



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

South Valley Area Planning Commission

Date: March 12, 2020
Time: After 4:30 p.m.*
Place: 6262 Van Nuys Blvd.
1st Floor conference Room
Van Nuys, CA 91401

Public Hearing: March 12, 2020
Appeal Status: Appealable to City Council
Expiration Date: March 13, 2020

Case No.: VTT-67505-1A
CEQA No.: ENV-2005-2301-EIR
SCH No. 2005111054
Related Cases: ZA-2007-1255-ZAD-1A
Council No.: 3 - Blumenfield
Plan Area: Canoga Park - Winnetka - Woodland Hills - West Hills
Plan Overlay: Mulholland Scenic Parkway Specific Plan
Certified NC: Woodland Hills-Warner Center
Land Use: Low Residential
Zone: R1-1

Applicant: David Schwartzman,
DS Ventures, LLC
Representative: Jerry Neuman,
DLA Piper LLP

Appellants:

- 1- Carlos Duque, Save Oak Savanna
Representative: Robert Glushon & Kristina Kropp, Luna & Glushon
- 2- Mountains Recreation and Conservation Authority
Representative: Garrett Weinstein
- 3- Santa Monica Mountains Conservancy
Representative: Paul Edelman
- 4- Kathleen Vercillo, Louisville High School
Representative: James C. Hughes Hughes a Professional Corporation
- 5- Beth Rider
- 6- Peter Fletcher
- 7- Payam Yeganeh
- 8- David Bryant

PROJECT LOCATION: 22241-22255 West Mulholland Drive

PROPOSED PROJECT: A subdivision of a 6.2-acre property (two parcels) into 19 lots and the subsequent development of 19 detached, single-family residences. Each residence would have three to four bedrooms and a two-car garage, and a maximum height of two stories or 33 feet. The Project would construct a new private street from San Feliciano Drive to access 12 of the homes, one new entrance drive on San Feliciano Drive to access three of the homes, and one new entrance drive off of Mulholland Drive to access the remaining four homes. The Project includes demolition and removal of one existing vacant single-family residence with its associated structures, grading of 7,240 cubic yards of soil, and the removal of 28 (15 protected) trees.

REQUESTED ACTIONS:

APPEAL of the entire November 1, 2019 decision of the Advisory Agency in taking the following actions:

1. Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency reviewed and considered the information contained in the **Environmental Impact Report** prepared for this project, which includes the Draft EIR, No. ENV-2005-2301-EIR (SCH No. 2005111054), dated May 2016, the Final EIR, dated August 2018, as well as the whole of the administrative record, and

CERTIFIED the following:

- a) The Vesting Tentative Tract No. 67505 Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- b) The Vesting Tentative Tract No. 67505 Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- c) The Vesting Tentative Tract No. 67505 Project EIR reflects the independent judgment and analysis of the lead agency.

ADOPTED the following:

- a) The related and prepared Vesting Tentative Tract No. 67505 Project Environmental Findings; and
 - b) The Mitigation Monitoring Program prepared for the Vesting Tentative Tract No. 67505 Project EIR (Exhibit B).
2. Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency **APPROVED Vesting Tentative Tract Map No. 67505**, for the subdivision of an approximately 6.2-acre (two parcel / 269,857-square-foot) site into **19 lots** for 19 detached single-family dwellings, as shown on map stamp-dated April 10, 2019 (Exhibit A), a new **Private Street**, and a **Haul Route** for the import of 4,200 cubic yards of soil. The lots are based on the R1 Zone.

RECOMMENDED ACTIONS:

1. **Deny** the appeal and sustain the actions of the Advisory Agency in approving the project.

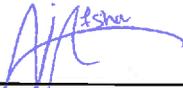
VINCENT P. BERTONI, AICP
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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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- 4– Appeal from Kathleen Vercillo - Louisville High School
- 5 – Appeal from Beth Rider
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Exhibits:

- 1 – Vesting Tentative Tract Map Determination and Exhibits:
 - A. Vesting Tentative Tract Map (dated April 10, 2019)
 - B. Mitigation Monitoring Program
- 2 – Zoning Administrator’s Determination and Exhibits:
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Environmental Impact Report links:

Draft EIR:

<http://Planning4LA.org/development-services/eir/22241-mulholland-drive-subdivision-project>

Final EIR:

<http://Planning4LA.org/development-services/eir/vesting-tentative-tract-no-67505-project>

PROJECT ANALYSIS

Project Background

Since 2005, the City has received and reviewed several proposals for residential development of the 6.2-acre site located at 22241-22255 W. Mulholland Drive in the Woodland Hills community. As a result of City review and public input, the project has undergone several design iterations to minimize grading of the site, reduce impacts to biological resources, and to address traffic safety concerns. These efforts have resulted in the current subdivision proposal for the development of 19 single-family residences on the site. The following provides a brief history of the project's evolution.

Initially in 2005, a Vesting Tentative Tract (VTT-61553) and zone change (APCSV-2005-2381-ZC-SPE) were submitted to the City proposing a subdivision of the site for the development of 37 detached single-family condominium homes and a zone change from R1-1 (Single-Family zone) to RD6-1 (Restricted Density Multiple-Dwelling Zone). The application was later withdrawn in February 2008, as a new project proposal had been submitted.

The new proposal included a subdivision request (VTT-67505) and zone change (APCSV-2007-1255-HD-SPE-ZAA-ZAD) for a reduced development of 29 single-family residences. The requested entitlements included: a zone change from R1-1 to R1-1D to include "D" development limitations for residential floor area and lot coverage, an exception to the Mulholland Scenic Parkway Specific Plan's viewshed regulations, and deviations from the setback and retaining wall standards of the Municipal Code. Following public hearings in February 2009 and June 2009, the project was placed on hold pending further revisions.

The project was then redesigned to further minimize site grading, to concentrate development on the flatter portions of the lot, and to preserve a greater amount of the natural vegetation and trees on-site. An updated application for a reduced project of 19 single-family residences was submitted in May 2015, and the requests for the zone change, deviations from the Specific Plan, and deviations from setback standards were withdrawn. The Project continued to request deviations to the retaining wall standards of the Municipal Code, thus the case number was modified from APCSV-2007-1255-HD-SPE-ZAA-ZAD to ZA-2007-1255-ZAD.

Following a public hearing on October 2, 2018, the project's subdivision design was further modified to reduce curb cuts and grading on San Feliciano Drive and to reduce grading and minimize roadway changes along Mulholland Drive.

On November 1, 2019, the Deputy Advisory Agency (DAA) approved a Vesting Tentative Tract Map in connection with the 19-home project (Approved Project). The Approved Project involves the subdivision of the 6.2-acre site (comprised of two lots) into 19 separate residential lots. One existing abandoned single-family residence and associated structures would be demolished. Each lot would then be developed with a single-family residence up to a maximum height of two stories or 33 feet, and with a two-car garage. Access to the homes would be provided from both Mulholland Drive and San Feliciano Drive. Along Mulholland Drive, a single shared drive would provide access to four residences. Along San Feliciano Drive, an individual drive would provide access to three additional residences, and a new private street would provide access to the remaining 12 homes.

The DAA took the following actions regarding the Vesting Tentative Tract Map for the project:

- Certified the Environmental Impact Report

- Adopted Environmental Findings and the Mitigation Monitoring Program
- Approved a Vesting Tentative Tract Map for the subdivision of the site into 19 lots
Approved a Private Street to provide access to 12 of the homes
- Approved a Haul Route for the import of 4,200 cubic yards of soil

In addition, on November 1, 2019, the Zoning Administrator approved a Determination in connection with the retaining walls required for the project, and took the following actions:

- Found that the Project was adequately accessed in the Certified EIR
- Approved an over-in-height retaining wall on Lot 13 along San Feliciano Drive
- Approved five retaining walls to be constructed on the site prior to subdivision. After subdivision of the site into 19 lots, the project will be consistent with the zoning code provisions, and no lot will have more than one retaining wall.

Environmental Analysis

As part of the Project's entitlement process, the City completed a review of the potential environmental impacts of the Project in accordance with the California Environmental Quality Act (CEQA). The following is a summary of the environmental review process and final impacts resulting from the Approved Project.

The City originally initiated an Environmental Impact Report (EIR) and issued a Notice of Preparation (NOP) of the EIR on November 8, 2005. The City circulated a Draft EIR for a 29-single-family residential subdivision (Original Project) for public review and comment from February 20, 2007 to April 6, 2007. During that time, the Department of City Planning received a total of 45 comment letters. The City prepared a Final EIR for the Original Project, including responses to all comments, and released it for public review in January 2008. However, the previous project Applicant placed the Original Project application on hold and the City ultimately did not take any action on either the Original Project or EIR.

Subsequently, the Project was reduced in scope, and the new tract map application (VTT-67505) for 19 single-family residences was submitted to the City in May 2015. Based on the revised project, a new Draft EIR was completed. The Draft EIR for the 19-home subdivision (Approved Project) was circulated March 17, 2016 through May 2, 2016. A total of 51 comment letters were received by the close of the public comment period. The Final EIR provided responses to comments and was distributed on August 30, 2018. The EIR was ultimately certified on November 1, 2019 in conjunction with approval of the Vesting Tentative Tract Map for the Project.

The Environmental Impact Report identified impacts that would have: 1) no impacts or less than significant impacts; and 2) potential significant impacts that could be mitigated to less than significant. The EIR identified no significant and unavoidable impacts. The impacts are summarized below.

Impacts found to have No Impact or Less Than Significant impacts included the following:

- Aesthetics (Scenic Vistas, New Source of Substantial Light or Glare)
- Agricultural and Forest Resources
- Air Quality (Air Quality Management Plan, Operational Impacts, Local Carbon Monoxide Concentrations)
- Biological Resources (Jurisdictional Resources, Wildlife Movement/Habitat Connectivity, Conformance with Regional Conservation Plans)
- Geology and Soils

- Greenhouse Gas Emissions
- Hazards and Hazardous Materials (Operational Impacts)
- Historic Resources
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Population and Housing
- Public Services
- Traffic and Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Recreation

Impacts found to be Less Than Significant with Mitigation include the following:

- Aesthetics (Scenic Resources, Existing Visual Character)
- Air Quality (Construction Impacts)
- Biological Resources (Sensitive Species, Sensitive Natural Communities, Conformance with Local Policies and Ordinances)
- Hazards and Hazardous Materials (Construction Impacts)
- Noise (Construction Noise, Operational Impacts)

The following summarizes the project design features and mitigation measures which were included as part of a Mitigation Monitoring Program for the Project, which was adopted as a Condition of Approval in conjunction with the Vesting Tentative Tract Map: implement a Landscape Plan in accordance with the Mulholland Scenic Corridor Specific Plan; provide landscaping to screen residences from Mulholland Drive; minimize site lighting and spillover; replace trees to be removed; include protective measures for existing trees during construction; coordinate with the California Department of Fish and Wildlife for potential jurisdictional water features; minimize impacts to wildlife habitat during construction; provide on-site archeological and paleontological monitoring during grading; minimize emissions and noise from construction equipment and trucks; coordinate with utility companies regarding any activity near utilities and pipelines; and provide traffic features to improve visibility for vehicles along San Feliciano Drive.

Appeal Summary

Following the City's November 1, 2019 decisions for approval of the tract map and retaining wall deviations and the environmental documents, the tract map and EIR were appealed by the following eight organizations and individuals:

1. Carlos Duque, Save Oak Savanna
2. Mountains Recreation and Conservation Authority
3. Santa Monica Mountains Conservancy
4. Kathleen Vercillo, Louisville High School
5. Beth Rider
6. Peter Fletcher
7. Payam Yeganeh
8. David Bryant

In addition, five of the eight organizations and individuals submitted verbatim copies of their appeals as appeals to the related Zoning Administrator's Determination for retaining wall deviations:

1. Carlos Duque, Save Oak Savanna
2. Mountains Recreation and Conservation Authority
3. Santa Monica Mountains Conservancy
4. Beth Rider
5. Kathleen Vercillo, Louisville High School

The appeals primarily focused on the Project's compliance with the General Plan and Specific Plan, and the following environmental concerns:

- Biological Impacts
- Construction Emissions and Noise
- Traffic and Safety
- Neighborhood Compatibility
- Lack of Alternatives

The following discussion addresses the appeal points presented in the eight tract map appeals. In addition to the discussion in this Staff Report, supplemental responses and documentation in response to the appeals, as well as responses to other public comments made following the release of the Final EIR, are presented and incorporated as *Exhibit 11 - Supplemental Responses to Public Comments following Release of Final EIR of this Report*.

