impacts on fire protection services would be less than significant. Further analysis of this issue is not recommended and no mitigation measures would be required.

(2) Police protection?

Less than Significant Impact. The project sites are served by the Los Angeles Police Department (LAPD), Operations-West Bureau, West Los Angeles Community Police Station, Reporting District 804. In addition, private security personnel would be employed to patrol the sites, monitoring access to the consolidated Middle School/High School site, the area between

²⁶ City of Los Angeles, Department of Water and Power, Fire Service Pressure Flow Report, approved by Luis Nuno, Water Operating Engineer, May 25 and 27, 2003.

the High School and Middle School, and the Support Facilities site. The consolidated Middle School/High School site would have 24-hour manned security on-site. In addition, both of the sites would continue to be gated, providing for controlled access. The sites would also be monitored by a camera system that, along with the alarm system, would be tied to the main security system at the High School and monitored by the main control booth as well as by a private off-site security service. Furthermore, security lighting would be provided throughout the sites. Finally, as mentioned in Response XIII. a.2., there would be no increase in faculty or students at the Middle School so a resultant increase in demand for police services would not occur. Proposed security measures would adequately provide for the safety of people and property on the sites and thus, would not result in the need for additional or altered LAPD facilities, equipment, or officers. Therefore, impacts to police protection services would be less than significant. Further analysis of this issue is not recommended and no mitigation measures would be required.

(3) Schools?

No Impact. Los Angeles Unified School District (LAUSD) provides public school services in the project area. The project does not involve the construction of new dwelling units. Therefore, a direct impact on the demand for additional classroom space within LAUSD or any other school district would not occur. Furthermore, the project would provide permanent, upgraded, and expanded school facilities, which would allow the Stephen S. Wise Middle School to continue and enhance its educational programs, resulting in a beneficial impact on school facilities. As such, the project would not result a need for new or altered school facilities and no adverse impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

(4) Parks?

No Impact. Implementation of the project would not physically impact parks or recreational facilities in the project vicinity. High school soccer practices are currently conducted off-site at the City of Los Angeles' Balboa Park between November and March. The proposed soccer field would provide adequate practice space and the use of Balboa Park would cease. Therefore, parks would be positively impacted by the proposed project, as a public park would no longer be needed for practice. Furthermore, the project does not involve the construction of new residences. Therefore, the project would not result a need for new or altered public park space. Students' recreational needs would be met with on-site facilities. Therefore, no impact on parks within the project vicinity would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

(5) Other governmental services (including roads)?

No Impact. The project would utilize and, to some extent, affect the maintenance of public facilities. However, as the proposed uses are being transferred from one site to another nearby site, and the type and frequency of these uses would remain generally the same, operation of the project would not significantly increase the use of government services beyond current levels. In addition, the project would result in an overall reduction in the number of trips per day on the west side of I-405 as a result of the consolidation of the Nursery School program east of I-405 and the location of the Middle School and High School on the same site, and the subsequent consolidation of trips associated with Middle School and High School students traveling together, west of I-405. Construction activities could result in an increase in heavy trucks traveling the roadway. However, the use of such facilities would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the proposed project would not have an effect upon or result in a need for new or altered government services and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

XIV. RECREATION

- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. Implementation of the proposed project would not introduce any residential uses that would increase the demand for neighborhood or regional parks or other recreational facilities. As stated in Response XIII a.5., the School's use of Balboa Park would cease once the proposed soccer field is constructed as the proposed facilities on the Support Facilities site and the consolidated Middle School/High School site would accommodate the demand for recreational facilities associated with the proposed project. In addition, there are no existing public parks or public recreational facilities located in close enough proximity to the project site to be impacted by project construction. Therefore, no impacts associated with the demand for recreational facilities would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Potentially Significant Unless Mitigation Incorporated. Recreational facilities would be provided to accommodate the demand generated by on-site educational programs. These recreational facilities would consist of a soccer field on the Support Facilities site, a hard surface basketball/volleyball court with adjacent practice areas on the northern portion of the consolidated Middle School/High School site, and the remodeling of the High School's indoor gymnasium. Construction of the soccer field and the basketball/volleyball court and adjacent practice areas could have a physical effect on the environment related to aesthetics, air quality, biological resources, archaeology and paleontology, geology and soils, hydrology and water quality, land use, noise, and traffic. These issues are addressed in Sections I., III., IV., V., VI., IX, XI., and XV. of this document. It is recommended that these issues be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

XV. TRANSPORTATION AND CIRCULATION

- a. **Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**
- b. **Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

(a-b) Potentially Significant Unless Mitigation Incorporated. The proposed project would involve the transferring of uses from the existing Middle School site to the new consolidated Middle School/High School site located less than 0.5 mile to the east. While the project would not result in an increase in student enrollment or staffing, the existing trip distribution in the area would be altered. Construction of the project could also result in a temporary increase in traffic associated with construction-related vehicles. Due to the nature of the roadways in the area, specifically Mulholland Drive, it is recommended that these issues be further analyzed and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- c. **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. The proposed project is not located within the vicinity of an existing or proposed public or private airstrip. Furthermore, the project would not result in an increase in air traffic levels. As such, the projects would not result in a change in air traffic patterns that would result in substantial safety risks and no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

- d. **Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. The project would include modification of the existing traffic signal on Mulholland Drive at Walt Disney Drive to create a four-way intersection providing an access point that would serve the consolidated Middle School/High School site as well as the existing Curtis School. A separate right-turn lane for eastbound Mulholland Drive traffic and a separate left-turn lane for westbound Mulholland Drive traffic (as well as a left-turn traffic signal arrow) would be constructed at this intersection. These improvements would allow project traffic to safely enter and exit this portion of the consolidated Middle School/High School site, which would, in turn, enhance the safety of Mulholland Drive within the project area. In addition, the project would include the installation of a catchment wall along the portion of Sepulveda Boulevard that is adjacent to the slope leading to the proposed consolidated Middle School/High School site. This wall would serve to reduce dangers associated with rockfalls, which would further serve to enhance the safety of the area. As such, implementation of the project would not substantially increase hazards to a design feature. Furthermore, as the sites would be used as a school or school support facilities, and are surrounded by institutional uses, the project would not introduce incompatible uses in the area. Therefore, no impacts would occur. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

- e. **Would the project result in inadequate emergency access?**

Potentially Significant Unless Mitigation Incorporated. Internal circulation and site access improvements would be implemented as part of the project, thereby improving emergency access to and within the sites. In addition, the interior roadways on the project sites would provide access to all developed portions of the sites with adequate turnaround clearance for emergency vehicles, allowing emergency vehicles to reach these areas. Construction activities and staging areas would be confined to the consolidated Middle School/High School site and Support Facilities sites to the degree possible so as not to physically impair access to and around the sites. While the use of Mulholland Drive and Sepulveda Boulevard during construction activities would be in compliance with City regulations, it is recommended that potential effects

on emergency access during construction and operation of the project be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

f. Would the project result in inadequate parking capacity?

Potentially Significant Unless Mitigation Incorporated. The project would include parking improvements that would result in a total of up to 122 surface parking spaces, including 42 additional spaces on the consolidated Middle School/High School site and 80 spaces on the Support Facilities site. While this number of parking spaces would meet City of Los Angeles Parking Code requirements, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

g. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Unless Mitigation Incorporated. The project would be constructed and operated in compliance with adopted policies, plans, and programs supporting alternative transportation that apply to the project sites. This includes compliance with the City of Los Angeles Transportation Demand and Trip Reduction Measures.²⁷ In addition, the Transportation Demand Management (TDM) program that is currently in effect for the High School will be expanded and modified to incorporate the consolidated Middle School/High School site. It is recommended that this expanded and modified TDM program be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

XVI. UTILITIES

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. Wastewater treatment services to the project sites are provided by the City of Los Angeles Bureau of Sanitation via the Hyperion Treatment Plant. The Hyperion Treatment Plant is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. Based on a generation factor of eight gallons per day (gpd) per student, the existing Middle School generates approximately 1,920 gpd of wastewater. As the number of permitted students would remain the same under the proposed project, there would be no increase in the demand for wastewater treatment in the project area as

²⁷ City of Los Angeles Municipal Code, Section 12.26.

a result of the project. However, when viewed on a site-specific basis, the amount of wastewater generated at the consolidated Middle School/High School site would increase, as up to 240 additional students would occupy this site. The existing sewer lines that serve this site are adequate to accommodate the increase.²⁸ The existing Nursery School that is currently located on the proposed Support Facilities site generates approximately 1,600 gpd of wastewater. Based on a generation factor of four gpd per seat, the proposed school performing arts center would also generate approximately 1,600 gpd of wastewater. Thus, as the existing sewer lines are adequate to serve the existing uses on this site, they would also be adequate to serve the project.²⁹ The project-related increase in wastewater generation would represent a small fraction of the permitted annual flow increase for the Hyperion Treatment Plant. Furthermore, implementation of water conservation measures, such as those required by Titles 20 and 24 of the California Administrative Code, would ultimately reduce wastewater flows as well. Therefore, the project would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. Accordingly, no impacts associated with wastewater treatment requirements would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Water consumption is often calculated for each land use utilizing the wastewater generation factors, multiplied by 125 percent to assume a worst-case scenario for water demand. Using this approach, the maximum permitted number of students associated with the proposed Middle School would generate a water demand of approximately 2,400 gpd. In addition, based on worst-case calculations, irrigation of the proposed soccer field on the Support Facilities site would generate a water demand of approximately 12,170 gpd.³⁰ Thus, the total demand for water resulting from the proposed improvements would be approximately 14,570 gpd. The Los Angeles Department of Water and Power (DWP) has indicated that there is an adequate supply to provide water service to the proposed project.³¹ Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would help to reduce this projected water demand. As discussed

²⁸ Rachel Bass, *City of Los Angeles Department of Public Works, West Los Angeles District, June 13, 2003.*

²⁹ David Yoest, *City of Los Angeles Department of Public Works, Van Nuys District, June 2003.*

³⁰ LRM Limited Landscape Architecture, *Estimated Water Use Calculation for Typical Soccer Field (Worst-Case Scenario), June 13, 2003.*

³¹ *Letter from Los Angeles Department of Water and Power regarding Stephen Wise Middle School and Performing Arts Center Project Request for Water Service Information, September 10, 2003.*

in Response XVI.a. above, the amount of wastewater generated by the project could also be provided by the existing wastewater infrastructure. Thus, the proposed project would not require the construction or expansion of off-site water or wastewater treatment facilities. The project would provide additional on-site wastewater and water infrastructure, as necessary, and connections to existing infrastructure would be implemented as part of the project. The construction of such on-site infrastructure would be completed in accordance with applicable standards and would not result in significant environmental effects. Thus, impacts associated with the construction of such facilities would be less than significant. Further analysis of this issue is not recommended and mitigation measures would not be required.

- c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Unless Mitigation Incorporated. Storm drains are provided to the project site by both the City of Los Angeles and the Los Angeles County Flood Control District and are managed by the Los Angeles Department of Public Works. As stated in Response VIII.c., above, the amount of runoff originating from the Support Facilities site would slightly decrease as a result of the project, by approximately one cfs. Stormwater from this site would continue to flow into the existing storm drain system on the north side of Mulholland Drive. The amount of runoff originating from the proposed consolidated Middle School/High School site would increase by approximately 7.8 cfs. In order to accommodate this runoff, two new storm drains would be constructed on the project site. It is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

- d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?**

Less than Significant Impact. Water is provided to the project sites by the Los Angeles DWP. Such water is obtained from the Los Angeles Aqueduct, local groundwater, and through purchase from the Southern California Metropolitan Water District (MWD). As indicated in Response XVI.b. above, the project would result in a minor increase in the demand for water associated with irrigation of the proposed soccer field on the Support Facilities site, equate to approximately 12,170 gpd. In addition, development of the proposed Middle School on the consolidated Middle School/High School site would result in an increased water demand on that site of approximately 2,400 gpd. DWP has indicated that there is adequate supply to provide

water service for the proposed project.³² Therefore, the project would not require new or expanded water entitlements. The project would provide on-site water infrastructure, as necessary, and connections to existing infrastructure would be implemented as part of the project. In addition, implementation of the proposed improvements would comply with City's Water Management Ordinance (Ordinance No. 170,978), which includes water conservation measures to be used for landscaping and maintenance. Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would further help to reduce this projected water demand. Therefore, impacts associated with the availability of local or regional water supplies would be less than significant. Further analysis of this issue is not recommended and mitigation measures would not be required.

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. As discussed in Response XVI.a. above, wastewater from the project site is treated at the Hyperion Treatment Plant located in Playa Del Rey. A major expansion and upgrade of the HTP was completed in 1998, which increased the capacity of the plant to 450 mgd. The expanded capacities of the Hyperion Treatment Plant and other treatment plants serving the Los Angeles area are expected to be sufficient to sustain wastewater treatment needs through the year 2010, with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The project-related increase in wastewater generation would represent a small fraction of the permitted annual flow increase for the Hyperion Treatment Plant. Furthermore, implementation of water conservation measures, such as those required by Titles 20 and 24 of the California Administrative Code, would reduce wastewater flows. Thus, the proposed improvements would not require the expansion of off-site wastewater infrastructure, as existing wastewater capacity could accommodate the relatively small amount of wastewater that would be generated by the project. Therefore, impacts to the existing local or regional wastewater systems would be less than significant. Further analysis of this issue is not recommended and mitigation measures would not be required.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. Solid waste disposal service is provided by Consolidated Services and recycling service is provided by Active Recycle. Due to the dynamic nature of the system, solid waste generated at a particular site is not always disposed of at the same landfill. As such, solid

³² *Ibid.*

waste from the project sites would be disposed of at one of several landfills in Los Angeles County. A conservative projection can be calculated using the number of employees and the waste disposal rate generation. Based on a solid waste generation factor for educational facilities of 0.54 tons per employee per year, the existing Middle School generates approximately 26 tons of solid waste per year, which is an extremely small fraction of the regional solid waste generated.³³ As the project would not result in an increase in faculty or staff on-site, there would be no increase in the amount of solid waste generated under the project. In addition, the Middle School and High School will continue to expand their solid waste reduction program and recycling programs. New recycling bins will be added and the recycling training program for teachers, staff, and students will be enhanced. In addition, compliance with the Recycling Space Allocation Ordinance would further assist in reducing the amount of solid waste on-site that would decrease landfill capacity. As such, the overall capacity of existing regional solid waste landfills would not be impacted by the project and no impacts associated with solid waste disposal would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The proposed project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. For example, the project would comply with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or room of specified size on the project site. Therefore, the project would promote compliance with the California Integrated Waste Management Act (AB 939), which mandates that 50 percent of the solid waste in the state be diverted from landfills by the year 2000. Therefore, no impacts associated with solid waste statutes and regulation would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or

³³ This waste disposal rate is based on the California Integrated Waste Management Board's Solid Waste Characterization Database, May 2000.

endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Unless Mitigation Incorporated. As discussed in more detail in Section IV. above, a biological survey will be conducted to determine if there are any candidate, sensitive, or special status species present within the project sites. In addition, this survey will identify any fish or wildlife habitat as well as any plant or animal communities that may exist on the sites. Thus, it is recommended that impacts associated with the reduction habitat of a fish or wildlife species, cause such a species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Response V.a., the project would not result in the removal of important examples of the major periods of California history or prehistory and no associated impacts would occur.