APPELLANT 1:
Carlos Duque, Save Oak Savanna
An Appeal of the Entire Decision of the Advisory Agency
Letter Dated: November 8, 2019

Improper Subdivision Map Act Findings and Inconsistency with Plans

Appeal Point 1-1:

The tract map is inconsistent with the City's General Plan, Land Use Element, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and the Mulholland Scenic Parkway Specific Plan.

Staff Response 1-1:

The appellant states that the Project conflicts with the General Plan, Land Use Element (Community Plan) and the standards and design guidelines of Mulholland Scenic Parkway Specific Plan.

The entitlement findings for the Vesting Tentative Tract Map (*Exhibit 1*, pages 98-100) and the Zoning Administrator's Determination (*Exhibit 2*, pages 16-18) specifically substantiate and provide evidence that the proposed Tract Map and the design and improvement of the proposed subdivision is consistent with applicable general and specific plans, and that the project and retaining walls substantially conform with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan. In addition, the EIR provides an analysis which demonstrates that the Project would have less than significant impacts in terms of land use and planning (Draft EIR, pages IV.G-10 through IV.G-44).

This project is consistent with the General Plan and demonstrates compliance with the tract map requirements of Section 17.06 of the Los Angeles Municipal Code as well as with the intent and purpose of the General Plan with regards to density and use. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Map designates the property for Low Residential land uses and allows for corresponding zones of RE9, RS, R1, RU, RD6, and RD5. The project site is currently zoned R1-1 and is consistent with the existing land use designation for the site. The R1-1 zone requires minimum lot sizes of 5,000 square feet, with a minimum lot width of 50 feet. The proposed map meets these standards for land use and zoning. Based on the Project's 6.2-acre lot size, a maximum density of 54 dwelling units could be permitted on the lot. The approved merger and resubdivision of the site into 19 lots includes development of up to 19 residential structures, on lots ranging from approximately 8,000 to 25,600 square feet in size. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05-C and 17.06-B governing tract maps and is consistent with the applicable General Plan and Specific Plans.

In addition, a central goal of the Community Plan is the need to preserve existing residential neighborhoods. The proposed project at 19-lots on 6.2 acres is developed with homes and lot sizes similar to the surrounding neighborhood. The goal is further emphasized in the Community Plan's objectives which seek to preserve and enhance the character and integrity of existing single-family neighborhoods. The proposed development will be compatible with the adjacent single-family dwellings and will preserve and enhance the character of the area by utilizing retaining walls to minimize grading and reduce the number of impacted coast live oak trees, and implementing landscaping to screen both the retaining walls and reduce visibility of the single-family residences. The project and retaining walls would not adversely affect the characteristics of this area or the General Plan.

Although building plans are not required for the subdivision of land for single-family lots, the environmental analysis for the project identifies building pad areas and limits the envelope of development on the site. In accordance with the analysis of the Environmental Impact Report, the residences are limited to a maximum of 33 feet and two-stories in height as part of the subdivision. The tract map also limits density to a maximum of 19 residences on the site and second dwelling units or accessory dwelling units are prohibited on each lot. (See *Exhibit 1-A*)

While the tract map only limits the total number of lots being subdivided on the site and identifies the maximum building envelope and building pad locations, other city regulations will further refine the design and architecture of any future homes. Any potential single-family residence will be subject to the standards of the Municipal Code and the maximum floor area to be developed on each lot will be determined by the Baseline Hillside Ordinance.

The Project is also within the boundaries of the Mulholland Scenic Parkway Specific Plan (Inner Corridor). The Specific Plan sets detailed development standards and design guidelines to ensure that the parkway's natural and scenic features are preserved and enhanced. The specific plan includes provisions for the protection of the oak trees and other natural resources, sets limitations on grading, requires that the scenic views along Mulholland Drive are not disrupted, and provides assurances that building development is compatible with the neighborhood in terms of scale, massing, and design. The Specific Plan allows for the use of single-family dwellings with related parking and accessory buildings, provided that the building standards for the Inner Corridor are met.

The Specific Plan requires a discretionary review process for certain types of development activities within the Specific Plan area, including oak tree removal, grading, new driveways off Mulholland Drive, and construction of single-family homes. The review process includes a public hearing at the Design Review Board, at which the Board provides a recommendation on the project, with a final decision by the Director of Planning for Project Permit Compliance and Design Review to determine a project's conformance with the standards and design guidelines of the Specific Plan. Therefore, certain components of the subdivision would be subject to Specific Plan review prior to the recordation of the Final Tract Map, including activities related to oak tree removal, grading, and installation of new driveways from Mulholland Drive (*Exhibit 1-Condition 22*). In addition, following a subdivision of the site, the development of each home or lot would be individually subject to the Specific Plan and design review process.

As the Approved Project is consistent with the General Plan, Community Plan, and Specific Plan, the appeal point should be denied.

Mulholland Design Review Board Procedures

Appeal Point 1-2:

The appellant contends that subdivision approval was improperly granted and cites that Los Angeles Municipal Code (LAMC) Section 12.36 requires that all entitlement applications be filed at the same time, including those for Specific Plan and Design Review Board Review.

Staff Response 1-2:

The appellant states that the entitlement was improperly granted without Mulholland Design Review Board review and that the Board should review the subdivision and location of lot lines. As noted by the appellant, Section 11.A of the Mulholland Specific Plan states that "No permit for the use of land; building permit; grading permit; revocable permit to encroach; or B-permit; shall be issued for a project, until plans, elevations and/or other graphic representations of the

project have been reviewed and approved by the Director acting on a recommendation of the Board...”

It should also be noted that Section 11.F further clarifies the authority and duties of the Design Review Board. Specifically, that the Board shall advise the Director on aspects of exterior design, site layout, grading, driveway access, landscaping, and other criteria in the Specific Plan, “[h]owever, with respect to development in the Specific Plan area and its consistency with this Specific Plan, the Board may advise the Advisory Agency on the layout and design of subdivisions...” and “...the Zoning Administrator on variances and conditional uses...”. While consultation with the Board is required for projects within the Specific Plan, the Board is not required, but may advise on subdivisions. Nonetheless, Department of City Planning staff consulted with Specific Plan staff and the Design Review Board during review of the subdivision and environmental analysis in regards to visibility and accessibility of homes from Mulholland Drive and the need to ensure that landscaping adequately obscures views from the houses.

In addition, recordation of the Final Tract Map is contingent upon the review and approval under the Specific Plan for certain site preparation activities related to the subdivision under Condition 22 (*Exhibit 1*). Therefore, the Final Tract Map is required to comply with all applicable provisions of the Specific Plan. Should certain activities for site preparation (oak tree removal, grading, and installation of new driveways from Mulholland Drive) not be approved under the Specific Plan review process, a Tract Map Modification or new Tract Map may be required. This would require the filing of a new application with the Department of City Planning, which may require a public hearing, and would result in a new letter of determination, which would also be appealable. As the subdivision approval was appropriately granted in relation to the Specific Plan, the appeal point should be denied.

Inadequate Environmental Impact Report

Appeal Point 1-3:

The design of the subdivision and proposed improvements are likely to cause substantial environmental damage.

Staff Response 1-3:

The appellant states that the conclusions and findings of the EIR are not supported by substantial evidence and are particularly egregious with regards to aesthetic impacts; biological impacts concerning wildlife, migration corridors, and nursery sites; and drainage and associated runoff impacts. The appellant also references and incorporates previous correspondence presented by Save Oak Savanna and the Santa Monica Mountains Conservancy.

While the appellant provides a general statement regarding the EIR, specific reference or support for his assertions were not provided. The EIR contains detailed analysis and information concerning the project to evaluate the potential environmental impacts, and specifically address each environmental topic mentioned by the appellant. Please refer to Draft EIR Table II-1 for a summary of project impacts, pages V.B-1 to V.B-7 for aesthetics impacts, pages V.D-1 to V.D-9 for biological impacts, and pages V.A-12 to V.A-18 for drainage and run-off impacts. As evaluated in the Draft EIR, the impacts of the Project would either be less than significant or are capable of being mitigated to a less than significant level through the implementation of the mitigation measures, project design features, and/or regulatory compliance. Therefore, the appeal point should be denied.

Comments from Save Oak Savanna and the Santa Monica Mountains Conservancy were included in Appendices B and C of the Draft EIR and were either considered in the Draft EIR or

responded to in the Final EIR. Please refer to Section III of the Final EIR, responses to letters A3 and A5.

Inadequate Project Alternatives

Appeal Point 1- 4:

The EIR fails to propose alternatives to reduce Project impacts and as required by the Mulholland Scenic Parkway Specific Plan.

Staff Response 1-4:

The appellant also states that the EIR lacks available alternatives that would provide conformity with the surrounding development and the infeasibility of rejected alternatives is not substantiated. As stated in Section 15126.6(a) of the CEQA Guidelines, 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 comparable merits of the alternatives. However, an EIR need not consider every conceivable alternative to a project. Given the relatively small size of the proposed project (i.e., 19 residential units) and the absence of unavoidable significant impacts, the Draft EIR considers a No Project Alternative and a Park Use Alternative, and the range of alternatives presented in the Draft EIR is reasonable.

Part of the definition of this term is that the alternatives considered in an EIR must be feasible to implement. Given the characteristics of the Project Site and the concerns that have been expressed by the local community regarding the previous development proposal, the range of potentially feasible development options for this location is extremely limited in scope. It was determined that evaluating a larger development made little sense as an alternative given that an EIR had already been prepared for a 37-unit residential development on the same site.