- b. Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).**

Potentially Significant Unless Mitigation Incorporated. Implementation of the proposed project could result in potentially significant environmental effects related to the issues discussed above that could have substantial adverse effects on human beings, either directly or indirectly. Four related projects have been identified in the project area and include a convent, a State park, improvements to the Bel Air Presbyterian Church, and the relocation of the Stephen S. Wise Nursery School. Based on the small scale of these projects, the potential for cumulatively considerable impacts is low. However, the project’s contribution to cumulative impacts associated with each of the topical issues discussed above was considered. It was determined that the project would not contribute to cumulative impacts associated with agricultural resources or mineral resources, as there are no such resources in the immediate project area. In addition, due to the nature of the project area and the proposed related projects and the presence of other institutional uses in the vicinity, the project would not contribute to significant cumulative impacts associated with biological resources, hazards, population and housing, or recreation. With regard to public services, the project would result in a negligible increase, if any, in the demand for such services. As service providers monitor growth and adjust their resources accordingly, the project would not contribute to a significant cumulative impact associated with these services. Similarly, during the approval process for each related project, utility system capacity must be demonstrated. Therefore, utility providers conduct ongoing evaluations to ensure facilities are adequate to serve the forecasted growth of the community. Thus, cumulative impacts on utilities are concluded to be less than significant. It is

recommended that the project's contribution to cumulative impacts associated with each of the topical areas for which it was determined that a potentially significant impact could occur, including aesthetics, air quality, biological resources, archaeology and paleontology, geology and soils, hydrology and water quality, land use, noise, and transportation, be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Unless Mitigation Incorporated. Construction and operation of the proposed project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. As discussed in the responses above, these potential effects could be associated with aesthetics, air quality, biological resources, archaeology and paleontology, geology and soils, hydrology and water quality, land use, noise, and transportation. It is recommended that an analysis of these potential impacts be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

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October 9, 2003

NOTICE OF PREPARATION AND
NOTICE OF PUBLIC SCOPING MEETING

EAF NO.: ENV-2003-4563-EIR

PROJECT NAME: Stephen S. Wise Middle School Relocation Project

PROJECT DESCRIPTION: The project proposes a Conditional Use Permit (CU) or a Modified CU to permit the relocation of the existing Stephen S. Wise Middle School from its current location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a nearby permanent location on the Milken Community High School site. In addition, support facilities, including a school performing arts center with 25,000 square feet of program space and 400 seats, as well as a standard size soccer field would be constructed at the existing Stephen S. Wise Nursery School site, which is becoming available as this Nursery Program is relocating to its original site on the Stephen S. Wise Temple. The new Middle School, which would be located on the consolidated Middle School/High School site, would provide a co-education, day school facility serving 240 seventh and eighth graders within approximately 30,000 square feet of program space. No increase in enrollment or faculty/staff is proposed. The school performing arts center would be up to 30 feet in height, while the new Middle School would be up to 20.5 feet in height. Proposed hours of operation of the school are 7:30 A.M. to 3:30 P.M. Monday - Friday (plus extra-curricular activities). The soccer field would operate 6:00 A.M. to 8:00 P.M. Monday - Friday and the Performing Arts facility would operate 6:30 A.M. to 7:30 P.M. Monday - Friday with occasional performances until 11:30 P.M. Occasional weekend use of the soccer fields and performing arts center would occur. Forty-two new parking spaces will be provided at the Middle School for a total of 192 spaces serving both schools, and 80 parking spaces will be provided at the Support Facilities site.

PROJECT ADDRESS: 15900 & 16100 Mulholland Drive

COMMUNITY PLAN AREA: Brentwood-Pacific Palisades

COUNCIL DISTRICT: 11 & 5

COMMENTS DUE DATE: November 10, 2003

PUBLIC SCOPING MEETING DATE AND LOCATION: Thursday October 23, 2003 from 6:30 - 9:00 PM. University of Judaism, 15600 Mulholland Drive, Los Angeles, in the Matthew Berman Chapel (2nd floor).

AREAS OF POSSIBLE ENVIRONMENTAL IMPACT: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology/Water Quality, Land Use and Planning, Noise, and Transportation/Traffic.

The enclosed materials describe a proposed land development project and suggest possible environmental impacts of the project, which lies in an area that has been determined to be of interest to yourself and/or the organization you represent. An EIR is to be prepared for this project by this office. We welcome all comments on the possible environmental impacts of the proposed project so that we can take them into consideration in the preparation of the EIR. All comments should be in writing and must be submitted to this office by **November 10, 2003**

Please direct your responses to:

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012 (213) 978-1355

Con Howe
Director of Planning

Maya E. Zaitzevsky
City Planning Associate

Enclosures

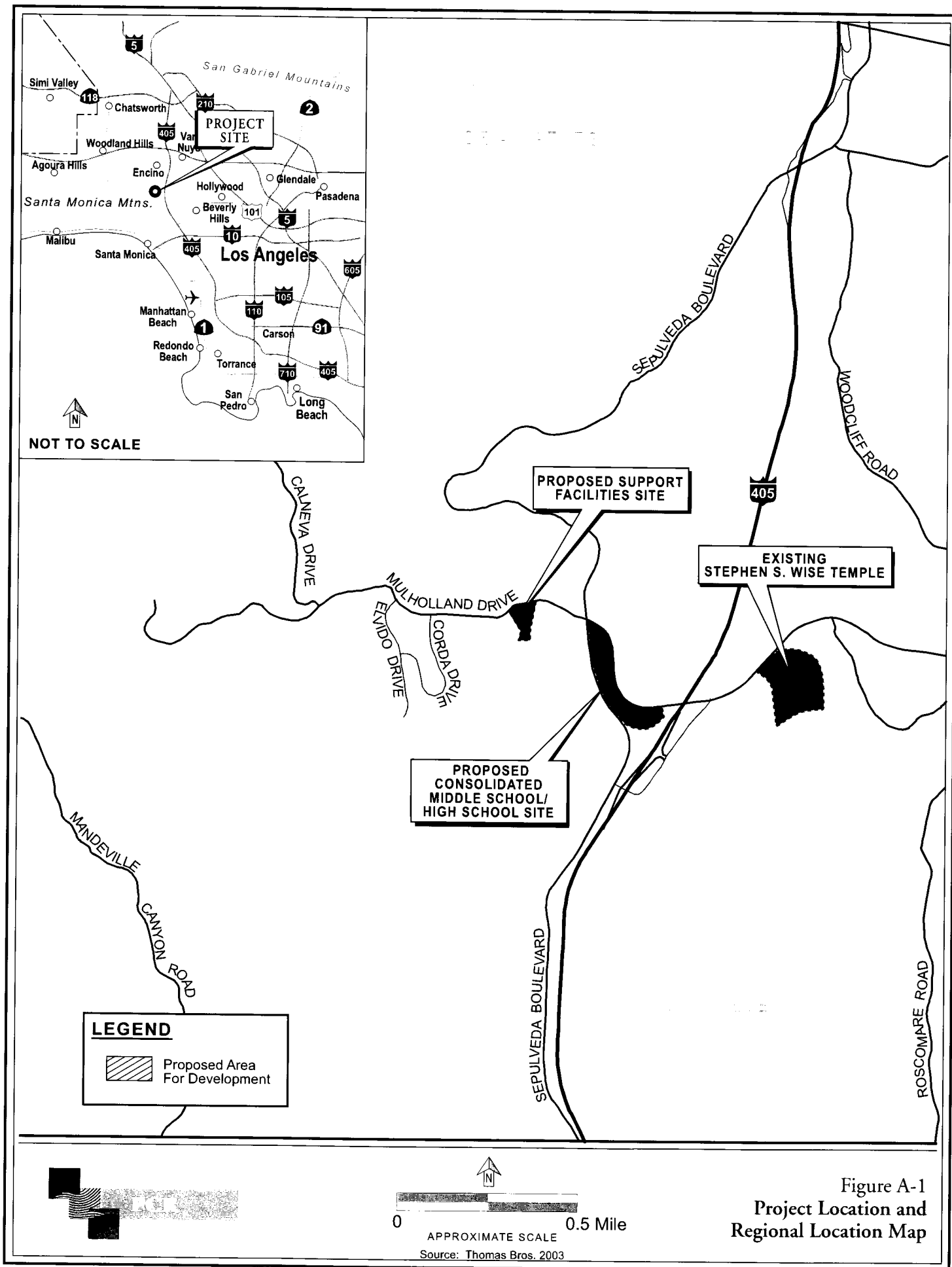
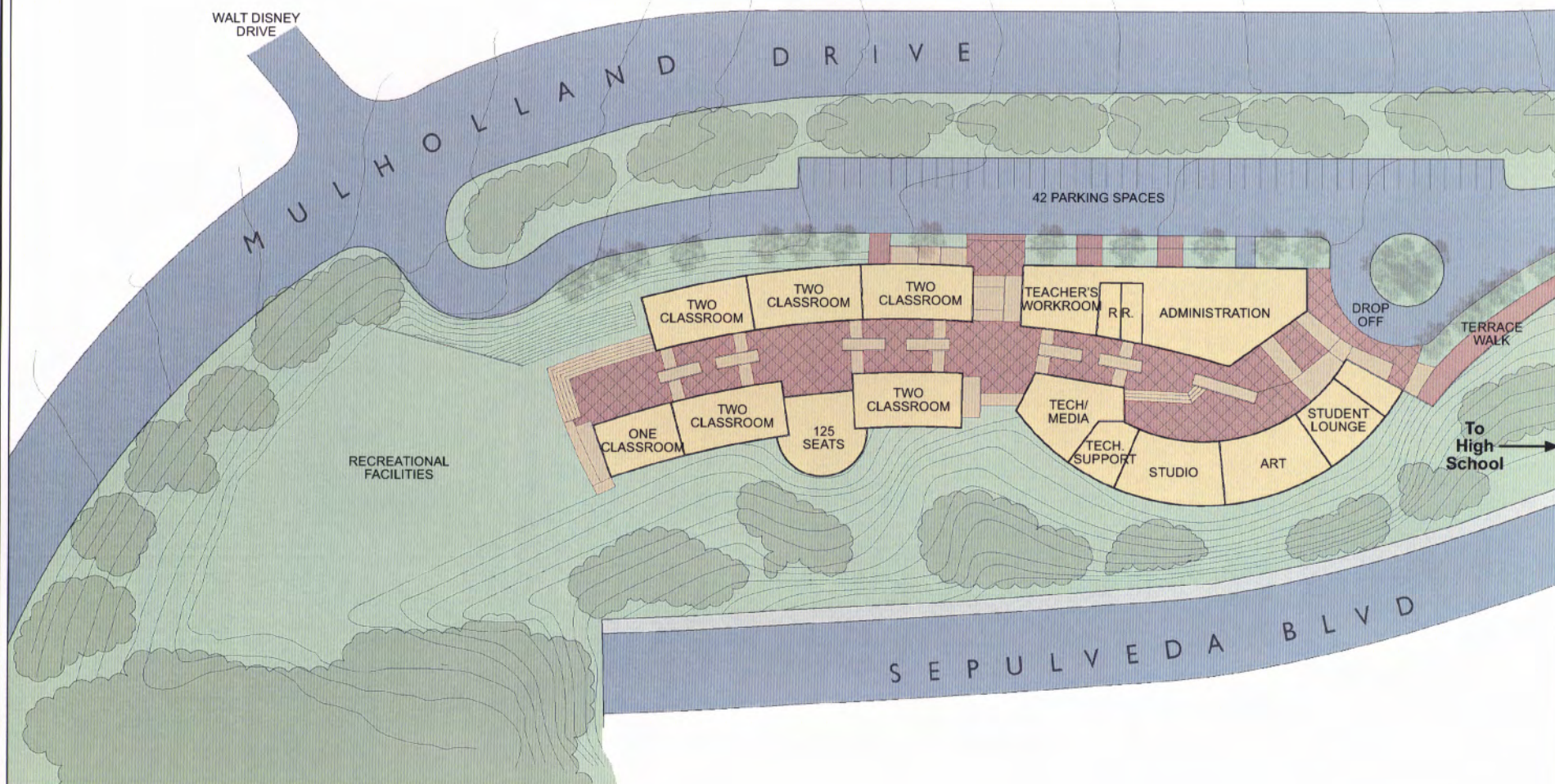
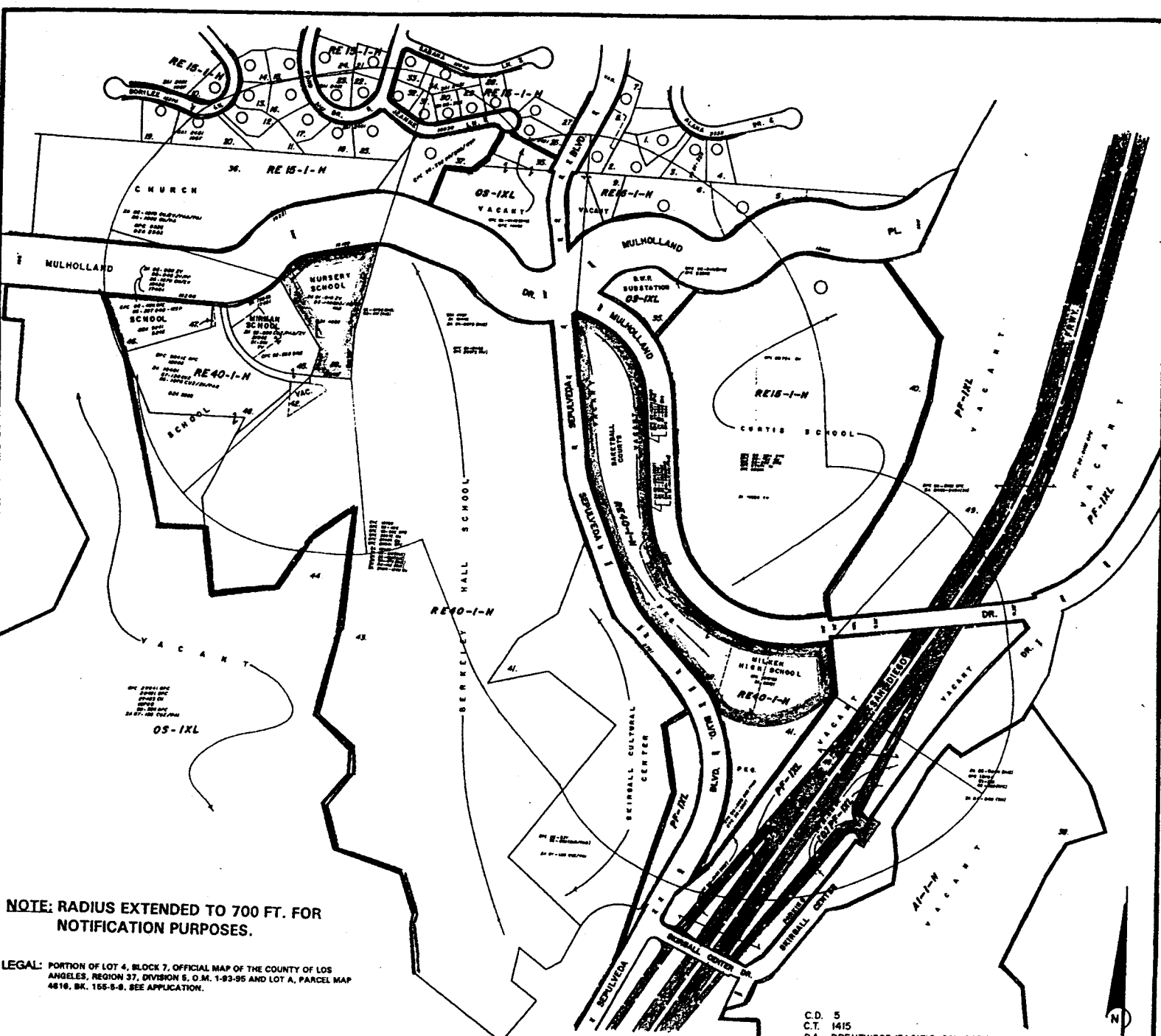


Figure A-1
Project Location and
Regional Location Map



Source: Fields Devereaux Architects & Engineers, 2003

Figure A-5
Proposed Middle School
Site Plan



NOTE: RADIUS EXTENDED TO 700 FT. FOR NOTIFICATION PURPOSES.

LEGAL: PORTION OF LOT 4, BLOCK 7, OFFICIAL MAP OF THE COUNTY OF LOS ANGELES, REGION 37, DIVISION 5, O.M. 1-93-95 AND LOT A, PARCEL MAP 4816, BK. 156-8-8. SEE APPLICATION.

C.D. 5
C.T. 1415
P.A. BRENTWOOD/PACIFIC PALISADES
UPDATED 9 - 16 - 03

GC MAPPING SERVICE 711 MISSION STREET SUITE B SOUTH PASADENA CA 91030 (626)441-1080	CONDITIONAL USE - Z.A.	NET AC. = 13.27	CASE NO DATE: 6-18-03 SCALE: 1" = 200' USES: FIELD D.M. 156B137, 156B141 159B137, 159B141 T.B. PAGE: 561 GRID: F-7 R.C.

COMMENT LETTERS

Notice of Preparation Comment Letters

STATE OF CALIFORNIA

State Clearinghouse
Department of Transportation
Department of Toxic Substances Control
Santa Monica Mountains Conservancy

CITY OF LOS ANGELES

Fire Department

REGIONAL AGENCIES

South Coast Air Quality Management District

ORGANIZATIONS

Bel Air Knolls Property Owner's Association (Jenna Abouzeid)
Bel Air Skycrest Property Owners Association (Mort Rezvani)
Curtis School (Robert G. Kolb)
Encino Community Council (J. Richard Leyner)
Homeowners of Encino (Gerald A. Silver)

INDIVIDUALS

Mrs. Charlotte Adelman
Shirlea Alber
Jerome J. Berchin (December 8, 2003 & December 17, 2003)
Barbara M. Bryant
Armita Dalal
D.P. Dalal
Dr. and Mrs. John W. Given
Linda and Jerold V. Goldstein
Irvin and Dorothy Goodman
Margery Grossman
William J. Immerman
Dr. Jan S. Iwanczyk
Laurie Kelson
Carolyn Kent
Myron and Nancy Levin
Frank and Bonni Mantovani
Mr. Murray & Jan Neufeld
Louis H. Nevell
Kouros Sariri
Dr. and Mrs. Bernard Smolens
Two signatures illegible

State of California



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

Notice of Preparation

October 10, 2003

To: Reviewing Agencies

Re: Stephen S. Wise Middle School Relocation Project
SCH# 2003101055

Attached for your review and comment is the Notice of Preparation (NOP) for the Stephen S. Wise Middle School Relocation Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Maya E. Zaitzevsky
City of Los Angeles Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012-4801

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003101055
Project Title Stephen S. Wise Middle School Relocation Project
Lead Agency Los Angeles, City of

Type NOP Notice of Preparation

Description The project proposes a Conditional Use Permit (CU) or a Modified CU to permit the relocation of the existing Stephen S. Wise Middle School from its current location on property owned by the Bel Air Presbyterian Church on Mulholland Drive to a nearby permanent location on the Milken Community High School site. In addition, support facilities, including a school performing arts center with 25,000 square feet of program space and 400 seats, as well as a standard size soccer field would be constructed at the existing Stephen S. Wise Nursery School site, which is becoming available as this Nursery Program is relocating to its original site on the Stephen S. Wise Temple. The new Middle School, which would be located on the consolidated Middle School/High School site, would provide a co-education, day school facility serving 240 seventh and eighth graders within approximately 30,000 square feet of program space. No increase in enrollment or faculty/staff is proposed. The school performing arts center would be up to 30 feet in height, while the new Middle School would be up to 20.5 feet in height.

Lead Agency Contact

Name Maya E. Zaitzevsky
Agency City of Los Angeles Planning
Phone 213 978-1355 **Fax**
email
Address 200 North Spring Street, Room 763
City Los Angeles **State** CA **Zip** 90012-4801

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Sepulveda Boulevard/Walt Disney Drive
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 405, 101
Airports
Railways
Waterways
Schools
Land Use Private School/RE-40-H/Medium Density Residential

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Geologic/Seismic; Noise; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Santa Monica Mountains Conservancy; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

Date Received 10/10/2003 **Start of Review** 10/10/2003 **End of Review** 11/10/2003

Resources Agency

☒ Resources Agency

Nadell Gayou

☐ Dept. of Boating & Waterways

Suzi Betzler

☐ California Coastal Commission

Elizabeth A. Fuchs

☐ Colorado River Board

Gerald R. Zimmerman

☐ Dept. of Conservation

Roseanne Taylor

☐ California Energy Commission

Environmental Office

☐ Dept. of Forestry & Fire Protection

Allen Robertson

☐ Office of Historic Preservation

Hans Kreutzberg

☒ Dept. of Parks & Recreation

B. Noah Tilghman

☐ Reclamation Board

Lori Buford

☒ Santa Monica Mountains Conservancy

Paul Edelman

☐ S.F. Bay Conservation & Dev't. Comm.

Steve McAdam

☒ Dept. of Water Resources

Resources Agency

Nadell Gayou

Fish and Game

☐ Dept. of Fish & Game

Scott Flint

Environmental Services Division

☐ Dept. of Fish & Game 1

Donald Koch

Region 1

☐ Dept. of Fish & Game 2

Banky Curtis

Region 2

☐ Dept. of Fish & Game 3

Robert Floerke

Region 3

☐ Dept. of Fish & Game 4

William Laudemilk

Region 4

☒ Dept. of Fish & Game 5

Don Chadwick

Region 5, Habitat Conservation Program

☐ Dept. of Fish & Game 6

Gabrina Gatchel

Region 6, Habitat Conservation Program

☐ Dept. of Fish & Game 6 I/M

Tammy Allen

Region 6, Inyo/Mono, Habitat Conservation Program

☐ Dept. of Fish & Game M

Tom Napoli

Marine Region

Other Departments

☐ Food & Agriculture

Steve Shaffer

Dept. of Food and Agriculture

☐ Dept. of General Services

Robert Sieppy

Environmental Services Section

☐ Dept. of Health Services

Wayne Hubbard

Dept. of Health/Drinking Water

Independent Commissions/Boards

☐ Delta Protection Commission

Debby Eddy

☐ Office of Emergency Services

John Rowden, Manager

☐ Governor's Office of Planning & Research

State Clearinghouse

☒ Native American Heritage Comm.

Debbie Treadway

☐ Public Utilities Commission

Ken Lewis

☐ State Lands Commission

Jean Sarino

☐ Tahoe Regional Planning Agency (TRPA)

Lyn Barnett

Business, Trans & Housing

☐ Caltrans - Division of Aeronautics

Sandy Hesnard

☐ Caltrans - Planning

Ron Helgeson

☒ California Highway Patrol

Lt. Julie Page

Office of Special Projects

☐ Housing & Community Development

Cathy Creswell

Housing Policy Division

Dept. of Transportation

☐ Dept. of Transportation 1

Mike Eagan

District 1

☐ Dept. of Transportation 2

Don Anderson

District 2

☐ Dept. of Transportation 3

Jeff Pulverman

District 3

☐ Dept. of Transportation 4

Tim Sable

District 4

☐ Dept. of Transportation 5

David Murray

District 5

☐ Dept. of Transportation 6

Marc Birnbaum

District 6

☒ Dept. of Transportation 7

Stephen J. Buswell

District 7

☐ Dept. of Transportation 8

Linda Grimes,

District 8

☐ Dept. of Transportation 9

Gayle Rosander

District 9

☐ Dept. of Transportation 10

Tom Dumas

District 10

☐ Dept. of Transportation 11

Bill Figge

District 11

☐ Dept. of Transportation 12

Bob Joseph

District 12

Cal EPA

Air Resources Board

☐ Airport Projects

Jim Lerner

☐ Transportation Projects

Kurt Karperos

☐ Industrial Projects

Mike Tollstrup

☐ California Integrated Waste Management Board

Sue O'Leary

☐ State Water Resources Control Board

Jim Hockenberry

Division of Financial Assistance

☐ State Water Resources Control Board

Student Intern, 401 Water Quality Certification Unit

Division of Water Quality

☐ State Water Resources Control Board

Mike Falkenstein

Division of Water Rights

☒ Dept. of Toxic Substances Control

CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

☐ RWQCB 1

Cathleen Hudson

North Coast Region (1)

☐ RWQCB 2

Environmental Document Coordinator

San Francisco Bay Region (2)

☐ RWQCB 3

Central Coast Region (3)

☐ RWQCB 4

Jonathan Bishop

Los Angeles Region (4)

☐ RWQCB 5S

Central Valley Region (5)

☐ RWQCB 5F

Central Valley Region (5)

Fresno Branch Office

☐ RWQCB 5R

Central Valley Region (5)

Redding Branch Office

☐ RWQCB 6

Lahontan Region (6)

☐ RWQCB 6V

Lahontan Region (6)

Victorville Branch Office

☐ RWQCB 7

Colorado River Basin Region (7)

☐ RWQCB 8

Santa Ana Region (8)

☐ RWQCB 9

San Diego Region (9)

☐ Other

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
120 SOUTH SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

October 28, 2003

Ms. Maya E. Zaitzevsky
City of Los Angeles Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012-4801

Re: ***Stephen S. Wise Middle School
Relocation Project***
IGR/CEQA No. 031040
Vic. LA-405-PM 37.03
SCH# 2003101055

Dear Ms. Zaitzevsky

Thank you for including the California Department of Transportation in the environmental review process for the proposed project to relocate Stephen S. Wise Middle School to the Milken Community High School site. The consolidated Middle School/High School would serve up to 890 students.

Based on the information received, we note vehicular trip distribution is anticipated to be altered and construction related traffic would temporarily adversely impact traffic in the area. To help us evaluate traffic impacts of this project on I-405, please send a copy of the traffic impact study, if one exists. Otherwise, we request a traffic impact study be prepared to include the following information:

1. Traffic volume counts during AM & PM peak-hours at the I-405 Freeway and Mulholland Drive interchange (on/off ramps).
2. Level of service before and after development.
3. Future conditions that include both project, and project plus cumulative traffic.
4. Discussion of mitigation measures appropriate to alleviate any anticipated traffic impacts, including sharing of mitigation costs.

We also note that architectural features include a student drop-off/pick-up zone. To further mitigate traffic impacts, we suggest the school encourage students/parents/school district to establish a ride share program.

Regarding construction-related traffic, due to the high volume of through traffic on I-405 during the peak commute periods, we advise that large size truck trips be limited to off-peak hours as much as possible. Additionally, we would like to remind you that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit.

If you have any questions regarding our comments, you may contact me at (213) 897-4429 and refer to IGR/CEQA record number 031040/EA.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen J. Buswell", with a long, sweeping horizontal line extending to the right.

STEPHEN J. BUSWELL
IGR/CEQA Program Manager
Caltrans, District 7



Department of Toxic Substances Control



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201

Gray Davis
Governor

October 29, 2003

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Ms. Maya E. Zaitzevsky
City of Los Angeles Planning
200 North Spring Street, Room 763
Los Angeles, California 90012-4801

NOTICE OF PREPARATION FOR CITY OF LOS ANGELES PLANNING, STEPHEN S. WISE MIDDLE SCHOOL RELOCATION PROJECT, 15900 AND 16100 MULHOLLAND DRIVE, LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA (SCH 2003101055)

Dear Ms. Zaitzevsky:

The Department of Toxic Substances Control (DTSC) has reviewed the Notice of Preparation (NOP), dated October 9, 2003, for the subject project. The due date to submit comments is November 10, 2003.

Based on a review of the NOP, DTSC is providing the following comments:

1. Because the project is school site related, DTSC recommends that an environmental review, such as Phase I Environmental Site Assessment (Phase I) and/or Preliminary Endangerment Assessment (PEA), be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material is present, based on reasonably available information about the property and the area in its vicinity.
2. The Stephen S. Wise Middle School (SSWMS) is invited to participate in DTSC's School Property Evaluation and Cleanup Program authorized by AB 387, SB162, AB 2644 and AB 972. If you wish to investigate this program's applicability to the project, please contact the California Department of Education, School Facilities Planning Division at (916) 322-2470. If SSWMS elects to proceed to conduct a PEA at the site, it shall enter into an Environmental Oversight Agreement (EOA) with DTSC to oversee the preparation of the PEA.