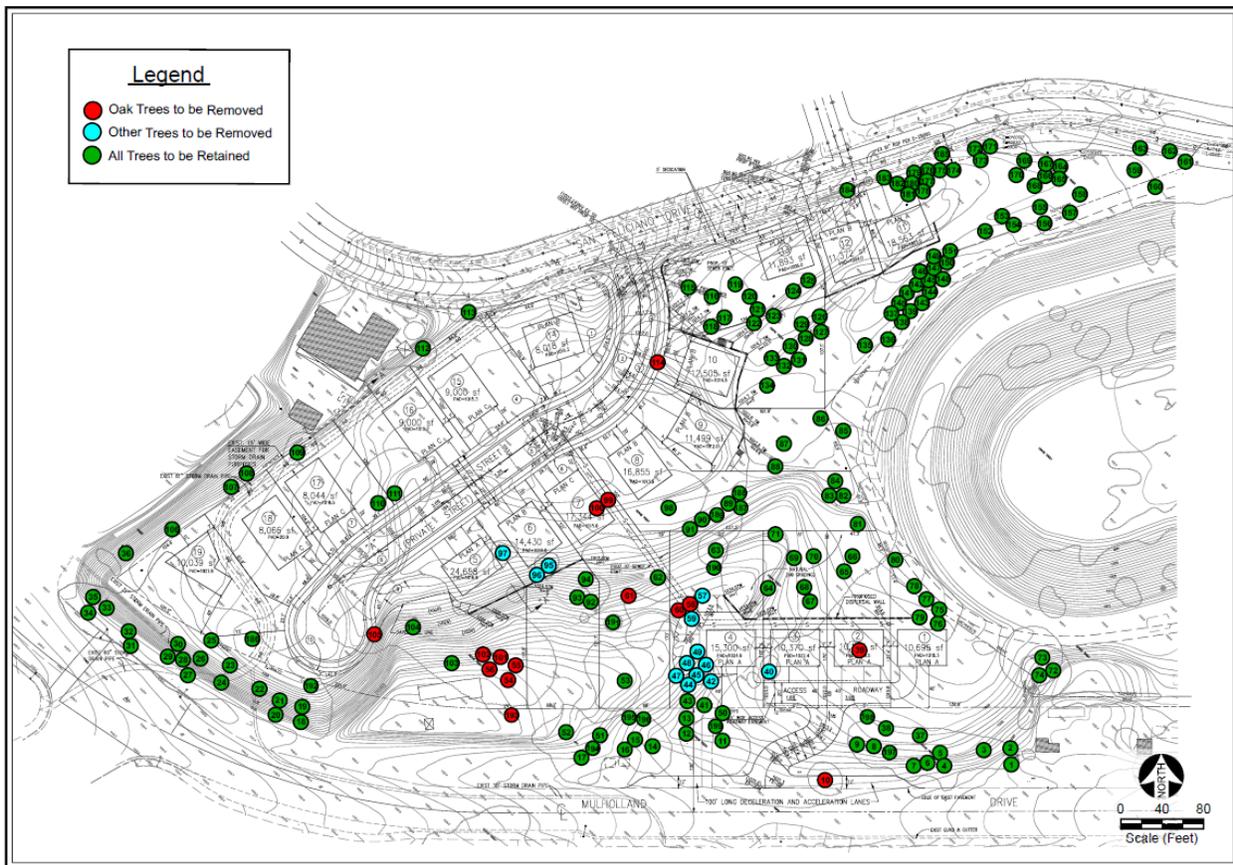
As is noted in Section VI (General Impact Categories) of the Draft EIR, the Approved Project would not result in any unavoidable significant impacts. The potentially significant impacts of the Project in the areas of aesthetics, air quality, biological resources, cultural resources, and noise would be reduced to less than significant levels via the implementation of the mitigation measures included in the Mitigation Monitoring Program. Based on the lack of unavoidable significant impacts associated with the Project, and the fact that any alternative involving the development of the site would generate similar impacts, it was decided that little would be gained from the inclusion of an additional reduced density alternative in terms of public disclosure and reductions in significant impacts.

It is also important to note that the Project Applicant originally filed an application and prepared an EIR for a substantially larger residential project on the subject site for 37 units (VTT-61553/Original Project). The current Approved Project is effectively a “reduced density” alternative to the Original Project, with reduced environmental impacts as compared to the Original Project. As is noted in the Alternatives discussion in the Draft EIR (see page VII-3) for this reason, as well as the economic infeasibility of a significantly smaller development and the lack of significant and unavoidable environmental impacts resulting from the Project, a further reduced density alternative was not included in the Draft EIR. As such, the only alternative that would be certain to reduce such impacts is one that does not include development of the site. Such an alternative was evaluated in the Draft EIR (Alternative 1 - No Project Alternative).

Consideration was provided in the Draft EIR for other potential alternative uses on the Project Site. However, given that the site is surrounded primarily by single-family residential uses and is currently zoned and designated for such uses in the General Plan, no alternative development including commercial, retail, or other non-residential uses was studied.

More specifically, most of the Project's mitigatable impacts are not dependent on the scale or density of development, as these impacts would occur based on any development on the site. Environmental impacts related to lighting, landscaping, jurisdictional water features, on-site archeological and paleontological monitoring, and utility coordination are not scalable and would occur at the same level regardless of decreased residential density on-site. For scalable impacts, the following diagrams illustrate the project layout and the current extent of scalable mitigatable impacts, which primarily center on biological impacts (trees and underlying vegetation/habitat) and construction-related air quality and noise (grading) impacts, which have potential to increase or decrease in severity based on density of development. The following discussion demonstrates that the subdivision has already been specifically designed to minimize these environmental impacts and alternative densities or configurations of the site would not substantially decrease the severity of these impacts.

Diagram 1 – Site Layout and Tree Locations



The diagram above identifies subdivision lot lines, building pad locations, and significant trees overlain on a topographical map. It should be noted that the diagram has not been updated with some of the Project's newest features, such as the reduction of drive entrances from San Feliciano Drive and the removal of the deceleration/acceleration lane on Mulholland Drive (resulting in the one additional coast live oak to be retained).

Otherwise, as shown in the above diagram, a majority of the existing trees on the site would be maintained, including the grouping of trees on the south of the property along Mulholland Drive near the intersection with Mulholland Highway, and tree groupings along the north end of the property adjacent to the City of Los Angeles Department of Water and Power (DWP) Girard Reservoir property. Currently, the site contains 3.7 acres of coast live oak woodland vegetation communities, including some that is mixed with ornamental trees and vegetation. Under the

Project, approximately 3.5 of the 3.7 acres containing most of the site's oak canopy would remain intact. Specifically, of the 199 trees (including 166 protected trees) located on-site, 28 trees (including 15 coast live oaks) are expected to be removed, and would be required to be replaced at a 2:1 ratio on-site with 36"-box trees, consistent with the City's protected tree ordinance and the Mulholland Specific Plan. It should also be noted that 12 of the 15 oak trees to be removed are in a poor or dead condition (D, E and F), while the remaining three are rated fair to good (C and B).

Potential alternatives to reduce the project's density would not substantially change the mitigatable impacts of the Draft EIR. For example, removing the four proposed lots along Mulholland Drive would not substantially change the impacts of the Project with respect to aesthetics or biological resources. As is discussed in Sections V.B and V.D of the Draft EIR, development of the four lots fronting on Mulholland Drive would not result in significant and unavoidable visual or biological impacts. Eliminating the four lots along Mulholland Drive would preserve approximately nine trees, only one of which is protected (and is near dead or dying at present), resulting in the overall removal of 11% of the total trees and 8% of protected trees. This is in comparison to the 28 trees (14% of the total) and 15 protected coast live oaks (9% of protected trees) that would be removed under the Project as a whole. In general, the subdivision has already been designed to minimize tree impacts and a further reduced project would not yield significant different environmental benefits.

Diagram 2 – Site Layout and Cut and Fill

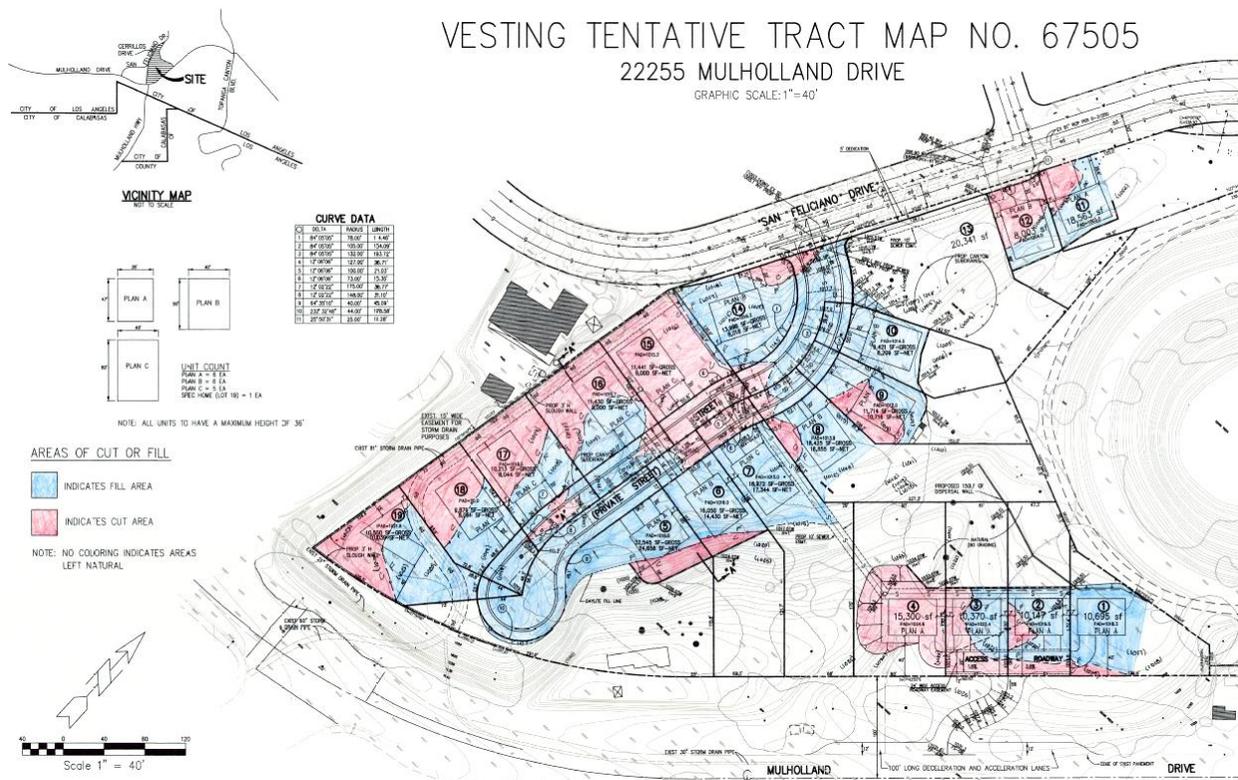
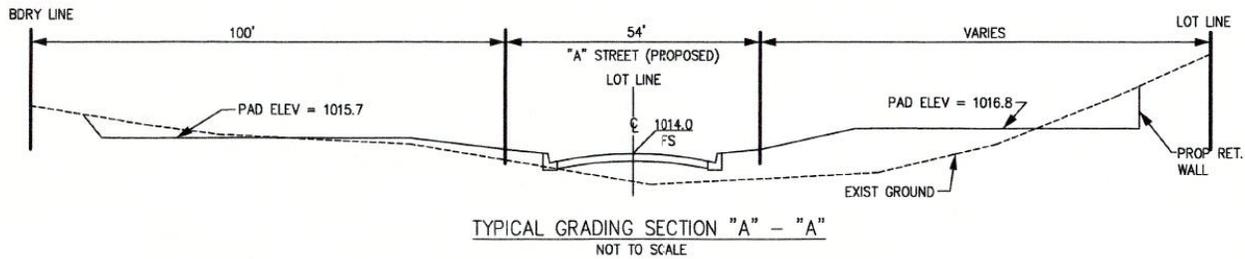


Diagram 3 – Cross-section of Cut and Fill



In addition, the site design has already been configured to minimize grading by locating access drives and building pads within the flatter portions of the site, as shown in the diagrams above. Grading for the Project would involve the excavation (cut) of approximately 3,040 cubic yards. All excavated material would be used as fill on the Project Site. The proposed grading would require approximately 7,240 cubic yards of fill to balance the site, resulting in the proposed import of 4,200 cubic yards of material. It should be noted that the site has been previously disturbed and contains a considerable amount of previous fill that requires recompaction and additional soils. New fill will primarily be added to the central area of the site for the Private Street and areas just south of the Private Street. As the proposed grading, fill, and recompaction of soils is necessary to create stable and safe geological conditions for site access and for development of the site, grading amounts would not be substantially reduced by removing lots from the development. Soil movement has already been minimized as necessary and balanced with requirements for soil stability and safety, as well as in consideration of other Specific Plan objectives, such as those for the preservation of trees and vegetation.

As further support for this issue, in regard to site access, the project has been designed to meet City driveway and private street standards, and includes one entrance from Mulholland Drive (serving four lots), one entrance from San Feliciano Drive (serving three lots), and one Private Street from San Feliciano Drive (to serve the remaining 12 lots). The central Private Street was designed as an efficient solution to provide access to the greatest number of lots in the subdivision within the flatter and less tree-dense portions of the lot. The Private Street also serves as a central access to these lots and therefore also reduces curb cuts from the adjacent right-of-way. In lieu of extending the Private Street south into the site to the higher and steeper portion to serve the four southernmost residential lots, a single entrance was provided along Mulholland Drive. An extended Private Street design would have otherwise increased grading, construction emissions and noise, the use of retaining walls, and the potential for tree removal. Similarly, a single entrance was provided for the easternmost lots on San Feliciano Drive, which were clustered and situated to minimize grading, use of retaining walls, and tree removal.