Ms. Maya E. Zaitzevsky
October 29, 2003
Page 2

DTSC is also administering the \$85 million Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

For additional information on the EOA or CLEAN Program, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 551-2860.

Sincerely,


for

Ken Chiang
Senior Hazardous Substances Scientist
School Property Evaluation and Cleanup Division

cc: Mr. Michael O'Neill
School Facilities Planning Division
California Department of Education
1430 N Street, Suite 3207
Sacramento, California 95814

Mr. Scott Morgan
State Clearinghouse
1400 Tenth Street
P.O. Box 3044
Sacramento, California 95812-3044

Department of Toxic Substances Control
CEQA Tracking Center
1001 I Street, 22nd Floor
P.O. Box 806
Sacramento, California 95812-0806

Stephen S. Wise Temple
15500 Stephen S. Wise Drive
Los Angeles, CA 90077

Mr. Donald Baker
633 West Fifth Street, Suite 4000
Los Angeles, CA 90071

SPECD Reading File

CEQA Reading File

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207



October 27, 2003

Maya E. Zaitzevsky
City of Los Angeles Planning
200 North Spring Street, Room 763
Los Angeles, California 90012-4801

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ENVIRONMENTAL
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**Stephen S. Wise Middle School Relocation Project
Notice of Preparation Comments**

Dear Ms. Zaitzevsky:

The Santa Monica Mountains Conservancy's concerns with the subject school relocation and expansion project revolve around maximizing the aesthetics of the Mulholland Scenic Parkway, the connectivity between habitat patches, and the net amount of open space acres in the area.

The proposed project involves major construction next to Mulholland Drive in two locations. Both of these proposed construction sites either abut or encompass the substantial sized habitat area between the existing High School and existing nursery school. This natural area provides both habitat and an irreplaceable wildlife movement corridor between the Mission Canyon area and a smaller network of habitat patches located north of Mulholland Drive. In addition this habitat patch provides the only direct connection for wildlife to access the Mulholland Drive bridge over the San Diego (405) Freeway. The Draft Environmental Impact Report must accurately map these movement corridors.

The preservation of these already severely compromised cross-Mulholland and cross-freeway wildlife movement corridors is critical to prevent the biological isolation of major sections of the eastern Santa Monica Mountains. A recent Masters Thesis (Roth, 2001), entitled, "Wildlife Corridors Across the 405 Freeway in the Sepulveda Pass, Los Angeles, California" from Cal State Northridge addresses the ecological importance of the subject site. The Draft Environmental Impact Report (DEIR) must integrated the findings of this study and report.

Because the section of the Institutional Corridor within the Mulholland Scenic Parkway Specific Plan is already grossly inconsistent with the Specific Plan guidelines and intent, any future projects must go the extra mile to be exemplary of those guidelines. To help the public and decision makers with understanding the area, the DEIR should include as many figures and maps as necessary to show the exact parcel boundaries of every property

Maya E. Zaitzevsky
City of Los Angeles Planning
Stephen Wise School Relocation nop Comments
October 27, 2003

located in the aerial photograph labeled Figure A-3 in the distributed Environmental Assessment Form and Initial Study. These new figures must use the most up to date City of Los Angeles parcel data to be accurate. The figures should clearly label any property that is permanently protected by deed restriction, condition of approval, or public ownership. The figures should indicate the exact ownership of every non-residential parcel in the subject area.

The DEIR should clearly lay out any and all mitigation measures and conditions of approval in the certified EIR for the Stephen S. Wise High School project and the City's project approval, respectively, that addresses the protection, minimized disturbance, landscaping and fencing of areas without buildings. The current fencing of the northern portions of the existing High School is an unfortunate impediment to wildlife movement.

The DEIR must include an alternative that maximizes wildlife movement potential above the Sepulveda Tunnel both to the Mulholland Drive freeway overcrossing and to the open space network north of Mulholland Drive. To be permanently effective this alternative must require the dedication of conservation easements to at least two public agencies. Those conservation easements must include every portion of wildlife movement areas that the project applicant controls. That requirement should also apply to all the applicant's property that is not part of subject application. One of the reasons that the Conservancy did not request conditions on the prior High School approval is that the project left the now proposed Middle School site open for habitat and wildlife movement purposes. As proposed in the Figure a-5, the project appears to have an unmitigable adverse effect on the wildlife approach and reception area on the west side of the freeway overpass. An unfenced gap between the existing High School and proposed Middle School may be the only solution. This gap would have to be totally free of any light shine between mid-night and 5 AM and be a minimum of 75-feet-wide.

In general, the fee rights-of-way of Mulholland Drive have been consumed for private uses (some permitted, some unpermitted) along the length of the scenic parkway. The DEIR should clearly show what uses, disturbances and permanently required enhancements are proposed in the rights-of-way. The best public purpose for the rights-of-way is to leave them entirely open and planted with just native plants. In addition the Mulholland Drive Core Trail as required in the Specific Plan should be accommodated on both sides of Mulholland Drive on all portions of the street controlled by the applicant.

The proposed installation of a playing field with lighting in the public right-of-way is sub-optimal. The DEIR should include an alternative for this portion of the project that

Maya E. Zaitzevsky
City of Los Angeles Planning
Stephen Wise School Relocation nop Comments
October 27, 2003

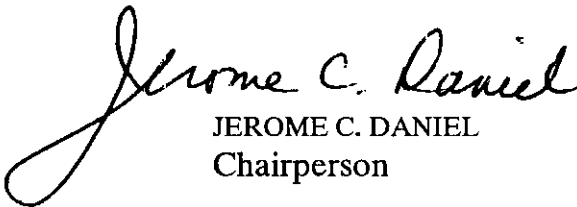
includes only irrigated native vegetation in the Mulholland right-of-way with no fencing, lighting or pavement.

In general, the DEIR must address how the proposed lighting of the project, and all relevant DEIR alternatives, could adversely effect wildlife usage of, and passage through, all abutting open space areas. Adequate mitigation of lighting impacts must include a diagram showing the extent of light shine, or illuminance, on all abutting patches of open space. The actual limits of such light shine/illuminance must be a documented mitigation condition in the FEIR to be enforceable and enduring.

To the Conservancy's knowledge, little if any open space has been dedicated in fee by any of the schools and facilities within the Institutional Corridor. A fee dedication of all land not currently landscaped or built on to a public agency would be a good gesture by the applicant. The Mountains Recreation and Conservation Authority would be an optimal recipient of any fee dedications and conservation easements.

Please direct any questions or future correspondence to Paul Edelman of our staff at (310) 589-3200 ext. 128 and at the above address.

Sincerely,



JEROME C. DANIEL
Chairperson

City of Los Angeles

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

October 20, 2003

To: Department of City Planning
Room 763 City Hall
Attn: Maya E. Zaitzevsky, Project Coordinator

From: Fire Department

Subject: **STEPHEN J. WISE MIDDLE SCHOOL RELOCATION PROJECT**

PROJECT LOCATION

15900 & 16100 Mulholland Dr.

PROJECT DESCRIPTION

Relocation of school from Bel Air Presbyterian Church property to Milken Community High School site with concurrent construction of a 25,000 square foot, 400 seat performing arts center, standard size soccer field, and a new 30,000 square foot school building.

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 6,000 G.P.M. from 4 fire hydrants flowing simultaneously.

B. Response Distance, Apparatus, and Personnel

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

Fire Station No. 108
12520 Mulholland Drive
Beverly Hills, CA 90210
Single Engine Company
Staff – 4
Miles – .8

Fire Station No. 99
14145 Mulholland Drive
Beverly Hills, CA 90210
Single Engine Company
Staff – 4
Miles – 2.73

Fire Station No. 88
5101 N. Sepulveda Boulevard
Sherman Oaks, CA 91403
Task Force Truck and Engine Company
Paramedic Rescue Ambulance
Division 3 Headquarters
Staff – 13
Miles – 3.68

The above distances were computed to Mulholland Dr./Mulholland Pl.

C. Firefighting 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.

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.

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

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

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

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

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

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

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

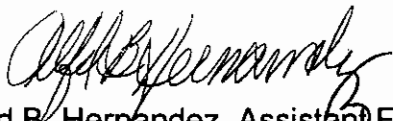
Submit plot plans for Fire Department approval of access and fire hydrants.

CONCLUSION

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

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

WILLIAM R. BAMATTRE
Fire Chief



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

Regional Agencies



South Coast Air Quality Management District



21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

October 15, 2003

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OCT 21 2003

ENVIRONMENTAL
UNIT

Ms. Maya Zaitzevsky
Project Coordinator
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

Dear Ms. Zaitzevsky:

Notice of Preparation of a Draft Environmental Impact Report for Stephen S. Wise Middle School Relocation Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD 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 AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

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 and operations should be considered. 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 evaluation. 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 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 AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD'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. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

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

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Smith", followed by the word "for" in a cursive script.

Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:li

LAC031009-06LI
Control Number

Organizations

Bel Air Knolls Property Owner's Association

16606 Park Lane Place Los Angeles, CA 90049

December 9, 2003

TO: Maya Zaitzevsky, Project Coordinator
200 N. Spring Street, Room 763
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

DEC 17 2003

ENVIRONMENTAL
UNIT

Case number: ENV 2003-4563 EIR

RE: Opposition to Stephen S. Wise Temple Multi-Dimensional Expansion Request

Dear Ms. Zaitzevsky:

On behalf of Bel Air Knolls Property Owner's Association, (CD11) a neighborhood of 65 homes just west of the proposed expansions, we not support the proposed expansions and increases requested by Stephen S. Wise Temple (SSWT).

Though I am sure you are well acquainted with the history of this area, I must make some points about the requested CUP modification, and history, to support our position to deny their request.

Bel Air Presbyterian Church (BAP) applied for their CUP with Stephen S. Wise Temple in 1986, and was granted their CUP in 1987 after much concern over Landfill gases, gas analysis, and verification of carcinogenic agents- benzene and vinyl chloride- by toxicologists and the final installation of a Landfill Gas Monitoring System (LGFMS). There were also common concerns: noise, pollution, traffic, heavy equipment traffic, grading, dust, soils reports, and the preservation of natural landscaping. All of this just before the 1992 Mulholland Specific Plan grandfathered-in prior over-sized structures - which unfortunately includes the Bel Air Presbyterian Church. That was 17 (seventeen years ago.) Much has changed since that sleepy site was granted a CUP to allow 240 6th, 7th, 8th and 9th graders to occupy temporary trailers behind Westland School 17 years ago.

17 years ago, the ZA didn't know that by 2003 we'd have a traffic light at Roscomare because the morning traffic to get up the 405 would be so thick, Roscomare would become a secondary feeder route. 17 years ago, the ZA didn't know the SSWT Elementary school would have 756 kids in a school in their Temple site, plus well over 10 Mommy-and-Me classes as well as 'Pre-prekindergarden Transition' classes adding another 300-400 babies and moms to that site. 17 years ago, the ZA didn't know that Curtis School would be operating with 743 students and staff -and they have their own light, too. Berkeley Hall, on 64 acres, has an allowed capacity of 410, BAP Nursery school allowed another 60 students. All those years ago, the ZA didn't know temporary structures would be erected on Mulholland for 330 more nursery school children. 17 years ago, no one had even heard of Michael Milken, let alone think he'd donate millions to build a school with over 700 students and staff on the hillside of the 405- replete with a traffic light. There's also the University of Judaism, I have no enrollment numbers on that, but they now have an illuminated grand student center across from the High School. The Skirball Center didn't exist, nor the Getty. All in all, 17 years ago, the ZA had no idea that OVER 3,628 students and staff traverse this one mile stretch of Mulholland Drive twice a day, 5 days a week. (Statistics: DOT Mulholland Institutional Corridor Study: June 2000.)

SSWT wants to expand, juggle, widen and increase the impact their student body and facilities have on the Institutional Use Corridor. This area is currently at the maximum capacity it can handle. The cumulative effect of all the 'creeping' developemnt along this corridor stresses the infrastructure, increases traffic, noise, air water and land pollution, and chances of fire. When CUP's have been granted in the past, blatent disregard

for these agreements has occurred and it appears "they did as they darn well pleased" and the residents and neighbors suffered. Our fears and concerns of more egregious behavior grow with every new building.

CUP Violations

When the SSWT entered into an agreement with the City of Los Angeles (their CUP), they agreed to a multi-page Traffic Demand Management Program. It included off-site student parking, no student drivers at the school, mandatory carpools, etc. NONE of the off-site student parking plans were ever implemented. None of them. The high school students were parking at the Middle School lot, owned by BAP, and the HS was bussing them to the school. The very first week of school, a HS student rear-ended a teacher. BAP owned that land, granted SSWT access to the locked parking facility and turned a blind eye to the hundreds of kids parking in that lot. It was only when local HOA's complained loudly did that stop. Yet, still, no remote parking lots were arranged and children now park at the Milken School and below at Skirball.

As you can see, our trust level is low. When an institution makes a legal and binding agreement with the City they have a duty to follow through with it. It is unacceptable to agree to a TDM Program with no intention to keep your promise. Our fears grow from experience.

Continuing violations occur by SSWT and BAP CUP's. Busses. The CUP (CUZ86-1070 Pg. 7., No. 11.) states: ...To minimize weekday traffic, the SSWT shall continue to operate its 20 passenger bus and encourage the use of carpools. 20 passenger buses are the small ones. Furthermore, (Pg. 22., paragraph 3) states: ...It should be noted that 71% of the Middle School students currently arrive by carpool or in 20 passenger buses operated by the Temple. In combination with the later start time, this will minimize the traffic of the Middle School.

Please see the attached picture I took this morning at 8:00 am, the starting time for Mirman School. Note the BIG bus- not a 20 passenger bus. Every morning, 4 of these buses exit the South side parking lot at exactly 8 am. Right in the middle of 353 Mirman students trying to get to class. That's 4 misdemeanors a day. And the City Attorney does nothing about it and there's no enforcement.

It's only November and there's already been an accident at that intersection. Not only are those supposed to be small buses, they're not supposed to be there. Afternoons: everyday at 3:10, as Mirman students are leaving school, Middle School drivers line up to pick up their students. The congestion is thick. Kids and backpacks brave it all the way to their cars. School teachers and safety personnel direct traffic, stop drivers and yell at speeders.