As the current tract map was designed to specifically minimize potential impacts due to tree removal and grading, by avoiding development within steeper portions of the lot or in areas with large tree groupings, any reduced density alternative would not yield significant environmental benefits and alternative configurations of the subdivision would likely yield similar or increased environmental impacts. Therefore, proper consideration of project alternatives was provided, and the appeal point should be denied.

**Appellants 2 and 3:
Garrett Weinstein, Mountain Recreation and Conservation Authority (MRCA) and
Paul Edelman, Santa Monica Mountains Conservancy (SMMC)
An Appeal of the Entire Decision of the Advisory Agency
Letters Dated: November 8, 2019**

Both appellants provided the same letters introducing duplicate appeal points. Responses to both are therefore combined below. The letters also included an enclosure of the Santa Monica Mountain Conservancy comment letter submitted to the Draft EIR dated May 2, 2016, which was fully responded to in the Final EIR (see Section III, response to letters A5 and A13). These Final EIR responses are summarized and included below in Appeal Points 2-2 through 2-16.

Inadequate EIR and Failure to Propose Alternatives

Appeal Point 2-1:

The appellants state that the EIR is deficient and provides an incomplete analysis of Project Alternatives, and previous arguments presented by the SMMC have not been refuted.

Staff Response 2-1:

Please refer to Staff Responses 1-3 and 1-4 regarding the adequacy of the EIR and Project Alternatives.

Comments from the MRCA and SMMC were included in Appendices B and C of the Draft EIR and were either considered in the Draft EIR or responded to in the Final EIR. Please refer to Section III of the Final EIR, responses to letters A5 and A13.

Lack of Disclosure of Important Biological and Visual Resources

Appeal Point 2-2:

The Draft EIR is deficient in its lack of disclosure of the 6.2-acre site's important biological and visual resources and significant unavoidable adverse impacts to those resources.

Staff Response 2-2:

The Draft EIR provides a complete description of the Project Site's visual resources in Section V.B (Aesthetics) on pages V.B-1 through V.B-13, and discloses the Project's impacts on visual resources in Section V.B (Aesthetics) at pages V.B-14 through V.B-24. Similarly, the Draft EIR provides a complete description of the Project Site's biological resources in Section V.D (Biological Resources) at pages V.D-8 through V.D-16, and discloses the Project's impacts on biological resources in Section V.D (Biological Resources) at pages V.D-17 through V.D-20.

Regarding aesthetics, the analysis in the Draft EIR (Section V.B, pages V.B-1 through V.B-6) adequately illustrates and describes the surrounding area, including views from the Mulholland Drive Scenic Parkway, which is better characterized as suburban rather than semi-rural. Nearby and adjacent land uses, include: natural wooded areas, visible surface parking areas for the private parochial school, partially visible surface parking areas and multi-family residential buildings along the south side of Mulholland Drive, and visible fencing and single-family residences and natural wooded areas along the north side of Mulholland Drive.

Due to the level of development in the immediate area, this section of Mulholland Drive does not impart a significant semi-rural viewshed. Rather, as discussed in the Draft EIR on page V.B-21, the aesthetic values of the scenic vistas along this portion of the parkway have been

compromised and no longer retain high scenic character that distinguishes other portions of the parkway. Consequently, the analyses in the Draft EIR do not agree with the comment's characterization of the proposed project as adversely and irreparably degrading a unique public scenic resource. The Project would maintain a majority of the existing landscaping along Mulholland Drive adjacent to the Project Site, and, although some trees would be removed, these trees would be replaced under required mitigation at a minimum 2:1 ratio, with additional measures prescribed for the establishment, growth, and maintenance of these trees. Revegetation of the entire area would also be required under the Project's landscape plan. The Draft EIR concludes that the viewshed along this portion of the parkway has already been degraded and the impact of the Project would be less than significant with implementation of the required mitigation measures. The existing tree canopy and topography prevent views of the Valley or distant San Gabriel Mountains on this portion of the parkway.

In addition, only one curb cut from Mulholland Drive would be provided and future housing development and lighting would be subject to the Mulholland Specific Plan Scenic Parkway standards for viewshed protection and lighting. Curbs and gutters along the portion of Mulholland Drive adjacent to the Project Site would be neither proposed nor required by the City. In addition, previously proposed acceleration and deceleration lanes along the westbound side of Mulholland Drive adjacent to the Project Site are no longer part of the project. The EIR therefore substantiated that aesthetic impacts would be less than significant and therefore the appeal point should be denied.

Further discussion regarding the Project's biological impacts is provided below in Staff Responses 2-3 through 2-7.

Habitat Connectivity via Open Space

Appeal Point 2-3:

The wooded 6.2-acre site remains well connected to the core habitat of the Santa Monica Mountains via the public land ownership chain comprised of City-owned Alizondo Park, National Park Service land, and Mountains Recreation and Conservation Authority (MRCA) land and private open space owned by Louisville High School. The Draft EIR is deficient for not mapping and analyzing this habitat connectivity and the effect of the project and any alternative projects on it.

Staff Response 2-3:

A habitat connectivity analysis is provided in Section V.D, Biological Resources, of the Draft EIR as well as in Section 4.0 of the *General Biological Assessment for Vesting Tentative Tract No. 67505, a 6.2 acre Property Located in the City of Los Angeles, California*, dated August 24, 2015 ("General Biological Assessment"), which was attached to the Draft EIR as Appendix G. Urbanization surrounds the property (and the LA DWP-built Girard Reservoir) due to many decades of development in the Woodland Hills area. There are few native communities remaining within this area, and those which remain have limited value to wildlife due to lack of connectivity. The Project Site is surrounded by existing development, heavily traveled roadways, and highly disturbed areas. The extent of isolation is depicted in *Exhibit 2 – USGS Topographic Map*, *Exhibit 3 – Aerial Photograph 2015*, and *Exhibit 7 – Biogeographic Aerial Photograph – 2015* of the General Biological Assessment (Appendix G of DEIR-VTT 67505), as well as in *Diagram 4 – Aerial Photograph* of Project Vicinity below. The Project Site is isolated and does not function as a "corridor" or connective habitat.

Diagram 4 – Aerial Photograph of Project Vicinity



The assessment did note patches of discontinuous open space in various conditions, including natural ravines, graded open areas, and suburban parkland on the 2015 aerial photograph, but these patches do not comprise a corridor. Roadways, houses, and schools disrupt any potential corridors and result in remnant patches, as shown in photographs of the Project Site vicinity below. Retention of approximately 150 of the 166 native protected trees (over 90% conserved) will maintain the Project Site in the future for avian utilization and movement. Considering the Project Site is fully enclosed with a chain link fence, and separated by various features from any larger blocks of similar habitat and the corresponding low potential for movement through these disjunction parcels, it was concluded that no significant impediments to wildlife movement would occur as a result of Project implementation. No major changes to the nearby conditions have occurred since the 2015 study and aerial maps. Therefore, the appeal point should be denied.



View from San Feliciano Drive - Project Site is located on the right side in both photos



View from San Feliciano Drive - Project Site on the left

North of San Feliciano- Approx.100 feet away from the Project Site

Diminishing Habitat between Alizondo Park and Girard Reservoir

Appeal Point 2-4:

The Draft EIR is inadequate for failing to address how the proposed four lots on Mulholland Drive could significantly diminish habitat connectivity between Alizondo Park and the greater Girard Reservoir habitat block that includes City-owned road right of ways.

Staff Response 2-4:

Please refer to Staff Response 2-3 regarding habitat connectivity.

As depicted on the previously referenced diagrams and photographs, development is present in between the Project Site and nearby areas, which presents a barrier to wildlife movement from the Project Site to the surrounding park and open space areas. Further, Mulholland Drive constitutes a danger to mobile organisms due to high traffic volumes. It is unlikely that a substantial number of mobile animals would travel along the heavily travelled Mulholland Drive to the nearby open spaces as the existing roadway already presents an impediment for habitat movement. As is discussed in Section V.D of the Draft EIR, since the Project Site is isolated, the proposed four lots on Mulholland Drive are not expected to significantly diminish any potential animal movement between Alizondo Park and the Girard Reservoir, including the MRCA

property located 800 feet to the west referenced by the commenter. Consequently, the appeal point should be denied.

DWP Property Impacts

Appeal Point 2-5:

The Draft EIR is deficient for not disclosing and analyzing how the 11 acres of natural open space comprised of the Project Site and the adjacent DWP land together constitute a significant habitat block with significant oak woodland and raptor resource areas.

Staff Response 2-5:

Immediately adjacent to the Project Site to the east is the location of City of LA DWP-owned land which is the site of the former Girard Reservoir. The reservoir was drained in the 1980s and the site is currently covered with trees and brush.

The appellants state that there is no equivalent habitat area in the Santa Monica Mountains portion of the Los Angeles River watershed, compared to the combined Project Site and DWP land, that contains such a high concentration of oak woodland on such gentle terrain.

The Project Site has been previously disturbed, and the remnant oak woodland has an understory that is comprised of non-native grassland and ornamental species, which is not suitable for many species. Its current value to high mobility organisms and birds would remain in conjunction with the DWP reservoir. Approximately half of the Project Site is comprised of weedy species that must be cleared annually for critical fire suppression purposes, leaving those disturbed areas barren. Of the 6.2 acres comprising the Project Site, approximately 3.7 acres contain coast live oak woodland vegetation communities, including some that is mixed with ornamental trees and vegetation. Following Project development, approximately 3.5 of these acres containing most of the Project Site's oak canopy would remain largely intact, and impacts were determined to be less than significant.

The Girard Reservoir site contains the site of the former reservoir (composed of bare earthen berms and a level center), oak woodland habitat along the berms, and willow scrub habitat within the center of the reservoir. The condition of these habitats on-site was assessed to determine their potential to support the sensitive species which were evaluated in the Draft EIR for the Project Site. Based on an analysis of these species, their habitat requirements and distributions, and the conditions on the DWP site, it was determined that only a few sensitive species occur, or have a moderate to high potential to occur, on-site: (a) Southern California black walnut, (b) several lizard species (horned lizard, coast patch-nosed snake, San Bernardino ringneck snake, San Diego mountain kingsnake, silvery legless lizard, coastal whiptail), and (c) Cooper's hawk and other nesting birds. All these species were also present or determined to have the potential to occur on the adjacent Project Site.

Most of the scores of oak trees on the Project Site are mature and in good health. On average, the site has more than 32 native trees per acre for a total of 199 trees and contains 166 native protected trees. It should be noted that over 90% of the trees on the Project Site would be conserved. In addition, no changes are proposed to the DWP parcel as part of this Project. The Project would not require removal or damage to the Southern California black walnuts on the DWP site, although fuel modification within 200 feet of the proposed residences would require some trimming of trees and shrubs on the DWP site. Fuel modification activities required within 100 feet of structures would only require trimming of trees and brush and mowing of other vegetation along the western berm of the reservoir. Fuel modification activities required within 200 feet of structures (but more than 100 feet from the structures) would only require trimming

of trees within the western portion of the reservoir itself. These fuel modification activities, however, would not result in significant impacts to sensitive species, wetlands (no excavation, hydrologic modification, or placement of fill material would be required), or protected trees (tree trimming is not prohibited under the City's Protected Tree Ordinance or the Mulholland Scenic Corridor Specific Plan).

The sensitive lizard species, if present on the LADWP site, may be temporarily impacted by noise from adjacent construction activities, but this impact would not be considered significant; the DWP site would remain intact as refuge during construction and as permanent available habitat for these species following construction. Although Project construction has the potential to impact Cooper's hawks and other nesting birds, if nesting on the DWP site, the Project includes Mitigation Measure D-3 (*Exhibit 1-B*) that would avoid impacts to nesting birds during nesting season which would also reduce potentially significant impacts to any such birds on the DWP site.