SSWT has not proven to the City of Los Angeles that they intent to keep their promises and abide by their agreements. This is one of the reasons we believe a further expansion of their use and impact in the IUC should be denied.

Mulholland Scenic Parkway Specific Plan

There remains another CUP violation, perhaps minor, but valid. The CUP (CUZ86-1070 Pg. 9., #12.) states:... "From the South Mulholland Drive right of way line southerly, a landscaped island should separate the directions of travel." First of all, there is no island, but a line of 4 pots, planted with palm trees (a violation of the ordinance). Palm trees are prohibited plant material on the Inner Corridor of Mulholland Drive. Moreover, the island is supposed to start at the right of way at the southern tip of Mulholland Drive. There is currently nothing there separating a 4 way intersection. This is where the latest of the car accidents occurred because it's crazy there in the mornings when SSWT Nursery School mothers are driving into the School while Mirman School drivers are exiting at the same tiny spot. This seemingly minor violation of a CUP has caused at least 2 car accidents. Enough is enough.

Temporary Structures: 17 years is not temporary. In 1986, a CUP was granted to SSWT to construct temporary structures. 17 years is not temporary. They are visually unappealing, aging and are not consistent with the high standards of design for the Mulholland Scenic Corridor.

Milken School is for Grades 7-12

According to CUZ 93-0147, page 31, under "Applicant's Written Statement," paragraph 3, SSWT states: The School enrollment would be 650 students...in grades 7 through 12. It does not say high school, grades 10-12. Milken School is allowed 650 students, grade 7-12. That is their maximum. They request to add an additional 240 students to that site. That is a 40% increase in allowed attendance of the School. 40% is a huge increase! We as commuters, neighbors and residents strongly oppose any increase in student population to this area. Almost 4,000 students is enough. Because SSWT Middle School is operating under a temporary CUP that supposedly runs with the land, does NOT allow SSWT to adopt those limits and call them their own.

SSWT leased land from BAP and set up temporary modules to teach 7-8-9 grade until their permanent structure (clearly laid out CUZ 93-1047), was completed. That building was completed. The Temple filled their enrollment cap of 650 with High School students, then added 240 Middle School students down the road. It is NOT acceptable to now increase their number of buildings and somehow "slide" the other students in under their CUP.

Maximum means "no more." We are sure the commercial aspect of building more and more, increasing enrollment numbers to the fee of \$12,000 per year, per child, is tempting. Yet, we, as residents and commuters, emphatically state that they have reached their limit. It has been filled. Stop. No more.

We strongly oppose any increase in enrollment at the Milken School site. A 40% increase in students brings with it a hefty increase in traffic, intensity, burden on infrastructure, noise and pollution to this area.

If that land area is filled with dirt, as SSWT proposes, in order to construct additional buildings, it is vital the City of Los Angeles go above and beyond the call of duty to insure the stability of the hillside, bearing in mind the old and fragile Sepulveda Tunnel are under that land mass. Construction equipment, concrete, fill and such could play a detrimental role in the weakening of the Sepulveda Tunnel.

Size and Massing

A 30,000 square foot addition is simply too big for is area to handle such an impact. Milken High School was built: It has a capacity limit. It has reached it's fill. Now they want, yet again, to expand on a very small piece of land that is already built to capacity. This kind of creeping development along Mulholland drive needs to stop.

Commercialization of the Corridor

Institutional Use Corridor does not mean "Commercial Venture." The IUC was granted many years ago to grandfather in the few institutions along Mulholland Drive that did not fit the Scenic Parkway definition, and an overlay area was formed to allow schools to operate in this one-mile stretch. The IUC does not mean: Disney Hall, Mark Taper Forum, Convention Center. But it seems that is what is proposed for this area.

Look at the 26,000 square foot proposed Performing Arts Center: A 30-foot high Center, operating until 11:30 pm. Nights, weekends, rented out to other entities. Why? The High School has a 7,500 square foot auditorium and performing arts center now. (CUZ 93-0147, page 33.) 7,500 square feet of space for 650 students is ample. It seats 600 persons. A 600 seat auditorium for 650 students is ample.

Yet, SSWT wants to expand. It seems to the area residents, that SSWT's proposed this Performing Arts Center 'school building' will likely become a hub for all kinds of pseudo-commercial or commercial ventures- weekend retreats, parties, wedding receptions, fundraisers, concerts, rental reception hall, convention area and other weekend/ evening related business. It seems doubtful that 650 students need a 26,000 square foot auditorium. Something doesn't add up. Our fears that this area will become "The Mulholland Convention Center" intensify as we are looking at a 26,000 square foot Performing Arts Center proposed for the same intersection. It doesn't take much to see that this proposal is aimed at income- not education.

Let me pose this last and important question: If the SSWT were building a Performing Arts Center, (when they already have a 600 seat auditorium at the School), for the sole use of it's 650 students, WITH NO HOPE OF MAKING A DIME from it's existence- would they really, really ask the ZA to approve such a massive building??? I think not.

Temple Site School

The Scoping Meeting flyer's definition of where the 330 Nursery School students would go is alarmingly vague. Move 330 students to the Temple site? They already have 759 students at the site. They also have multiple Mommy and Me classes, Transition Classes and more already on the site.

According to the DOT Traffic Study conducted June 1, 2000, over 600 cars make the trip to the SSWT Elementary School daily from Mulholland Drive. Those trips are for the Elementary School. Mommy-and-Me, etc., start later. All in all, the student body at the site is probably over 1,000.

SSWT requests to increase their 1,000 students by 330. That is a huge increase. SSWT says it's only a relocation, but it's not- it's an increase.

As area residents, our concerns are related to, but not limited to; increased use of these properties, commercialization of the Corridor, lighting pollution, fire hazards, Landfill Gas emissions, carcinogen seepage, noise levels, party ending times, landscaping and, last but not least, traffic related issues.

Soccer Field

The proposed AYSO field is cause for great concern amongst the neighbors and residents of this area. First, because their plans put the field in the Right of Way of Mulholland, which is a direct violation of the Mulholland Scenic Parkway Specific Plan. Secondly, it is not appropriate for a Soccer field because of noise, traffic, lights, late hours and purpose of that land. 6:00 am to 8:00 pm is inappropriate. As well, the school site already has a playing field. They do not need to continue to expand.

Our opposition to a soccer field is two-fold. First, High School students, when finished with practice at 8:00, will not leave until, say 9:00 pm, and they'll drive around the area, etc. It is a perfect place to party and such. Secondly, to encroach into the Right of Way of Mulholland Drive is unacceptable.

Conclusion

We respectfully request you consider the following:

- 1) That the enrollment at the Milken School remain as it has always been intended: 650 students, grade 7 through 12. If the SSWT were to adhere to their CUP and it's limits, no need to build more facilities would exist. No new classrooms, playing field and such would be necessary.
- 2) That the Temple Site enrollment NOT increase. If the SSWT wishes to keep their Elementary School and Nursery School at the site, they must comply with their limits and not increase the impact at the site.

3) That the AYSO soccer field be disallowed. This is not the area or zone for a playing field of this magnitude. Encroaching onto the Right of Way of Mulholland is not allowed in the Mulholland Scenic Parkway Specific Plan. Currently, the HS already has a field. As well, there are over 20 soccer fields available and already in existence at Balboa Park.

4) That a Performing Arts Center is a commercial venture and this area is not zoned for such commercial ventures. To build a Center of this grandeur would require a zoning change to the land. This proposed project must be denied. The HS already has a 600 seat auditorium.

We respectfully request you, Ms. Zaitzevsky, look at this modification from a broader perspective than a mere adjustment to a Permit. This is much more than a few "moves." In 17 years, much has changed in the I.U.C., and we are max-ed out. We cannot tolerate creeping development. We need limits, enforcement and accountability.

Currently, we are contacting our City Councilpersons to request an Interim Construction Halt until a Master Plan is written. The steady and aggressive expansion from all the institutions along the 1-mile Institutional Use Corridor has put a tremendous strain to this area: noise pollution, sound pollution, traffic congestion, strained the resources of the fire department, decreased the air quality, and increased the intensity of an area designated by the Mulholland Specific Plan as a low-density, slow speed scenic parkway. It seems we now have exactly the opposite of the mandate. The cumulative impact of the institutions' expansions has far exceeded its capacity.

Bel Air Knolls requests a denial of the SSWT expansion.

We sincerely appreciate your time and attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Jenna Abouzeid", with a long, sweeping horizontal line extending to the right.

Jenna Abouzeid, President,
Bel Air Knolls Property Owner's Association

Bel Air Skycrest Property Owners Association

Mort Rezvani, President ♦ 16448 Sloan Dr, LA, CA 90049 ♦ 310-471-6667

November 24, 2003

RECEIVED
CITY OF LOS ANGELES

NOV 26 2003

ENVIRONMENTAL
UNIT

Ms. Maya Zaitzevsky,
Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: Stephen S. Wise School expansion project at 15900 & 16100 Mulholland Dr.

Dear Ms. Zaitzevsky,

I am the president of Bel Air Skycrest Property Owners Association, a neighborhood of about one hundred homes. Although I am writing on my own behalf, I am also expressing the views of most if not all of our community.

The numerous schools and the religious institutions, built on the one-mile stretch of Mulholland around the 405 Freeway, were built on "Residential Zoned" properties with "Conditional Use Permits". These Conditions were designed to safeguard the integrity of the residential neighborhood, while permitting these private institutions to operate here. Although we appreciate the services these institutions provide our community and the city as a whole, their need for expansion has caused some of these institutions to violate their CUPs, while others to seek variances to their CUPs so that they can continue their ever-expanding appetite for growth.

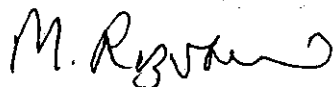
I would like to reiterate that these institutions were built in a "Residential Zone" area, and any violation of CUPs, or request for variance to these CUPs, should be examined very carefully for the immense impact they have on our neighborhood.

As you are aware the traffic on Mulholland Dr, west of 405 Freeway where most of these institutions are located, is already unbearable because many Valley residents use it as a shortcut access to the freeway. Add to this the traffic generated by the students and faculty of these institutions and you can see how this stretch of Mulholland is already overused beyond its capacity. The proposed expansion of Stephen S. Wise School will have an adverse impact on an already unacceptable traffic situation. Access to our community for the emergency vehicles, such as fire trucks and ambulances, will be hampered by this ever-growing traffic.

The proposed sport facility and auditorium will also have an impact on the nighttime traffic and lighting. These facilities, which will be used by large groups of people until 11:30 PM, are totally unacceptable for a residential area.

We strongly recommend the rejection of the proposed Stephen S. Wise School expansion project

Respectfully,



Mort Rezvani
President

Board of Trustees

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Shaheen Nanji
Robert Rosenfield
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November 10, 2003

Ms. Maya Zaitzevsky
Environmental Review Unit
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 525
Los Angeles, California 90012

RECEIVED
CITY OF LOS ANGELES

NOV 13 2003

**ENVIRONMENTAL
UNIT**

RE: Stephen S. Wise Middle School Relocation Project, ENV-2003-4567-EIR
Environmental Scoping Comment

Dear Ms. Zaitzevsky:

We appreciate the opportunity to provide comments on the proposed relocation of the Stephen S. Wise Middle School. Curtis School is the closest neighbor to the proposed project, located on the north side of Mulholland Drive, with shared frontage (opposite side of the street) as the proposed relocated middle school. Curtis School is a long-standing facility in the institutional corridor and has been a supporter of all other schools in the area. Further, we have worked to solve common issues in the Mulholland Corridor that affect not only other educational institutions, but community members as well. These have included joint solutions to traffic concerns, coordination of hours of school operation and emergency action plans.

In reviewing the layout of the proposed Stephen S. Wise Middle School, certain issues compel us to highlight our concerns. Although their efforts were unsolicited by the Curtis School Administration or Board, our knowledgeable parent body has focused on the potential traffic implications of the middle school relocation project and has requested that we take a more detailed look at these issues.

From our understanding of the project, it appears that access is planned at a new driveway located across Mulholland Drive from our Walt Disney Drive signalized intersection. We believe that the following are severe issues of concern and must be addressed:

- **Traffic Conflicts** – Creating a new driveway along Mulholland Drive at this location will conflict with traffic flows into and out of Walt Disney Drive. The hours of operation of the proposed facility overlap with the arrival and departure time periods of Curtis School. Our driveway provides for a dual left turn movement exiting onto Mulholland Drive where the roadway width is severely restricted. The proposed additional traffic movements will substantially increase traffic congestion and create a severely unsafe condition at the proposed new access point.

- Sight Distance – It appears that sight distance for turning vehicles into and out of the new middle school driveway will be insufficient and potentially impaired. Given the high-speed nature of traffic on Mulholland Drive, appropriate sight distance is critical. Elevation differences between Mulholland Drive and the proposed facility, landscaping and other variables that are unknown at this time could further exacerbate this sight distance issue. Traffic entering the new driveway will also inhibit the sight distance of traffic entering Curtis School.
- Mulholland Corridor Traffic – The Mulholland Corridor currently carries traffic to and from the schools in the area and serves the local community. Additionally, a substantial amount of regional traffic uses the facility as an alternative to the freeways, during commute hours. Use of the proposed new access point at Walt Disney Drive will require changes to the traffic signal phasing and timing at this intersection which will severely reduce the efficiency of the current traffic signal operation and substantially impede Mulholland Drive traffic flow. This traffic flow degradation creates additional stops and delay for traffic, resulting in an increase in air pollution from vehicle emissions.

Being very familiar with traffic conditions on Mulholland Drive and having reviewed the preliminary site plan, it appears that the Stephen S. Wise Middle School relocation project has an access option available that will eliminate the above-described concerns. Currently, Stephen S. Wise has a traffic signal located approximately 700 feet to the east of Walt Disney Drive. This signal currently controls traffic flow at the Milken High School. The Stephen S. Wise Middle School site plan can be easily reconfigured to utilize this same existing signalized access point.

Therefore, unless Stephen S. Wise Middle School can modify the proposed site plan to provide access/egress at this existing location, we must respectfully oppose the proposed relocation project. However, we welcome the opportunity to provide additional comments and input into the City process and the opportunity to work with Stephen S. Wise and the approving agencies to resolve these traffic issues and safety concerns.

Please feel free to contact me at (310) 476-1251, extension 141, regarding the above.