Although the Girard Reservoir was once used to hold municipal water for the area, as evidenced by old staining on and debris in trees, no current evidence was observed to indicate that the reservoir currently holds ponded water for any extended period of time during the rainy season. This was corroborated by discussions with multiple DWP staff. However, it appears that the reservoir may collect enough water during large storm events to allow for minimal surface ponding and soil saturation, allowing for wetland conditions. Wetland indicators observed in the reservoir included presence of hydrophytic vegetation (Arroyo willow), algal matting, and a sulfidic odor. Although wetlands appear to be present within the Girard Reservoir, these wetlands are separated from the adjacent Project Site by the 10- to 15-foot tall earthen berms of the reservoir, and the wetland conditions within the reservoir are created solely by direct rainfall within the reservoir or from precipitation runoff from the slopes of the reservoir berms; therefore, the Project development would not affect the wetland on the DWP site.

The Project Site's biological value and habitat connective value, in conjunction with the DWP property, was adequately described in the General Biological Assessment and in Section V.D of the Draft EIR. The Draft EIR concluded that Project impacts to habitat would be less than significant with mitigation such as tree replacement and protection measures during construction for trees, raptors, and wildlife. Therefore, the appeal point should be denied.

Also, please refer to Staff Response 2-6 below.

Appeal Point 2-6:

The DWP property contains remnant willow woodland elements on the bottom of the drained reservoir. The survival the herpeto-fauna of the DWP property probably depends on the availability of micro-sites on the subject 6.2 acres. The Draft EIR is deficient for not addressing how impacts within the 11-acre block could have substantial adverse impacts to other areas within it.

Staff Response 2-6:

Please see Staff Responses 2-4 and 2-5.

The appellant has suggested that the human created DWP basin and nearby road rights of way maintain ecological capabilities, but no documentation or other evidence has been presented to indicate the true extent of their biological value or capability.

The DWP basin would be expected to exhibit a low to moderately-low degree of biological value, considering it is human-created, lacks natural substrates and micro-sites, is maintained

for fire suppression, and is limited in size. As such, it is likely to have a limited productivity and exhibits very modest diversity. Birds will continue to move freely into and out of the DWP property, as will highly mobile species like coyotes, rabbits, raccoons, and similar species. Species considered rare or uncommon will remain so and will not likely utilize the DWP property or the adjacent roads. Roadways are a known hazard to most animals, and generally are considered detrimental to their successful movement in the search for habitat resources such as food and shelter.

While animals such as birds, deer, coyotes, raccoons and some species of snakes certainly can be expected to occur on Mullholland Drive from time to time, small habitat patches in the City experience loss of diversity over time for numerous reasons. The Project Site itself has a very modest diversity of ground-dwelling species because the Project Site is heavily disturbed and native shrubs, forbs and grasses that ground-dwelling species depend on disappeared from the Project Site long ago. Microsites are very scarce as well on the Project Site. As the Project would have less than significant impacts to biological resources both on- and off-site, as adequately discussed in the EIR, the appeal point should be denied.

Raptor Nesting Survey, Direct and Indirect Biological Impacts

Appeal Point 2-7:

The Draft EIR is deficient for not addressing how residential development, including fencing, household pets, lights and brush clearance could impact biological and visual resources. The Draft EIR is further deficient for not addressing how the proposed development could impact use of the site by owls and raptors.

Staff Response 2-7:

Section V.D of the Draft EIR and the General Biological Assessment (Draft EIR Appendix G) evaluated the direct and indirect impacts of the Project on area biological resources. The indirect effects of the Project on any remaining natural areas on-site, across Mulholland Drive, or on the DWP parcel are considerably less than the direct effects of grading and housing construction described by the appellant. Avian utilization of the Project Site and ground-dwelling organism utilization of avoided areas on-site are likely to persist. The avoided area adjacent to the DWP reservoir property would provide a buffer for any indirect effects to the property.

The Project Site would continue to be subject to brush clearance/weed abatement required by the Los Angeles Fire Department (LAFD). The Project Site has been maintained in approximately the same fashion and subject to brush clearance requirements for many decades. Brush clearance activities conducted in the last few years were monitored by a biologist in order to avoid direct impacts to wildlife. To the extent practicable, native shrubs were retained and weedy non-native species were removed. Following Project development, fuel modification activities would be required within 200 feet of the proposed homes within the Project Site as well. Some of this work would extend onto the western portion of the DWP reservoir property. Fuel modification activities required within 100 feet of the proposed structures would only require the trimming of trees and brush and the mowing of other vegetation along the western berm of the reservoir and within the open space area on-site. The LAFD requires that areas within 100 feet of the proposed structures be irrigated and managed. Fuel modification actions required between 100 and 200 feet of the proposed structures would only require trimming of trees within the western portion of the reservoir itself as well as on portions of the on-site open space area. The trimming of trees and mowing of other vegetation would not significantly impact the protected trees either on-site or on the DWP property, nor would these activities result in any significant visual impact.

Section 6.0 of the General Biological Assessment states that “Sensitive organisms detected on-site (coastal whiptail, oak titmouse, and Cooper’s hawk) have persisted on-site despite area development and should be able to inhabit the property if sufficient numbers of trees are preserved on-site”. The Project would preserve 171 of the 199 trees on the Project Site. While raptor nesting surveys were not specifically conducted, a general biological survey identified bird species on-site. However, it was determined that impacts to potential raptor nests in the trees adjacent to the DWP property were not likely to occur given that none of the trees in that portion of the site would be removed. Mitigation Measure D-3 (*Exhibit 1-B*) requires that habitat alteration or removal shall be performed outside of the bird nesting season from March 15 through July 31 unless a detailed nesting survey performed by a qualified biologist demonstrates that active nests are not present on-site. As the EIR adequately addressed impacts related to brush clearance and impacts to birds, the appeal point should be denied.

Substantial New Sources of Light

Appeal Point 2-8:

The Draft EIR is deficient for not disclosing aesthetic lighting impacts to the Mulholland Drive Scenic Parkway.

Staff Response 2-8:

As is acknowledged in Section V.B (Aesthetics) of the Draft EIR (at page V.B-20), project lighting would be visible from Mulholland Drive. Even so, most of the lighting visible from Mulholland Drive would be diffuse and indirect. Currently, street lighting exists along the south side of the section of Mulholland Drive adjacent to the Project Site, which illuminates this roadway at night. The Project would maintain a similar character to the adjacent single-family residential areas to the east along Mulholland Drive. The existing tree canopy to be retained, as well as new trees and landscaping to be planted in association with the Project, would shield travelers on Mulholland Drive from most, if not all the direct light sources on-site. In addition, only one of the proposed homes would be potentially fully visible to travelers on Mulholland Drive. Under existing conditions, the one unoccupied home located on the Project Site, as well as its associated chain link fencing, is currently visible to westbound travelers on Mulholland Drive. Therefore, the Project would not introduce a substantial new source of light to the area. Additionally, the Project would implement Project Design Features B-2 through B-5 (*Exhibit 1-B*) that would reduce the amount of light generated by the Project and would also minimize the amount of light spillover perceptible from off-site areas. As the EIR adequately disclosed the project has less than significant lighting impacts, the appeal point should be denied.

Inadequate Analysis of Mulholland Core Trail

Appeal Point 2-9:

The Draft EIR is deficient for not disclosing and analyzing how the Mulholland Drive right of way that abuts the property is a significant resource for pedestrians and bicyclists and fails to analyze the viability of the core trail in this area and whether the subject adjacent right of way offers superior or additional core trail opportunities.

Staff Response 2-9:

The Project would have no impact upon the existing or potential future alignment or surface of the Mulholland Core Trail or the Rim of the Valley Trail. As acknowledged by the appellant, both trails in question are currently designated along the opposite side of Mulholland Drive from the Project. Thus, the Project would have no direct impact on the physical location or design and

surfacing of the two trails. Visual impacts created by the Project as observed from the Mulholland Drive corridor, including the trails, are appropriately addressed in Section V.B (Aesthetics) of the Draft EIR.

If there is a desire to relocate the Core Trail and/or Rim of the Valley Trail to the north side of Mulholland Drive in the area adjacent to the Project Site, discussions concerning such a proposal would require review and recommendations from the Mulholland Scenic Parkway Design Review Board, City Planning Commission, and approval of the City Council to alter the alignment. Neither the Mulholland Scenic Parkway Specific Plan, nor the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines contain any mandatory requirements that would compel any private project applicant to construct a portion of either of these trails on areas not adjacent to the Project Site. Guideline 21 states only that projects, including walls, driveways, gateways, entryways and other structures, should be designed to “provide for the future placement and use of the Core Trail in the Mulholland Drive right-of-way, as shown on the Specific Plan’s maps. Construction in the right-of-way requires first design review and then the issuance of a Revocable Permit by the Board of Public Works.” As previously noted, the Specific Plan maps show the Core Trail being located on the other side of Mulholland Drive from the Project Site and do not indicate the location of any proposed trails on or adjacent to the Project Site.

In addition, no permanent structures would be installed, and no changes would be made to the north side of the Mulholland Drive public right-of-way, except for the installation of one new access drive to the site. These changes would not prohibit future road or trail improvements on Mulholland Drive. Therefore, the appeal point should be denied.

Status of MRCA Parkland on Girard Reservoir

Appeal Point 2-10:

The MRCA is working with DWP staff on the creation of a passive use open space park on the adjoining DWP land and former site of the Girard Reservoir. The Draft EIR recognizes that an open space park proposal is in the works next door but fails to analyze how the proposed 19-unit project could adversely affect parkland recreation values and ecological resources.

Staff Response 2-10:

The appellant notes that MRCA is engaged with DWP in discussions toward the creation of an open space park on the Girard Reservoir property adjacent to the Project Site on the east.

Per correspondence between City staff with DWP in December 2019, DWP confirmed that there are potential open space plans for the Girard Reservoir; however, these have not yet been finalized. As detailed above in Staff Response 2-4, the Project would not have a significant impact on the biological value of the adjacent DWP property. Similarly, the Project would not have a significant impact upon the DWP property’s potential utility as a public open space park, and therefore the appeal point should be denied.

Inadequate Range of Alternatives

Appeal Point 2-11:

The Draft EIR’s range of alternatives is inadequate and should include at least one reduced development alternative and should address the unavoidable aesthetics and biological impacts further.

Staff Response 2-11:

Please refer to Staff Response 1-4 regarding a discussion of an appropriate range of alternatives and reduced development alternatives.

The appellant also proposed an alternative which would remove the four residences and deceleration/acceleration lane along Mulholland Drive. However, removing the four proposed lots along Mulholland Drive would not substantially change the impacts of the Project with respect to biological resources or aesthetics. For example, eliminating these four lots would preserve approximately 9 trees, only one of which is protected (and one of those is near dead or dying at present). This is in comparison to the 28 trees and 15 protected coast live oaks that would be removed under the Project as a whole. In addition, the project no longer includes a deceleration/acceleration lane along Mulholland Drive, which would have otherwise required the removal of a second protected tree. As is discussed in Sections V.B and V.D of the Draft EIR, development of the four lots fronting on Mulholland Drive would not result in significant and unavoidable visual or biological impacts.

The appellant also states that the four homes and acceleration/deceleration lane proposed along the Mulholland Drive frontage of the Project would result in an unavoidable significant adverse visual impact, but additional documentation or supporting evidence was not submitted to support the assertion. The analyses in the Draft EIR conclude that construction of the Project, including implementation of those project features identified in Section V.B as Project Design Features B-1 through B-7 (*Exhibit 1-B*), would not have a significant impact on scenic vistas. These project enhancements include the implementation of a comprehensive landscape plan (B-1) that achieves the screening of Project homes and the installation of exterior lighting that will not adversely affect off-site properties or cause night sky illumination (B-2 through B-5). Also, please refer to Staff Responses 2-4 through 2-7 regarding biological impacts. As the EIR provided an adequate range of alternatives and addressed aesthetic and biological impacts, the appeal point should be denied.

Unenforceable Mitigation

Appeal Point 2-12:

The mitigation measures are not realistically enforceable, and the claimed mitigation is unsupported as to how the measures would specifically reduce impacts.

Staff Response 2-12:

Regarding the appellant's comment on the enforceability of mitigation measures, as required by the Conditions of Approval for the Project (*Exhibits 1 and 2*), the Project would be required to adhere to a Mitigation Monitoring Program (MMP) designed to monitor implementation of all mitigation measures that are adopted for the Project. Each required mitigation measure for the Project is listed and categorized by impact area in the MMP, with accompanying discussion of the Monitoring Phase, Enforcement Agency, and Monitoring Agency.

The MMP for the Proposed Project would be in place throughout all phases of Project construction and operation. The Project Applicant would be responsible for implementing all mitigation measures unless otherwise noted and obligated to provide certification to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The City of Los Angeles's existing planning, engineering, review and inspection processes will be used as the foundation for the MMP procedures and would also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to City Planning would be at the discretion of the City. Generally, each report would be submitted to City Planning in a

timely manner following completion/implementation of the applicable mitigation measure and would include sufficient information to reasonably determine whether the intent of the measure has been satisfied. City Planning, in conjunction with the Project Applicant, would assure that project construction occurs in accordance with the MMP.

The requirement that the Project Applicant supply protected tree maintenance information to purchasers of the new homes is also obligatory under the City's Protected Tree Ordinance (Ordinance 177,404). The ordinance further provides for the withholding of building permits for any property on which any protected tree has been removed or relocated in violation of the ordinance. As required by the ordinance, following the completion of the construction of the Project, the Project Applicant shall post a cash bond or other assurances acceptable the Bureau of Engineering in consultation with the Urban Forestry Division and the Advisory Agency guaranteeing the survival of the trees to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date the bond is posted or from the date such trees are replaced or relocated, whichever is longer. The amount of the bond is to be determined by the City Engineer in consultation with the Advisory Agency and the City's Chief Forester. Following the Project Applicant's fulfillment of this requirement, the protected species on the Project Site will remain under the protection of Ordinance 177,404 and subject to all the provisions therein with oversight and enforcement by the Urban Forestry Division, as well as those protections set forth under the Mulholland Scenic Corridor Specific Plan. As the mitigation measures are enforceable through the MMP program and other regulatory frameworks, the appeal point should be denied.

No Permanent Land Protection Mechanism for Proposed Undeveloped Area

Appeal Point 2-13:

The Draft EIR failed to analyze and include a permanent protection mechanism to protect undeveloped open space areas within the proposed project.

Staff Response 2-13:

The appellant does not offer supporting evidence that the Draft EIR is deficient for not including a permanent protection measures. No permanent protection mechanism for the open space within the Project is necessary, as there is no significant Project impact compelling such a mechanism as mitigation. Therefore, the appeal point should be denied.

No Analysis of Mature Willow in Covered Blueline Drainage

Appeal Point 2-14:

The Draft EIR fails to analyze the moisture source supporting on-site trees, including a willow tree and other native trees, and how the project will negatively impact the moisture source and the native trees it supports.

Staff Response 2-14:

The single willow tree referenced by the appellant was evaluated by California Department of Fish and Wildlife staff and again by TERACOR staff on August 12, 2016. The origin and sustenance of the tree are in question, but it is currently growing at the base of a fill slope constructed to support Mulholland Drive. Numerous oak trees also occur on this artificial fill slope. Presumably, all the trees are supported by subsurface moisture in the fill. Some soil moisture undoubtedly is derived from runoff from Mulholland Drive. This is an unsustainable condition as the fill slope now has several erosional gullies that require repair and stabilization. The landscape plan for the Project will be required to incorporate supplemental irrigation for the

trees on this slope (generally, on-site Tree Nos. 18-35, 186, and 192) during the rainy season in order to minimize potential effects of altering the moisture regime (Project Design Feature B-1 of *Exhibit 1-B*) As the EIR adequately address this issue, the appeal point should be denied.

Need for Mulholland Right of Way Protections and Guarantees

Appeal Point 2-15:

The project needs to be conditioned to forbid any fencing, pilasters, lights, hardscape, or non-native plants in the adjacent Mulholland Drive right-of-way.

Staff Response 2-15:

The Mulholland Drive right-of-way extends for 100 feet from the centerline of the roadway. No fencing or planting is permitted within this right-of-way per City regulations. The Project is neither proposing, nor would be permitted to have, any fencing, pilasters, lights, hardscape, or non-native plants within this right-of-way, with the sole exception of the private driveway that would be built to provide access to proposed Lots 1-4. Therefore, the appeal point should be denied.

Project Access from Mulholland Drive Should be Eliminated

Appeal Point 2-16:

No house access should be allowed on Mulholland Drive, since the acceleration and deceleration lanes require the removal of an iconic oak tree on public land.

Staff Response 2-16:

Please see Staff Response 2-11 regarding the removal of Mulholland Drive access for the four southernmost residences.

The acceleration and deceleration lanes are no longer included as part of the project. Therefore, the appeal point should be denied.

Bike Lane Conflicts

Appeal Point 2-17:

The Draft EIR is deficient because it does not address how to make the existing bike lane work with the proposed project.

Staff Response 2-17:

Mulholland Drive in the vicinity of the Project Site frontage is designated as a bike route. At the Project location, Mulholland Drive provides traffic lanes that have narrow markings, and provides shoulders of varying width that, when wide enough, may be used by bicycles. The Mulholland Scenic Parkway Specific Plan notes that five-foot wide shoulders along Mulholland Drive may be used as bike lanes. The Project would develop a new driveway access serving four homes from Mulholland Drive, but the existing travel lanes and bike infrastructure would not be changed. Vehicles on Mulholland Drive would continue to operate under the provisions of the California Vehicle Code that includes requirements for motor vehicles operating near slower moving vehicles, such as bicycles. For these reasons, the appeal point should be denied.

Inadequate Hazard Consideration of 1944 and 1956 Mulholland Drive Oil Pipelines

Appeal Point 2-18:

The Draft EIR is deficient because it does not adequately disclose or address potential impacts to the site or the Girard Reservoir from an oil spill.

Staff Response 2-18:

The appeal point is referring to two existing pipelines that convey crude oil from oil fields in Ventura County south to refineries in the Wilmington area of Los Angeles County that are buried in the shoulder right-of-way of Mulholland Drive along the southern border of the Project Site. One is the 12-inch ConocoPhillips Torrey Oil pipeline; the other is the 10-inch Crimson Pipeline. The depth of the two pipelines was not noted in the Draft EIR because the depth varies along the line. The pipelines are generally between three and five feet below ground surface in the vicinity of the Project Site.

As noted in the Draft EIR in Section V.F (Hazards and Hazardous Materials) at page V.F-20, a major leak or rupture of the adjacent pipelines in the vicinity of the Project Site is considered to be only a remote possibility, partially due to the safety record of pipelines in general and these two pipelines in particular, but also due to the technology employed to search for potential leaks and automatically shut down flows in the event they are discovered. Furthermore, these pipelines run from Ventura County to refineries in the Wilmington area, through a variety of residential communities. There is nothing unique in either the Project or Project Site that would cause the project to exacerbate these existing conditions and cause the future residents to be exposed to greater hazards or risk of upset than the residents of surrounding communities through which these pipelines also run. CEQA does not require environmental analysis of scenarios that are considered to be remote or speculative. In addition, the pipelines are not the responsibility of the Project Applicant and, other than potential construction period impacts, for which mitigation is prescribed in the Draft EIR, the Project would have no impact with respect to the pipelines. Therefore, the operational risk of upset associated with the Project has properly been considered less than significant. Consequently, the appeal point should be denied.

Appellant 4:
Kathleen Vercillo, Louisville High School
An Appeal of the Entire Decision of the Advisory Agency
Letter Dated: November 8, 2019

Traffic Concerns

Appeal Point 4-1:

Project traffic will exacerbate existing traffic conditions.

Staff Response 4-1:

The appellant states that the four homes that are planned along Mulholland Drive are located directly across the street from Louisville High School between two ingress and egress points, which may subsequently affect the progression of cars into and out of the school's parking lot. As reviewed and approved by the Department of Transportation, the Project Traffic Study, included as Appendix J of the Draft EIR, adequately analyzed the traffic impacts of the entire Project including the four homes with direct access to Mulholland Drive. It concluded that the impacts would be less than significant. In that regard, it is estimated that the four homes proposed on Mulholland Drive would generate three vehicle trips during the AM peak hour and four trips during the PM peak hour. These low trip generations would be an average of one vehicle trip every 20 minutes during the AM peak hour and one trip every 15 minutes during the PM peak hour and would have negligible impact to Mulholland Drive capacity or operations. In addition, the Project driveway serving the four homes would intersect Mulholland Drive approximately 200 feet from either school driveway. Given this wide separation from the school driveways, no interference with the school's ingress or egress operations is anticipated. Therefore, removal of the four homes is not necessary and no mitigation measures regarding traffic and access impacts are required. It should also be noted that if access to the four homes were to be relocated to San Feliciano Drive, this would likely result in increased impacts to air quality and noise during construction due to increased grading activities and increased impacts to biological resources due to additional tree removal to provide an access drive on the higher sloped areas on the interior portion of the lot. As the Project traffic would not significantly affect traffic conditions, the appeal point should therefore be denied.

Project Density Concerns

Appeal Point 4-2:

The site and area conditions are far from optimal for development of the proposed 19 single-family homes, whether or not this is the maximum normally allowed under the applicable zoning.

Staff Response 4-2:

The appellant expresses concern regarding the density of the project but does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. In addition, the entitlement findings in support of the subdivision (*Exhibit 1*) identify why the site is physically suitable for the proposed density of development. Therefore, the appeal point should be denied.

Appeal Point 4-3:

The project's design, density, and location adjacent to Louisville High School should be considered. The city has not adequately responded to neighborhood objections to the project.

Staff Response 4-3:

The appellant expresses concern regarding the density, design, and impact of the project. The entitlement findings (*Exhibits 1 and 2*) address these issues by providing justification for how the subdivision design and improvement is consistent with the City's General Plan and policies and that the site is physically suitable for a residential development with a density of 19 homes. The site's existing zoning allows for a higher density of development on the site, and the project will be providing residential lots with lot sizes approximately 8,000 to 26,000 square feet in area, greater than the required 5,000 square foot minimum lot size required per the R1 zone for the site. In addition, the majority of development would be concentrated along San Feliciano Drive and away from Mulholland Drive, thereby minimizing development adjacent to the High School. Comments from the public have been responded to and addressed in both the EIR and in the entitlement staff reports, decision letters, and findings. Therefore, the appeal point should be denied.

Reduced Density Alternative

Appeal Point 4-4:

A reduced alternative should have been studied, eliminating the houses and access from Mulholland Drive.

Staff Response 4-4:

Please refer to Staff Responses 1-4 and 2-11 in regard to potential project alternatives and the removal of the four residences along Mulholland Drive.

**Appellant 5:
Beth Rider
An Appeal of the Entire Decision of the Advisory Agency
Letter Dated: November 12, 2019**

Violation of the Community Plan and Specific Plan Tree Preservation Policies

Appeal Point 5-1:

The project violates plan policies for the preservation of natural resources by removing 28 protected trees and eventually killing numerous others based on the proximity of the houses, streets, and retaining walls within the drip line of the remaining trees.

Staff Response 5-1:

Please refer to Staff Response 1-4 regarding tree preservation.