Sincerely,



Robert G. Kolb
Chief Operating and Financial Officer

Encino Community Council

16001 Ventura Blvd., Suite 200, Encino, CA 91436

EXECUTIVE BOARD:

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November 25, 2003

RECEIVED
CITY OF LOS ANGELES

DEC 01 2003

ENVIRONMENTAL
UNIT

Maya Zaltzevsky
Project Coordinator
200 N. Spring St., Room 763
Los Angeles, CA 90012

Dear Maya,

The Board of Directors of the Encino County Council have met and unanimously voted to oppose any further development on Mulholland Drive, in the institutional corridor. The DOT has rated the intersections of Calneva/Mulholland and Skirball Center/Mulholland is F+, a rating indicative of the major traffic problem in this area accompanied by the elimination of wildlife.

Milken Community High School, part of the Stephen S. Wise Temple has a conditional use permit for 650 students grades 7-12 (condition #12). Using an additional 30,000 square feet for a middle school and adding 240 students and instructors is unacceptable.

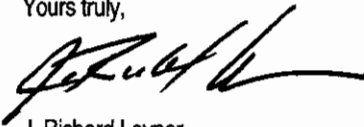
To further solidify our position, Milken Community High School has failed to adhere to several conditions of the Demand Management Program thereby alienating the neighbors and undermining their trust.

The development of the land adjacent to the Mirman School for a soccer field and a 400 seat performing arts center will negatively impact the quality of life for the residents by adding traffic and noise to the community.

Please do not approve these projects,

Thank you in advance for your consideration.

Yours truly,



J. Richard Leyner

CC: Jack Weiss
Cindy Miscikowski



Homeowners of Encino

◆ Serving the Homeowners of Encino ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

November 25, 2003

Maya Zaiatzevsky, Project Coordinator
200 N. Spring Street, Room 763
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

DEC 01 2003

ENVIRONMENTAL
UNIT

Case number: EAF No. ENV-2003-4563-EIR

RE: Stephen S. Wise Middle School Relocation Project

On behalf of Homeowners of Encino, we wish to oppose any further expansion of schools in the Mulholland institutional corridor.

Our opposition is based upon the excessive development already in the corridor. Our objections include: noise, pollution, traffic, heavy equipment traffic, grading, dust, congestion, and the destruction of natural landscaping.

Homeowners of Encino believes that this project will have a major negative impact on Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology/Water Quality, Land Use and Planning, Noise, and Transportation/Traffic.

The Applicant is seeking to build a performing arts center with 25,000 sq. ft. of program space and 400 seats, as well as a soccer field. The combined Middle/High school would provide for 240 seventh and eight grade students within 30,000 sq. ft. of program space. Some of these venues would operate from 6 am to as late as 11:30 pm. 192 parking spaces would be provided with 400 parking spaces.

Also planned for expansion are other projects, within the same mile that includes about 52,427 square feet of projects with additional impacts. All of these projects must be evaluated in context of one-another.

Expansion brings many problems, including increases in use of said property, lighting, fire hazards, landfill gas emissions, carcinogen seepage, noise levels, party ending times, landscaping and, last but not least, traffic related issues.

We request a full EIR be prepared that considers all environmental aspects and related negative impacts including noise, pollution, traffic, grading, dust, congestion, esthetics, population growth, public services, light and glare, and cumulative impacts.

Cordially yours,


Gerald A. Silver,
President

Individuals

Mrs. Charlotte Adelman

Dear Maya Zaitzberg;

Regarding case no

ZA86-1070 (Cuz) (PA3)

and case no. EAF40

ENV-203-45-63 PER,

I am for permitting

Boch Church and

Stephen S Wise Temple

to build their schools-

We are in need of schools

that teach our children

to be good citizens and

no way do I say stop them



RE
CITY

NOV 4 2003

ENVIRONMENTAL
UNIT

Stop Arlon Builders
of wanting to build a
146 unit on Ventura
in Encino? That is the
Problem for traffic -

Thank you

Mrs C. Adelman



Mrs. Charlotte Adelman
16410 Bosque Dr.
Encino, CA 91436

RECEIVED
CITY OF LOS ANGELES

NOV 19 2003

ENVIRONMENTAL
UNIT

11-16-03

To Whom it May Concern:

Regarding Bel Air Presbyterian Church,
Case No. ZA 86-1070(cuz)(PA3)

AND

Stephen Wise Temple - Milken Community Middle School,
EAF No. ENV-2003-4563-EIR.

For Heaven's Sake —
No! No! No!

Sincerely,
Mrs. Shirlea Alber

A

MRS SHIRLEA ALBER
4178 HAYVENHURST DR
ENCINO, CA 91436-3728

JEROME J. BERCHIN
ATTORNEY AND COUNSELOR AT LAW

RECEIVED
CITY OF LOS ANGELES

DEC 11 2003

ENVIRONMENTAL
UNIT

3034 ELVILL DRIVE
LOS ANGELES, CALIFORNIA 90049
310 • 472-4546
310 • 472-5103
FAX 310 • 472-5103

December 8, 2003

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: Opposition to Stephen S. Wise Middle School Relocation Project

Dear ~~Mr.~~ Zaitzevsky:

I have been a resident of Bel Air Skycrest for a period in excess of 39 years. I reside at 3034 Elvill Drive, Los Angeles, CA 90049. I am concerned that I will be adversely impacted by the Stephen S. Wise Middle School Relocation Project and its plan to modify or expand its existing conditional use permit.

To give you a brief chronology of my relationship to the area known as Bel Air Skycrest, when I built my residence, 39 years ago, there was nothing here but an unfilled subdivision and a few homes. There were no traffic problems or noise, the hills were undeveloped, and no adverse impact upon the then existing community.

Shortly after the area had been somewhat developed with residences, we were faced with a terrific problem which would have impacted our community very severely, to wit, Mission Canyon Landfill. Our community joined together, retained counsel; and after a number of years, we were fortunate in that we were successful in preventing the expansion of the Mission Canyon Landfill. Obviously, I and all the other residents were thrilled with our success.

We were then faced with the problem of Stephen Wise's desire to erect buildings, temporary and otherwise, for a nursery school and a middle school, as well as the high school. We were not successful in our opposition, because Stephen Wise didn't give our community proper notice that it was seeking the development of the various schools.

Since Stephen Wise was granted a conditional use permit for its educational facilities, our neighborhood has been adversely impacted because the purported conditions of the use permit have been repeatedly and continuously violated as to the number of students and use of vehicles - all giving rise to traffic and noise - all of which have made it impossible for the residents of Bel Air Skycrest to have the use and enjoyment of their property.

JEROME J. BERCHIN

ATTORNEY AND COUNSELOR AT LAW

Maya Zaitzevsky, Project Coordinator

December 8, 2003

Page 2

Stephen Wise, at one time, attempted to purchase the land which was owned by the Bel Air Presbyterian Church; but for some reason, the purchase never materialized, and the escrow was never completed. However, Stephen Wise, in some unknown fashion, was granted a conditional use permit as a lessee of the land that was owned by Bel Air Presbyterian Church. Stephen Wise occupied the land, and was granted permission by the Bel Air Presbyterian Church to operate under the conditional use permit which was improperly issued in favor of Stephen Wise. The conditional use permit provided for school grades 7th, 8th and 9th, while Stephen Wise was occupying the leased property temporarily. Stephen Wise now intends to vacate the land, and the Bel Air Presbyterian Church now intends to take possession of its land and to expand the number of grades to include pre-kindergarten through 8th grade students. In addition, Bel Air Presbyterian Church intends to allow expansion of buildings for whatever purpose. Bel Air Presbyterian Church now claims that there will be no increase in students numbers but that it will add 56,000 sq. ft. of building space including a gymnasium and multipurpose buildings.

The Stephen S. Wise Relocation Project proposes a conditional use permit or a modified conditional use permit to relocate its existing Stephen S. Wise Middleschool from its current location on the property owned by Bel Air Presbyterian Church on Mulholland Drive to a nearby permanent location on the Milken Community High School site. In addition, it intends to construct support facilities including school performing arts center with 25,000 sq. ft. of program space, and 400 seats, as well as a standard-sized soccer field to be constructed at the existing Stephen S. Wise Nursery School site. The new Middle School which would be located on the consolidated Middle School/High School site would provide a coeducation, day school facility serving two hundred and forty (240) 7th and 8th graders with an approximately 30,000 sq. ft. of program space. The school Performing Arts Center would be up to 40 feet in height, while the new Middle School would be up to 20.5 feet in height. Proposed hours of operation of the school are 7:30 a.m. to 3:30 p.m., Monday through Friday, (plus extracurricular activities). The soccer field would operate from 6:00 a.m. to 8:00 p.m., Monday through Friday; and the Performing Arts Facility would operate 6:30 a.m. to 7:30 p.m., Monday through Friday, with occasional performances until 11:30 p.m. Occasional weekend use of the soccer field and Performing Arts Center would occur. 42 new parking space would be provided at the Middle School, for a total of 192 spaces serving both schools, and 80 parking spaces would be provided to support the facilities site.

We are fearful that the planned expansion will become a commercial enterprise with tremendously increased impact on our community, including but not limited to traffic, noise and a burden to the infrastructure including a burden to our community at large. The general intent of the Mulholland Scenic Parkway Specific Plan is to promote and maintain Mulholland Drive as a scenic parkway. The plan contains various provisions aimed at minimizing the impact of new structures, preserving the recreational and open space facilities and resources in the area, and promoting the preservation of existing native vegetation consistent with the natural environment which surrounds it.

JEROME J. BERCHIN
ATTORNEY AND COUNSELOR AT LAW

Maya Zaitzevsky, Project Coordinator
December 8, 2003
Page 3

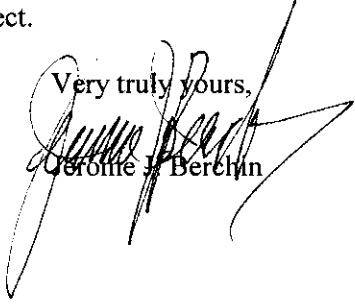
The purpose of the Specific Plan is to regulate and guide public and private projects, thereby ensuring maximum preservation of scenic views from Mulholland Drive and enhancement of the recreational and open space facilities and resources available in the area. The plan contains provision that assure projects will be compatible with the scenic parkway environment.

It is obvious to me that Stephen Wise's primary interest is the commerciality of its schools for its benefit; and it appears that no consideration has been given to the interest of the residents of the Skycrest Community.

At the present time, even prior to any consideration of the Stephen Wise request for conditional use permit or modified conditional use permit, our community is already adversely impacted by traffic, noise, congestion, crime, nightly events until late hours, interference with access for emergency vehicles, and any further expansion of the Stephen Wise project would aggravate the situation, and would more severely adversely impact the lives of the residents in the community.

As a result of the foregoing, Stephen Wise' request for CUP and/or modification of CUP should be denied. In addition, the Project Coordinator should take into consideration that the conditions of the CUP used by Stephen Wise have, in the past, been consistently violated; and its past history should be taken into account before giving any consideration to the school relocation project.

Very truly yours,


Jerome J. Berchin

JJB:jb

cc: Mort Rezvani
Jenna Abouzeid
Barbara Dohrman, Esq.

JEROME J. BERCHIN
ATTORNEY AND COUNSELOR AT LAW

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3034 ELVILL DRIVE
LOS ANGELES, CALIFORNIA 90049
310 • 472-4546
310 • 472-5103
FAX 310 • 472-5103

December 17, 2003

Ms. Maya Zaitzevsky
Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012

**Re: Opposition to Stephen S. Wise Temple Multi-Dimensional Expansion Request
Case No. ENV2003-4563 EIR**

Dear Ms. Zaitzevsky:

Reference is made to my letter of December 8, 2003, to avoid any redundancy.

I have received a copy of a letter directed to you dated December 15, 2003, under the signature of Jenna Abouzeid, President, Bel Air Knolls Property Owners Association. Her letter is written in such an accurate and complete fashion as to what has transpired in this neighborhood for the past 17 years, that it covers everything that I would like to say to you. Accordingly, I would like to incorporate herein by reference the pertinent paragraphs relative to the history of the area on Pages 1 through 5 of her letter, as through expressly set forth herein, at length.

In addition to the foregoing, I expressly wish to incorporate the following conclusions which are set forth on Page 5 and 6 of Ms. Abouzeid's letter:

- 1) That the enrollment at the Milken School remain as it has always been intended: 650 students, grade 7 through 12. If the SSWT were to adhere to their CUP and its limits, no need to build more facilities would exist. No new classrooms, playing field and such would be necessary.
- 2) That the Temple Site enrollment NOT increase. If the SSWT wishes to keep their Elementary School and Nursery School at the site, they must comply with their limits and not increase the impact at the site.
- 3) That the AYSO soccer field be disallowed. This is not the area or zone for a playing field of this magnitude. Encroaching onto the Right of Way of Mulholland is not allowed in the Mulholland Scenic Parkway Specific Plan. Currently, the HS already has a field. As well, there are over 20 soccer fields available and already in existence at Balboa Park.
- 4) That a Performing Arts Center is a commercial venture and this area is not zoned for such commercial ventures. To build a Center of this grandeur would require a zoning change to the land. This proposed project must be denied. The HS already has a 600 seat auditorium.

JEROME J. BERCHIN

ATTORNEY AND COUNSELOR AT LAW

Maya Zaitzevsky, Project Coordinator

December 17, 2003

Page 2

I respectfully request that you, Ms. Zaitzevsky, look at this requested modification from a broader perspective than a mere adjustment to a Conditional Use Permit. This is much more than a few "moves." In 17 years, it constitutes major changes in the IUC such that we are now "maxed out." This community cannot tolerate further creeping development. We need limits, enforcement and accountability and, if necessary, procedures for revocation.

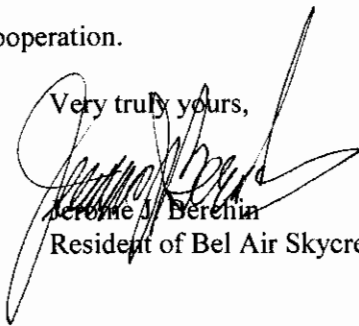
Currently, we are contacting our City Councilpersons to request an Interim Construction Halt until a Master Plan is written. The steady and aggressive expansion from all the institutions along the 1-mile Institutional Use Corridor has put a tremendous strain to this area: noise pollution, sound pollution, traffic congestion, strained the resources of the fire department, decreased the air quality, and increased the intensity of an area designated by the Mulholland Specific Plan as a low-density, slow speed scenic parkway. It seems we now have exactly the opposite of the mandate. The cumulative impact of the institutions' expansions has far exceeded its capacity.

I have resided in Bel Air Skycrest for the past 39 years, and I have experienced and have been subjected to all of the changes which have been expressed above, which have basically converted the area from a **wonderful residential community to a commercial development** for the benefit of economic gain by SSWT.

For the foregoing reasons, I, Jerome J. Berchin, a resident of Bel Air Skycrest, residing at 3034 Elvill Drive, request a denial of the SSWT expansion. In addition to the foregoing, I incorporate herein by reference my previous letter to you dated December 8, 2003.

Thank you for your anticipated courtesy and cooperation.

Very truly yours,


Jerome J. Berchin
Resident of Bel Air Skycrest

JJB:jb

cc: Mort Rezvani
Jenna Abouzeid
Barbara Dohrman, Esq.

December 9, 2003

Dear Ms Zaitzevsky.

We are writing to you concerning the adverse impact the Stephen S. Wise expansion project will have on our Bel Air Skycrest neighborhood.

Currently the traffic on Mulholland is so heavy it makes it extremely difficult to either enter or exit from Cardo or Elvado. The noise from the increased traffic, school and church activities is unpleasant and unnerving.

We appreciate the community services these institutions provide but HELP our needs and concerns are being ignored. No more stop signs, lights and noise day and night all week.

Please consider our safety and wellbeing.

Thank you

Barbara M. Bryant

Richard L Bryant
16366 Sloan Dr.
Los Angeles, Calif 90049

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Regarding Project Address 15900 - 16000 Mulholland Dr.
Community plan area: Brentwood - Pacific Palisades

cc Cindy Misciukowski
Mort Rezvani

2906 ELVIDO DRIVE
LOS ANGELES, CALIFORNIA 90049

December 4, 2003

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ENVIRONMENTAL
UNIT

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Rm 763
Los Angeles, CA 90012

Dear Ms. Zaitzevsky,

**Re: Proposed Expansion of Stephen S. Wise Middle School,
15900-16100 Mulholland Drive.**

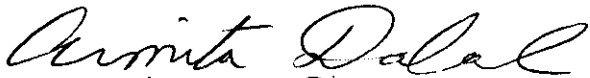
These schools are built on residential zoned properties with 'Conditional Use Permits' (CUP's) which were to safeguard the residential neighborhood, whilst permitting private institutions to operate. Some institutions have violated their CUP's. The expansions are already adversely affecting traffic, crime, noise, safety and the tranquility of the neighborhood.

Already, the entire area has irresponsibly expanded beyond its capacity and the unbearable traffic on Mulholland Drive is only likely to worsen.

NO TO EXPANSION.

Many thanks for your consideration.

Yours respectfully,


16717 Alginet Place
Encino, CA 91436
Cc: Cindy Miscikowski

2906 ELVIDO DRIVE
LOS ANGELES, CALIFORNIA 90049

December 4, 2003

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ENVIRONMENTAL
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Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Rm 763
Los Angeles, CA 90012

Dear Ms. Zaitzevsky,

**Re: Proposed Expansion of Stephen S. Wise Middle School,
15900-16100 Mulholland Drive.**

These schools are built on residential zoned properties with 'Conditional Use Permits' (CUP's) which were to safeguard the residential neighborhood, whilst permitting private institutions to operate. Some institutions have violated their CUP's. The expansions are already adversely affecting traffic, crime, noise, safety and the tranquility of the neighborhood.

Already, the entire area has irresponsibly expanded beyond its capacity and the unbearable traffic on Mulholland Drive is only likely to worsen.

NO TO EXPANSION.

Many thanks for your consideration.

Yours respectfully,



Cc: Cindy Miscikowski

DR. AND MRS. JOHN W. GIVEN
4242 MOONCREST DR.
ENCINO, CA. 91436

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November 28, 2003

Maya Zaitzevsky, Project Coordinator
200N. Spring St., Room 763
Los Angeles, Ca. 90012

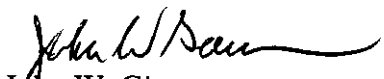
Re: Stephen S. Wise – Milken Community Middle School
Environmental Review
EAF NO. ENV-2003-4563-EIR

Dear Ms. Zaitzevsky,

We are writing to express our adamant opposition to the planned expansion of Milken Community Middle School. The addition of the planned facilities as well 240 additional students to the Milken School would be most undesirable from a traffic congestion as well as a safety standpoint. The existing development along this corridor of Mullholland Drive has already reached an absolute maximum and presents a significant obstruction to residents in the surrounding community in their daily commuting. We feel that this area simply cannot accommodate further traffic congestion.

It is our sincere hope that the planning commission will recognize that over development already exists to place further strains in congestion on the roads in this area would certainly negatively impact not only the residents of Encino, but also the safety of the students in the schools and their families. Please give serious consideration to rejecting this proposal.

Sincerely,


John W. Given


Margaret D. Given

cc: Jack Weiss, Council District 5
Cindy Miscikowski, Council District 11

JWG/MDG/dr

Subj: Milken Community Middle School ENV-200304563-EIR
Date: Tuesday, November 25, 2003 10:15:02 AM
To: Maya Zaitzevsky@lacity.org, bkopp@council.lacity.org,
kjkeller@council.lacity.org

November 25, 2003

Maya Zaitzevsky, Project Coordinator
200 N. Spring St. Room 763
Los Angeles, CA 90012

Re: Stephen S. Wise Temple-Milken Community Middle School
EAF NO. ENV 2003-4563-EIR

To whom it may concern,

Over TEN THOUSAND (10,000) cars each morning and TEN THOUSAND (10,000) cars each evening travel Mulholland Drive between Calneva and the San Diego Freeway. In case of fire or other emergency only Calneva or Skirball Center Drive serve as outlets.

In past years the Los Angeles Fire Department complained bitterly of the dangers of so few outlets and so much traffic.

Although it may seem that adding a few hundred more students and staff will have little impact, it may very well be the "straw that breaks the camels back."

Because of the abovementioned enormous traffic, the original permit provided only for 650 students and staff. Since the date of the issuance of the permit traffic has only increased.

Allowing more students and staff than originally permitted will exacerbate an already extremely dangerous situation.

In addition it will further impact the huge overload of traffic between Ventura Boulevard and Mulholland as thousands of motorists use the neighborhood streets as a shortcut from the Valley to the Westside of Los Angeles and Beverly Hills.

On balance we oppose the granting of a permit to allow additional school children to attend school on permit. An increase of students and staff was not in the original agreement and permit and presents a clear and present

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danger to the existing traffic,
environment and neighborhoods.

Linda and Jerold V. Goldstein
4308 Louise Ave.
Encino, CA 91316

Irvin Goodman • 16361 Sloan Drive • Los Angeles, California 90049

12/9/03

Dear Ms Zaitzevsky

As members of this this community
For the past 34 years we strongly
oppose the new Stephen Wise Project
on Mulholland Drive. We suggest
you consider how many schools
we have in this area, how much
Traffic, and so much smog. Please
not another school.

Thank you

Irvin and Dorothy Goodman

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November 28, 2003

Maya Zaitzevsky
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: Stephen S. Wise Temple - Milken Comm. Middle School
Environmental Review
EAF #ENV-2003-4563-EIR

Dear Ms. Zaitzevsky:

In 1993, as an active member of the Encino Hillside Traffic Safety Organization, I was responsible for preparing a study of the EIR which was developed expressly for the then proposed Milken Community High School.

The EIR stated that LAPD protection should be within 7-8 minutes. My investigation showed that response from the assigned West Division would be 20-25 minutes. If there was no availability from the West Division, call(s) would be relayed to the Hollywood Division. Response time would be longer in duration.

I have recently verified the above with the West Division. As in 1993, response time is predicated on availability of LAPD.

An "Anti-Terrorism Division" has been formed by the LAPD. Acts of terrorism are expected citywide. I believe that the subject property may draw some of that activity. (a Jewish school, etc.)

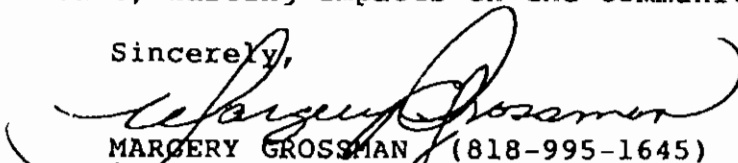
The EIR stated that heavy duty fire protection should be within five (5) miles.

The close-by fire station #109, Mulholland Drive, is a LIGHT duty fire station. The closest HEAVY duty fire station is on Sepulveda Blvd. near Magnolia Blvd., approximately 7½-8 miles distant. Travel is via Sepulveda Blvd. or the #405 freeway.

Traffic on Mulholland Drive, formerly a semi-rural roadway, has increased greatly since the advent of the Milken High School. Additional school population, plus a proposed Performing Arts Center and a soccer field will create more traffic at additional times of the day AND EVENINGS., not only affecting Mulholland Drive, but the Encino streets closest to the proposed development: Calneva Drive, Hayvenhurst Avenue, Delvale Drive, Ballina Canyon Road, Ballina Drive, Hayvenhurst Drive. Speeding on the above streets is rampant. These issues are a matter of safety and quality of life.

The opinions stated are my own; the facts are verifiable. As the member of the Encino Community Council elected as the Public Safety Representative, I have serious concerns that these projects may have significant, lasting impacts on the community of Encino.

Sincerely,


MARGERY GROSSMAN (818-995-1645)
3805 Ballina Canyon Road
Encino, 91436

William J. Immerman
16524 Park Lane Circle
Los Angeles, Ca. 90049

Via Telefax 213-978-1335

Maya Zaitzevsky, Project Coordinator
City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Case number: ENV 2003-4563 EIR
RE: Opposition to Stephen S. Wise Temple Multi-Dimensional Expansion
Request

Dear Ms. Zaitzevsky,

My family resides in Bel Air Knolls, an enclave of homes just west of the Mulholland Institutional Use Corridor ("the Corridor). I understand the Stephen S. Wise Temple Schools ("SSWT") in this Corridor have an expansion proposal for the current four (4) schools they operate on Mulholland Drive.

We have many concerns about any such development. Over the years, this area has fallen victim to creeping development, an increase in facility use and now a proposal for further development in this 1.5 mile stretch. The lack of any Master Plan for the Corridor is having a negative effect on the quality of life in Brentwood, Bel Air and Encino.

To illustrate: When the High School was built, the plan included remote parking for the students and an elaborate busing program so that no students would drive to the campus. In spite of the representations made to the community by the senior representatives of SSWT to get their approval and support of the plan they rather cynically never made an attempt to implement the busing system. However they requested a modification to their Conditional Use Permit ("CUP") to let the student's park on campus. Such request only required the comments of their immediate neighbors and they made no attempt to obtain community feedback or approval. Then, once again avoiding community participation or comments and relying on the political clout of their membership to silence the legitimate concerns of the community, SSWT requested and obtained approval for a traffic light to be installed to handle the student drivers that were not supposed to be there in the first place. The traffic light has lengthened the commute time of their neighbors among other inconveniences. The Skirball Center lots are also now being used as a High School Parking Lot. That in turn, caused the Skirball Center to build even more parking structures to accommodate their newly expanded Auditorium and lack of available parking because the students are using the available lots. As you can see, slight changes and modifications to plans have a tumbledown impact to all Brentwood/Bel Air residents.

Currently, the University of Judaism is building additional housing and a Student Center on Mulholland Drive. Bel Air Presbyterian Church wants to build a 65,000 square foot school with gymnasium and football field on Mulholland Drive, SSWT wants to put a 400 seat Performing Arts Center and an AYSO soccer field replete with night-time lights. Milken School wants to expand their enrollment by 40%, add 10 classrooms and increase the number of students at the Temple site by 320. The Corridor, about one mile long, was not designed for such dense development.

The question remains: When is enough, enough?

We request that the City Planning Department, in cooperation with the City Council, develop a Master Plan for the Corridor. Perhaps the schools can be urged to share their 25-year plan, develop guidelines for development and follow them. As it stands now, whoever is in line first with a CUP request or an "amendment request" to their existing CUP gets first chance to expand. That is not good planning. You are well equipped to put an Interim STOP to all development for the Corridor until this Master Plan can be developed. A Master Plan would allow fair and appropriate development in the Corridor for years to come, ensuring proper traffic flow, limited development and put an end to a loophole called "creeping development." It is time to protect Mulholland Drive and the residents of the neighborhood surrounding it and stop the bullying tactics of a politically powerful, but ethically challenged, organization hiding under the principles of a religious organization.

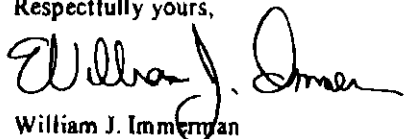
The Milken School 'amendment' expansion should be disallowed. A 40% increase in the number of CUP allowed student body is absolutely outrageous! An increase this big is not an 'amendment', it calls for a NEW CUP, with its complete due process. This expansion is not an amendment; it is a whole new project. And should be treated as such.

As well, the Temple site, states... "That any further expansion of the involved "Jewish temple and Community Center" including, but not limited to, an expansion of current student enrollment, shall only be permitted after the filing and approval of the proper application for this purpose." (ZA 89-0147 CUZ page 3, #13.) As plainly written, the Temple site does NOT have an unlimited CUP and must file an application as stated in their CUP.

The Nursery School site, with a proposed Performing Arts Center, AYSO soccer field with lights could easily be left as open space. If the High School kids need a place to perform, perhaps the Skirball Center is a better venue for them. Our concerns for yet another 400-person Center mean evening performances, off-site parking, possibly busses, rented out shows, rented out for events and a whole host of commercial possibilities Mulholland Drive is not zoned for. It is simply not able to cope with the impact. The neighborhoods are not in favor of inviting new problems. An AYSO soccer field holds the same potential for late night games, busses, and young drivers late at night. Bear in mind, this means visiting teams with youthful drivers, unsupervised after games. This use holds loads of potential for problems. The accidents caused by youthful drivers on Mulholland Drive are well documented. It was never intended to turn Mulholland Drive and its scenic beauty into a replica of Ventura Boulevard, as SSWT would propose. We do not support this proposed project.

In short, we respectfully request the City Planning Department disallow these proposals and to protect the spirit of the Mulholland Drive scenic development and not defer to the political clout of the membership and leadership of the Stephen Wise Temple.

Respectfully yours,



William J. Immenman

c.c. Jenna Abouzeid,
President, Bel Air Knolls Home Owner's Association

*Jan & Elizabeth Iwanczyk
3066 Corda Dr.
Los Angeles, CA 90049*

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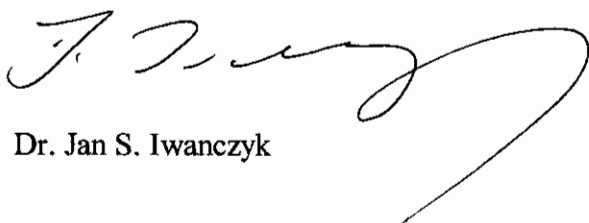
December 6, 2003

Ms. Maya Zaitzevsky
Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: Project Address – 15900 & 16100 Mulholland Dr., and Community Plan Area – Brentwood-Pacific Palisades.