The appellant states that the large grouping of protected trees around lots 11, 12 and 13 of the subdivision would be damaged or destroyed by the development, as presented in a map by the appellant. The map presented is slightly off and does not show the correct location of those protected trees in relation to the building pads of the development. Figure V.B-6 of the Draft EIR and, which is included in the tract staff report and duplicated in Staff Response 1-4 shows the accurate locations of the trees. No trees are proposed for removal on the above-mentioned three lots. In addition, Mitigation Measure B-12 (*Exhibit 1-B*) specifically requires protective fences at the dripline of trees within 50 feet of any construction. Moreover, Mitigation Measure B-13 (*Exhibit 1-B*) states that all footing excavations within the driplines shall be dug by hand work only, to a maximum depth of 5 feet (or to a depth that CAL-OSHA, OSHA or local codes allow). The subdivision has been designed with building pads placed in areas to minimize grading and tree removal and appropriate mitigation measures for tree protection have been put into place as part of the Mitigation Monitoring Program. Therefore, the appeal point should be denied.

Conflict with Specific Plan Policies

Appeal Point 5-2:

The Project conflicts with the Mulholland Scenic Parkway Specific Plan policies calling for the minimization of grading and for the preservation of natural topography.

Staff Response 5-2:

Please refer to Staff Response 1-4 regarding minimization of grading.

Development of the Project would require grading of the site, including 3,040 cubic yards (c.y.) of cut and 7,240 c.y. of fill, resulting in a net of 4,200 c.y. of soil import. Due to previous site disturbance and fill on the site, the proposed grading, fill, and recompaction of soils is necessary to create stable and safe geological conditions for the Private Street and development of the site. Soil movement has been minimized as necessary and balanced with requirements for soil stability and safety, as well as in consideration of other Specific Plan objectives, such as those for the preservation of trees and vegetation. In addition, the Grading Division of the Department of Building and Safety has reviewed and approved the Tract Map's proposed grading for conformance with City standards, in a letter dated November 21, 2017. Therefore, the appeal point should be denied.

Incompatibility with Neighborhood Character

Appeal Point 5-3:

The project conflicts with plan policies for the protection of neighborhood character and is incompatible with the neighborhood character in terms of height, lot size, and density.

Staff Response 5-3:

Please refer to Staff Response 1-1 regarding the Project's consistency with the General Plan, Community Plan, and Specific Plan.

The appellant states that the surrounding neighborhood is primarily comprised of single-story homes with attached garages on large lots with ample side yards, and that the lot design and proposed building pads of the Project will result in two- to three-story buildings on narrow lots with small side yards.

The surrounding neighborhood has a mix of single-family dwellings ranging from one to two stories in height. The Mulholland Scenic Parkway Specific Plan contains building height regulations which vary based upon the slope of the lot and visibility from Mulholland Drive. Per Tract Map Condition 20 (*Exhibit 1*), residences would be limited to a maximum of two stories or 33 feet in height. However, this height may be further reduced in compliance with the Mulholland Scenic Parkway Specific Plan and the LAMC.

As stated in Section V.G (Land Use) of the Draft EIR, the Community Plan designation for the Project Site plans for single-family residential development at densities ranging between four to nine dwelling units per acre, with a mid-range of 6.5 units per acre. Therefore, the Community Plan land use equates to an approximate range of between 24 and 55 homes on the Project Site. The request for 19 homes is below this planned range. The Project Site is zoned R1, which permits single-family homes on lots with a minimum lot area of 5,000 square feet. Consequently, the site's current zoning permits a maximum of 54 lots. The average lot size of the Project is 12,516 square feet (Table III-1 of Draft EIR) and the proposal for 19 lots is well below the allowable density for the site. Therefore, the Project's proposed density is consistent with the densities permitted by the existing Community Plan land use designation and current zoning.

The massing and scale of development of each residence, in terms floor area square footage, height, and setbacks, will ultimately be determined through compliance with both the Baseline Hillside Mansionization Ordinance and the compatibility study required under the Mulholland Scenic Parkway Specific Plan. Conformance with these requirements would refine the massing and size of the proposed homes and would ensure compatibility with surrounding development. The design of each individual home to be constructed within the Project would be subject to review for compliance with applicable codes and regulations, including the Specific Plan and the Design and Preservation Guidelines.

The Project would also provide LAMC-required parking consistent with the R1 zone, consisting of two covered stalls per individual home, totaling 38 spaces for the entire development. The design of the Project parking would also be subject to further design review under the Specific Plan. Therefore, the appeal point should be denied.

Traffic Safety Risk

Appeal Point 5-4:

The approved location of the Private Street poses a public safety risk because its location at the bottom of the steep grade and off San Feliciano Drive. There is insufficient visibility and stopping distance.

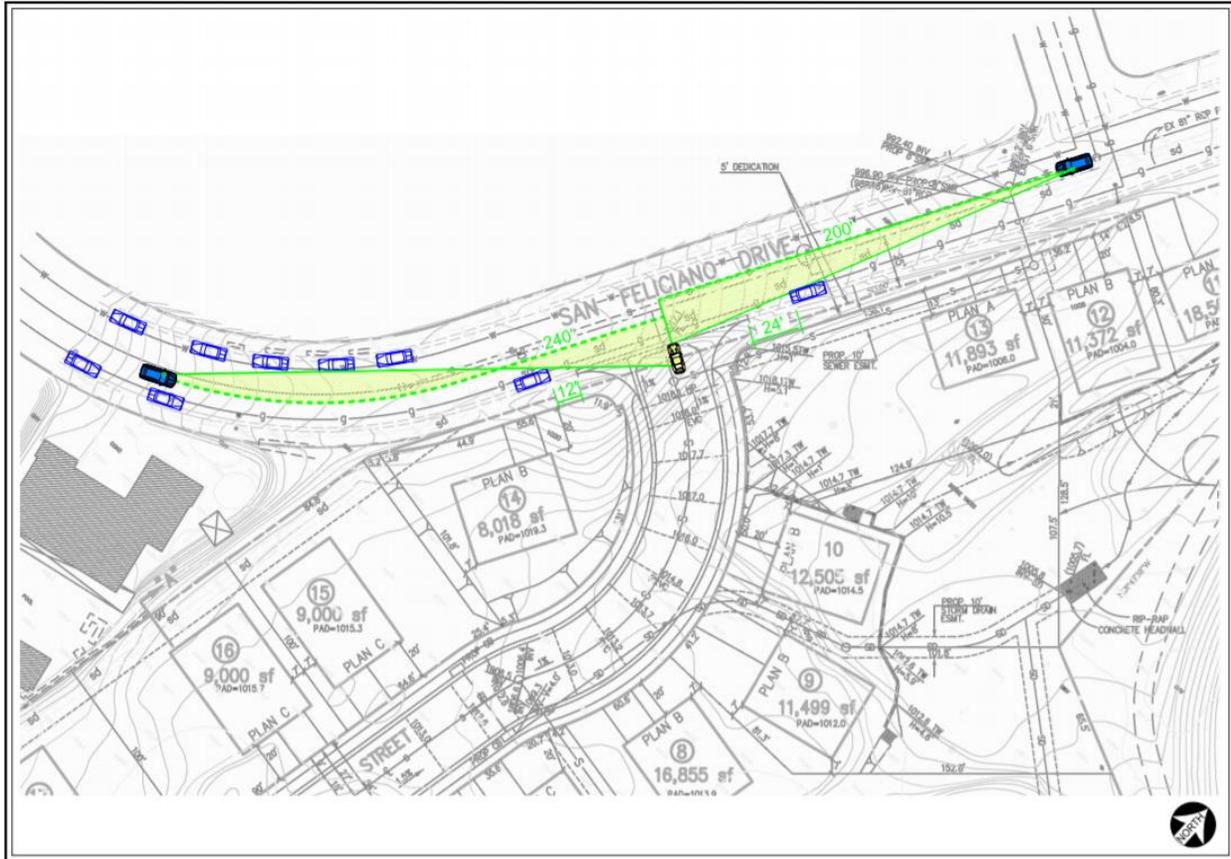
Staff Response 5-4:

As stated in Final EIR Section V.I-19 (Transportation and Traffic), a sight distance analysis was conducted by Crain & Associates. The analysis noted that travel speeds would be reduced by the all-way stop controls at the intersection of Cerrillos Drive and San Feliciano Drive located approximately 200 feet east of the Proposed Project roadway intersection. The sight distance was calculated for the segment of San Feliciano Drive to the west of the Project roadway approach. The below photo illustrates the downward slope and street curve of San Feliciano Drive as it approaches the Project Site from the west, and the proposed location for the Private Street entrance on the right side of the San Feliciano Drive.



A topographic plan of the Project was used as a base for the analysis, with the existing conditions verified by a field review. Parking was assumed for all legal spaces, including all spaces outside of intersections, driveways, and/or red curb areas. A red curb of 12 feet along the straight section of curb west of the intersection of San Feliciano Drive and the internal Project roadway was assumed, consistent with the nearest corner at a City intersection, the northwest corner of Cerrillos Drive and San Feliciano Drive. This corner has red curb between the driveway on San Feliciano Drive to the west and approximately 15 feet along the straight curb along Cerrillos Drive to the north. The grade of approximately five percent for the segment of San Feliciano Drive, 240 feet west of the proposed Project internal roadway intersection, was accounted for in the braking distance estimate.

Diagram 5 - Stopping Sight Distance Analysis



As shown in *Diagram 5 - Stopping Sight Distance Analysis* (included as Figure 2 of the FEIR) above, with cars parked in the legal parking spaces where they most impact sight distance, a vehicle entering San Feliciano Drive from the Project roadway would have 240 feet of sight distance. This sight distance is in excess of the AASHTO “A Policy on Geometric Design of Highways and Streets” minimum standard of 211 feet for the legal posted speed limit of 30 MPH and grade of 5 percent. It should be noted that the sight distance analysis was conservatively based on the San Feliciano Drive driver seeing the exiting vehicle while it was at the stop line rather than the entering vehicle pulling forward. The braking distance estimate was also based on the full site distance grade rather than the flatter grade within approximately 111 feet of the intersection where braking would occur.

To ensure that vehicles using the Project’s internal roadway are visible from westbound San Feliciano Drive, a Project Design Feature that extends the red curb on the southeast corner of the internal Project roadway and San Feliciano Drive intersection was included as part of the MMP (*Exhibit 1-B*). This Project Design Feature I-1 would extend the red curb for 25 feet along the straight curb on the south side of San Feliciano Drive to the east of the intersection.

In the analysis, in addition to analyzing the overall frequency of accidents in the segment of San Feliciano Drive, the listed causes of the accidents were reviewed. The review was conducted to determine if a new driveway at the Project Site could pose problems by adding entering/exiting/crossing traffic. As noted in Table 1 in the Final EIR (page 58), there were a combined total of seven collisions at four study segments along San Feliciano Drive between January 2011 and January 2016. Out of these seven events, four were caused by the vehicle hitting a fixed object and three were caused by the vehicle sideswiping a parked car. All seven of these collisions were caused by the vehicles hitting stationary objects, and there were no

collisions caused by entering/exiting/crossing traffic. The collision data indicates that the number of occurrences along this segment of San Feliciano Drive is infrequent. The causes of these infrequent collisions are not listed as entering/exiting/crossing vehicles. Therefore, there is no evidence from the collision data that an added driveway with adequate sight distance along the segment of San Feliciano Drive near the Project Site poses a significant safety hazard. The San Feliciano Drive and Cerrillos Street intersection is all-way controlled stop and stopping would also apply to the Project driveways located near the intersection. The San Feliciano Drive and Cerrillos Street intersection is on an approximately 450-foot straight segment of San Feliciano Drive and is at the terminus of Cerrillos Street. Stop ahead warning signs are posted in both directions on San Feliciano Drive. Driveways similar or identical to those proposed for Lots 11-13 of the Proposed Project are included adjacent to other San Feliciano Drive intersections, such as the all-way stop at the west intersection with Avenue San Luis as well as the nearby intersections with Buenaventura Street and Viscanio Road. These have not resulted in identified safety problems as indicated by the collision data in Table 1 of the Final EIR. Safety problems at the intersection due to the proposed driveways are not anticipated and the appeal point should be denied.

Inadequate Range of Alternatives

Appeal Point 5-5:

Alternative projects that can reduce or avoid the impacts have not been analyzed.