Dear Ms. Zaitzevsky,
My wife and I strongly oppose any further expansion of the Stephen S. Wise project. The numerous schools and religion institutions were built on "Residential Zoned" areas with "Conditional Use Permits" (CUP) along the one-mile stretch of Mulholland near by our house. These institutions already violate their CUPs. The already unbearable traffic on Mulholland will be made worst by any further expansion. Moreover, we cannot allow for the additional noise and unavoidable increase of nightly and weekend events until late hours connected with the Stephen S. Wise project.

Sincerely,



Dr. Jan S. Iwanczyk

CC Cindy Miscikowski
Councilwoman, 11th District
200 N. Main St., Room 415
Los Angeles, CA 90012

Laurie Kelson
16632 Calneva Dr.
Encino CA 91436

11/25/03

FAF NO. ENV-2003-4563-EIR
Maya Zaitzevsky, Project Coordinator
200 N Spring St. Room 763
LA CA 90012

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There are many reasons to deny the applicant to proceed on any of these proposed projects.

Traffic is a major problem in the Encino Hills and along Mulholland Dr. The intersections leading to these projects are rated F+ by the DOT (Dept of Transportation). Adding more traffic will only exacerbate a bad situation.

The quality of life of the residents of this neighborhood will be compromised by many nighttime and weekend activities. The noise and lights will disturb many neighbors.

Adding any children to this busy corridor, without an evacuation plan that includes all the schools, must not be considered. 3200 children is already too many and their safety should be our first concern.

The applicant, Milken Community Middle School of the Stephen S Wise Temple, already has a CUP (Conditional Use Permit) Condition # 12 that states 650 students grades 7-12 for the High School. Adding 240 students violates their CUP.

The applicant has violated their CUP continually over the past ten years. The Transportation Demand Management Program called for "No Student Drivers" except with disabilities. There are 90 student drivers. There was supposed to be parking lots secured in the Valley and in West LA and the students be bused to the property. This never happened.

A soccer field is not needed on this busy corridor. Many private schools use existing facilities other than their own. Harvard-Westlake uses Franklin Fields at Louise and Oxnard for their baseball field. Montclair Prep

uses Valley College for their football games. Brentwood School uses part of the VA property for their sports program.

A 400 seat performing arts is not needed next to The Mirman School. The noise and lights would disturb both the school and the neighbors who live close by. The school could use the Gindi Auditorium at the University of Judaism across the street from the Temple or possibly the Magnin Auditorium at the Skirball Cultural Center across Sepulveda from the school.

Major land movement would be needed for these projects. The Sepulveda Tunnel is very old and would be damaged by the middle school construction. Mulholland Dr. is protected by the Mulholland Specific Plan and cannot be straightened out by the applicant. It was designed as a scenic parkway and the residents moved to this area assuming it would always stay that way.

I hope that the Planning Dept. will not approve these major plans for my neighborhood.

Sincerely, Laurie Kelson
Encino Community Council Area Representative

CAROLYN KENT
16438 Sloan Drive
Los Angeles, California 90049

November 30, 2003

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ENVIRONMENTAL
UNIT

Maya Zaitzevsky, Project Coordinator
200 North Spring Street - Room 763
Los Angeles, California 90012

RE: EAF NO: ENV-2003-4563-EIR
Stephen S. Wise Middle School
Relocation Project

Dear Ms. Zaitzevsky:

We are very concerned about the above proposed project as it will have a severe effect not only upon our neighborhood but also upon the entire area.

As you know the numerous schools and religious institutions that have been built on this one mile area west of the 405 were built under Conditional Use Permits. These conditions were designed to safeguard the integrity of the residential neighborhoods while permitting the private institutions to operate. Our community has written to the proper authorities within the last few years to advise them that the CUPs have been violated.

We oppose any further expansion - especially a performing arts facility. Any further expansion will only increase the already severe traffic problems, will contribute to the noise and crime factors and the teen-agers driving recklessly through the neighborhood. I occasionally drive my granddaughter to school in the mornings and the traffic is horrendous.

Please consider our neighborhood - and the impact this proposed project will have upon our way of life.

Sincerely,



CAROLYN KENT

Also when attending the meeting at the University of Judaism - it was noted that a portion of the project was located on part of the L.A. City Right of Way!

CC: Councilwoman Cindy Miscikowski

M Y R O N A N D N A N C Y L E V I N

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November 22, 2003

Maya Zaitzevsky, Project Coordinator
200 N. Spring St., Room 763
Los Angeles, CA 90012

SUBJECT: EAF NO. ENV-2003-4563-EIR

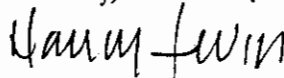
Dear Ms. Zaitzevsky:

My husband, Myron, and I strongly oppose the proposed expansion of the Stephen S. Wise Temple-Milken Community School located on Mulholland Drive. The high school site is already at the approved maximum of 650 students and the proposal increases this number by over thirty-five percent. We are also concerned about the proposed Performing Arts Center and eighty additional parking spaces. In addition to noise and the safety issues inherent with student drivers, we worry about any increase in traffic on this section of Mulholland. The traffic congestion is already horrendous during the morning rush hours, making it extremely difficult for us to get "over the hill" using the most direct routes.

The Milken Community School's original Conditional Use Permit permitted no student drivers except those with special needs and mandated remote parking lots with bus service to the school. The school chose to simply ignore these restrictions and do as they pleased. It is unconscionable to reward this appalling disregard of the original CUP by allowing further expansion.

We are long-time residents of our quiet residential neighborhood and would like to keep it that way. We need a Master Plan for this Institutional/Educational Corridor which considers the needs of the adjacent neighborhoods as well as the institutions located along the corridor. Thank you for your consideration.

Sincerely,



Nancy Levin

November 20, 2003

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Room 763
Los Angeles, Ca 90012

Re: EAF NO.: ENV-2003-4563-EIR

Dear Ms. Zaitzevsky

91436

We live at 4456 Hayvenhurst Avenue in Encino. We are deeply concerned about the additional traffic congestion, which will result if either of the two separate projects, which are under consideration by the city, one at Bel Air Church, and one at Stephen S. Wise Temple, is approved. Approving either of these proposed development plans would be an outrageous decision. **Please present this letter to the zoning administrators who will decide this issue.**

Under the current situation, traffic congestion on the streets between the Ventura Freeway and Mulholland is horrific in the morning and late afternoon hours and has worsened over the years. This is solely due to the traffic flow, which heads south on Hayvenhurst in the mornings to either get to schools located on Mulholland or to get to the 405 freeway. Creating an invitation for more traffic will place an unfair burden on area residents who already suffer due to the current traffic flow.

Recently, the city conducted a study of traffic flow south of Ventura Boulevard on Hayvenhurst and the surrounding areas prompted by complaints from residents in the area. It was concluded that the traffic flow needed to be reduced. How a project that would increase traffic flow found its way on the agenda is baffling to us.

Further development, as is presently being considered, cannot be allowed. It is irresponsible to take a route, which is already significantly overburdened by traffic, and add even more traffic. It will cause the residents who live in the path of this route to suffer immeasurably. Not only will the area be considered less desirable for resale, but it will also be even more difficult to egress and ingress into and out of our own driveways. Please do not allow approval of this proposed development.

Sincerely,



Frank and Bonni Mantovani

Cc: Jack Weiss, C.D 5

Cindy Miscikowski, CD 11



Mr. Murray & Jan Neufeld
16912 Escalon Dr.
Encino, CA 91436

11-19-03

Maya Zaitzevsky, Project Coordinator
200 N. Spring Street, Room 763
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

NOV 19 2003

ENVIRONMENTAL
UNIT

Dear Ms Zaitzevsky:

Re: EAF NO. ENV-2003-4563-EIR

We are in favor of new construction at the Stephen S. Wise Temple-Milken Community ^{Middle} School. The real congestion on Mulholland Dr., Calneva Dr. and Hayvenhurst Ave comes from the 101-405 Freeway interchange traffic congestion during AM & PM rush hours. Let us solve the much bigger problem first, i.e., fix the freeway bottleneck problem, which will cost millions of dollars (not in the budget?). There is no evidence that stopping the new construction will meaningfully decrease existing or future congestion, noise or improve safety. Let us not shantchange the future student body at this fine institution!

Sincerely

Jan & Murray Neufeld

Louis H. Nevell
3026 Corda Dr.
Los Angeles, CA 90049
Phone (310) 472-1301
Fax (310) 472-1387

To: Maya Zaitzevsky
Project Coordinator
Case # ENV 2003-4563 EIR

Via: Fax (213) 978-1335

Dear Maya-

Following please find copy of E-Mail message I sent to Cindy Miscikowsky concerning my opposition to the Bel Air Presbyterian Church/Stephen S. Wise Temple development project.

Louis H. Nevell

Subj: Stephen S. Wise Middle School Relocation Project and Bel Air Church Project
Date: 12/10/2003 2:54:53 PM Pacific Standard Time
From: Sngnevell
To: miscikow@council.lacity.org
CC: [Dohriamb](#)

Dear Cindy:

Certainly I do not have to review the details of these projects for you, I am sure you are more than familiar with them.

Allow me to simply highlight the basis of my objection to the projects and save both of us some time.

The area is already overbuilt (the so-called Mulholland Institutional Corridor). Mulholland Drive, a winding, two-lane mountain road, was never designed to carry the volume of traffic it currently shoulders.

To allow the Church to build a school facility adding an additional 250 students to the community along with the performing arts center of the temple and a soccer field all within penalty kick distance of homes in a zoned residential area is inappropriate.

Cindy, where does it end? We are overloaded. The residents have done more than their fair share to play good neighbor. Someone, somewhere, sometime has to draw a line.

Are these worthy projects? Certainly they are but not where the Church and Temple are proposing they be cited. What we have here is the Camel in the Tent syndrome. Once the camel's nose is in the tent, try and keep the rest of him out. At this point, far more than the camel's nose is in the tent.

This is starting to look like an exercise in what we used to call in collage, "phone booth packing."

What we all envisioned here when we purchased our homes was a residential community.
What will be left for us if these projects are approved?

This is not fair, not right and I urge you to oppose the projects.

Very truly yours,

Louis H. (Skip) Nevell

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012

10-29-2003

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CITY OF LOS ANGELES

NOV 01 2003

To Whom It May Concern:

ENVIRONMENTAL
UNIT

As a resident of Encino just south of Mulholland Drive, I am in strong opposition to the creation of a new Stephen S. Wise middle school. There are numerous factors and possible negative consequences for the residents of the area which have led me to my opinion such as:

There is already a heavy amount of traffic coming up residential streets such as Calneva Drive, where I live, and proceeding on Mulholland to the 405. The addition of another school would only worsen this already horrible traffic problem and make living and driving in my own neighborhood difficult.

With the addition of traffic come all of the direct and indirect problems associated with an increase in traffic such as:

1. An increase in air pollution
2. An increase in traffic accidents
3. A diminishing sense of security with more and more people entering the neighborhood on a daily basis
4. Making a residential neighborhood more busy, creating a near commercial rather than residential atmosphere

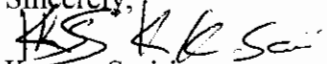
The addition of yet another school on Mulholland west of the 405, which already includes Curtis, Milliken High School, Berkeley Hall, Merman, and Westland, is unnecessary because Stephen S. Wise already has a perfectly functioning school at their present site.

There is no pressing need for them to move beside it being a convenience for the school and an inconvenience for the residents of the surrounding areas.

Finally, and most significantly, the quality of life factor, to be away from the bustling metropolis that is Los Angeles yet still lodged between two parts of the city, is a major reason why the resident of the hills off Mulholland Drive have moved here and creating yet another school would only serve to diminish the quality of life that is enjoyed by the area's residents.

Thank you for your consideration in this matter.

Sincerely,


Kouros Sariri

Dr. and Mrs. Bernard Smolens
16461 Sloan Drive
Los Angeles, CA 90049

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DEC 29 2003
ENVIRONMENTAL
UNIT

To Maya Matzovsky,

As a homeowner in Bel Air Skycrest since 1968, I strongly oppose the attempt of the Steven Wise Temple to violate the conditional use permit by persuading the city for permission to do so.

In the mid 1960's the land owner of the neighborhood sold the lot by telling prospective buyers there was a public park and golf course promised by the city. It never happened.

In the 1970's we fought the reopening of the Mission Canyon dump. Several years later another drive to open the dump and build a road that would be in the canyon behind the homes on the south side of Sloan Dr. At great cost to the property owners, the county did not succeed.

We are very concerned about this

new problem. We now have traffic jams
from 7:30 A.M. to 9:30 or 10:00 A.M. and
again at 4 P.M. to 6:30 or 7:00 P.M.

A fire in the area would be our worst
nightmare during the traffic time.

I hope you will carefully study and
investigate our latest dilemma.

Sincerely,

Sham Smalera

Homeowner

Cc: Cindy Miscikowski

2906 ELVIDO DRIVE
LOS ANGELES, CALIFORNIA 90049

December 4, 2003

RECEIVED
CITY OF LOS ANGELES

DEC 11 2003

ENVIRONMENTAL
UNIT

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Rm 763
Los Angeles, CA 90012

Dear Ms. Zaitzevsky,

**Re: Proposed Expansion of Stephen S. Wise Middle School,
15900-16100 Mulholland Drive.**

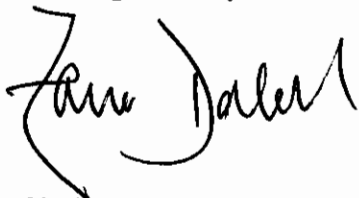
These schools are built on residential zoned properties with 'Conditional Use Permits' (CUP's) which were to safeguard the residential neighborhood, whilst permitting private institutions to operate. Some institutions have violated their CUP's. The expansions are already adversely affecting traffic, crime, noise, safety and the tranquility of the neighborhood.

Already, the entire area has irresponsibly expanded beyond its capacity and the unbearable traffic on Mulholland Drive is only likely to worsen.

NO TO EXPANSION.

Many thanks for your consideration.

Yours respectfully,

A handwritten signature in black ink, appearing to read "Jane Dale". The signature is fluid and cursive, with a large loop at the end.

Cc: Cindy Miscikowski