Staff Response 5-5:

Please refer to Staff Responses 1-4 and 2-11 regarding Project Alternatives.

**Appellant 6:
Peter Fletcher
An Appeal of the Entire Decision of the Advisory Agency
Letter Dated: November 8, 2019**

Public Notification and Public Outreach

Appeal Point 6-1:

The public did not have the ability to comment on changes made to the project between the date of the public hearing and the date of decision was issued. In addition, the appeal due date was set on a City holiday.

Staff Response 6-1:

The City held a public hearing on October 2, 2018 to consider the Project's requests, including the Project's EIR, Vesting Tentative Tract Map 67505, and retaining wall deviations under ZA-2007-1255-ZAD. In accordance with the LAMC, a hearing notice was published in a newspaper of general circulation and sent out to all owners and occupants within 500-feet of the Project Site as well as to all interested parties, 24 days in advance of the hearing. Additionally, a notice was published in a newspaper of general circulation and an on-site notice was posted on the Project Site 10 days prior to the hearing. At the public hearing, the Deputy Advisory Agency announced that they would take the tract map under advisement to further consider issues brought up during public comment. Subsequently, the Applicant provided additional information to the DAA regarding grading, hydrology, and tree impacts, as well as conducted additional consultations with the Department of Transportation. The subdivision design was then revised by the Applicant to reduce curb cuts and grading on San Feliciano Drive and to reduce grading and minimize roadway changes along Mulholland Drive. Specifically, curb cuts on San Feliciano Drive were reduced from five to two access points by relocating the driveway for Lot 14 from San Feliciano Drive to the internal Private Street and by consolidating the three driveway entrances for Lots 11, 12, and 13 into one access drive. In addition, the deceleration/acceleration lane was removed from Mulholland Drive. Based on the revised Tract Map, the Department of City Planning approved the Project and issued letters of decision approving both the subdivision and retaining wall requests. There was no requirement for a second public hearing, as a public hearing had already been held on the Project in accordance with the noticing requirements of the LAMC. The revised Tract Map changes completed after the public hearing were not substantive in nature and did not require modifications to the proposed Tract Map conditions of approval or findings presented by Planning Staff at the public hearing.

Regarding the appeal date, the City inadvertently listed the November 11, 2019 holiday date as the last day to appeal the tract map. However, all tract map appeals were accepted until the following business day, November 12, 2019. In addition, this information regarding the November 12th appeal acceptance date was communicated via email to the interested parties list as soon as the error was identified, and the City's public counter staff were alerted to allow for the extended appeal submittal date. Therefore, as the City met all legal noticing, public hearing, and appeal procedural requirements, the appeal point must be denied.

Applicant Failed to Work with Neighbors

Appeal Point 6-2:

The applicant was instructed to work with the neighbors and local entities, but did not do so, and has failed to address the concerns of the neighbors and local agencies. The applicant has also maintained a secretive demeanor.

Staff Response 6-2:

The City highly encouraged proactive engagement between the Applicant and the local community but doesn't have the ability to force the various parties to meet or confer. Therefore, the appeal point should be denied.

Incompatibility with Neighborhood

Appeal Point 6-3:

The project is not compatible with the neighborhood character in terms of height, lot size, density, and design. The development of two-story homes and the loss of open space will not enhance the community.

Staff Response 6-3:

Please refer to Staff Response 1-1 regarding aesthetic impacts and consistency with General Plans and Specific Plans and Staff Response 5-3 regarding neighborhood compatibility.

Traffic Safety Risks

Appeal Point 6-4:

The Private Street is a safety concern and will cause traffic issues. The entrance of the Private Street is located on a steep curve down the hill on San Feliciano which is a cut through traffic street with bad sight lines.

Staff Response 6-4:

Please refer to Staff Responses 4-1 and 5-4.

Opposition of Mulholland Design Review Board to the Positions of the Project's Entrances

Appeal Point 6-5:

The driveway entrances on San Feliciano Drive and Mulholland Drive across the street from the entrance of Louisville High School are located where there are currently traffic mobility issues. Access off Mulholland Drive was opposed by the Mulholland Design Review Board.

Staff Response 6-5:

Please refer to Staff Response 4-1 regarding traffic and safety issues in consideration of the Louisville High School driveways.

In addition, the Draft EIR adequately studied and disclosed all impacts and found that traffic impacts would be less than Significant without mitigation. LADOT defines a significant project impact according to a “stepped scale” with signalized intersections having high V/C ratios being more sensitive to additional traffic than those with small V/C ratios, which have more available capacity. The LADOT significant impact criteria, which affects LOS C, D, E and F, are summarized in Table 8 (Appendix J of Draft EIR). No significant impacts are deemed to occur at LOS A and B, as these conditions exhibit sufficient surplus capacities to accommodate large traffic volumes with little effect on traffic delay. Based on these criteria and the results in Table 7 (Appendix J of Draft EIR, page 28), the project would not significantly impact any of the three signalized study intersections under Existing and Future conditions during either the AM or PM peak hour.

The two unsignalized (1- Mulholland Drive and Mulholland Highway and 2- Mulholland Drive and San Feliciano Drive) study intersections were not analyzed for traffic impacts, but instead were evaluated to determine the possible need for a traffic signal at those locations. Based on LADOT’s criteria, an unsignalized intersection would require a traffic signal warrant analysis if the intersection delay results in LOS E or F under the future With Project condition. As the two unsignalized study intersections would operate at LOS D or better under the future (2018) With Project Condition, no traffic signal warrant analysis is necessary.

It should also be noted that although the Project was presented to the Design Review Board, the Board did not take an official action regarding the project. As part of their comments, they did state an informal preference that the subdivision not be accessed from Mulholland Drive, and that any houses be designed at an appropriate height and screening to minimize visibility from Mulholland Drive. Nonetheless, during review of the Project, the City considered a number Specific Plan goals and objectives, including policies for the minimization of grading and preservation of protected trees, and determined that an access drive to the four southernmost houses from Mulholland Drive would be preferable than an extension of the internal Private Street, as a Private Street access would ultimately result in additional grading and tree removal, as well as increased emissions and noise during construction.

As demonstrated, traffic and safety issues have been adequately addressed in the EIR and impacts would not be significant. The appeal point should be denied.

Wildlife Displacement

Appeal Point 6-6:

The Project will displace wildlife, which will seek refuge on surrounding properties and at the school site, putting the neighborhood in danger.

Staff Response 6-6:

Please refer to Staff Responses 2-3, 2-4, and 2-5 regarding impacts to biological resources, including impacts to habitat and wildlife.

Construction Impacts

Appeal Point 7:

Project construction will greatly impact the neighborhood in regard to noise, dust, and air pollution for an extended period of time.

Staff Response 6-7:

The Draft EIR adequately disclosed, analyzed, and mitigated construction impacts related to noise and air quality. It concluded that with mitigation, impacts would be less than significant.

In regard to noise, the Project's construction-related activities, although temporary, would potentially expose sensitive receptors or the surrounding area to noise levels in excess of the City's CEQA thresholds of significance. The noise study provided in the EIR analyzed the Project's location within a single-family residential neighborhood and also documented the existing noise conditions at the site and at the nearby properties. However, with incorporation of Mitigation Measures H-4 through H-12 (*Exhibit 1-B*), impacts would be less than significant. Mitigation Measure H-9, for example, would install sound walls capable of reducing temporary construction noise levels at off-site receptors by at least 12 dBA. Mitigation Measure H-8 would ensure that powered construction equipment is properly outfitted with exhaust mufflers and other noise-reduction devices. Other mitigation measures would further reduce the Project's construction noise impact. The result of these mitigations would be maximum noise levels of 62.8-68.7 dBA Leq (with noise increases of 1.3-4.8 dBA Leq) at the nearest single-family residential sensitive noise receptors. These levels would then fall below the threshold levels of significance. In addition, with respect to construction vibration impacts, implementation of Mitigation Measures H-11 and H-12 would serve to reduce the amount of vibration to acceptable levels. These mitigation measures require the location of construction staging and the operation of earthmoving equipment to be located as far away from vibration-sensitive receptors as possible, and for heavily loaded trucks to be routed away from the surrounding residential streets. With the incorporation of these measures, construction noise and vibration impacts would be less than significant.

In regard to air quality, regional construction phase NO_x emissions during the grading phase would exceed the regional threshold for this ozone precursor prior to mitigation. As a result, the Project would be subject to implementation of Mitigation Measures C-1 through C-3 (*Exhibit 1-B*), which require equipment and haul trucks to meet stricter air quality standards, reducing this impact to a less than significant level by lowering NO_x emissions below the applicable SCAQMD significance threshold.

With regards to particulate matter and dust, compliance with existing SCAQMD regulations would substantially reduce localized emissions of particulates from fugitive dust sources. These are required by SCAQMD Rule 403, which calls for the application of best available control measures to all construction activities. Compliance with Rule 403 would reduce PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent. In addition, Mitigation Measure C-1 (*Exhibit 1-B*), would mitigate localized emissions of PM_{2.5} and PM₁₀ to a less than significant level. Therefore, with implementation of Mitigation Measures C-1 through C-3 and through compliance with applicable regulations, the Project's air quality impacts would be less than significant.

As impacts related to noise and air pollution were adequately disclosed, analyzed, and appropriately mitigated to less than significant levels, the appeal point should be denied.

Protected Oak Trees

Appeal Point 6-8:

There is no guarantee that the City can prevent the applicant from cutting down protected trees. Building construction will kill the existing hundred-year-old oak trees.

Staff Response 6-8:

Please see Staff Response 2-12 regarding City regulations related to the protection of trees.

The EIR adequately analyzed and disclosed impacts to biological resources, including protected and non-protected trees. The Project would convert the 6.2-acre Project Site from its current mostly undeveloped condition to a residential setting. As a result, 28 of the 199 trees on the site would require removal, including 15 coast live oaks. As part of regulatory compliance, replacement trees would be required to be planted on-site to address the loss of trees on-site. In addition, a review of Figure V.B-6 in the Draft EIR demonstrates that the 15 oak trees and most of the other trees proposed for removal are located within the interior of the Project Site and are not readily visible from off-site locations. The oak trees are primarily situated behind groves of existing trees and/or behind intervening knolls. Additionally, 12 of the 15 oak trees to be removed are in a poor or dead condition (D, E and F), while the remaining three are rated fair to good (C and B). Impacts to protected trees and the oak woodland would be reduced to a less than significant level by the implementation of Mitigation Measures B-10 through B-20 (*Exhibit 1-B*), which include various measures for the protection of the remaining existing on-site trees.

Therefore, as the Project is subject to the City's Protected Tree Ordinance and other protective mitigation measures, the appeal point should be denied.

Grading and Hauling Impacts

Appeal Point 6-9:

The all-day grading and hauling in a busy residential street will have a great impact on the neighborhood in regard to air quality and noise levels.

Staff Response 6-9:

Hauling days and hours are restricted per Tract Map Condition 23 (*Exhibit 1*) to the hours between 9:00 A.M. and 3:00 P.M., Monday through Saturday. Construction and hauling impacts were considered in the noise and traffic analysis (Appendices I and J) of the Draft EIR and all the necessary mitigation measures have been implemented to reduce impacts to less than significant levels. Please refer to Mitigation Measures H4 through H12 of the Draft EIR (*Exhibit 1-B*). Therefore, this appeal point should be denied.

Appeal Point 6-10:

Proposed retaining walls will cause the project to not be in compliance with the surrounding area. The City cannot enforce the condition to cover the retaining walls with landscaping.

Staff Response 6-10:

All retaining walls of eight feet or greater in height have been conditioned in the Zoning Administrator approval to be completely hidden from view by landscaping within a reasonable amount of time, as Conditions 7 and 8 (*Exhibit 2*). This requirement echoes the standard for the landscaping of retaining walls which is required by the LAMC and enforced by the Department of Building and Safety. Therefore, the appeal point should be denied.

Also refer to Staff Response Nos. 2-2 regarding aesthetic impacts and Staff Response 5-1 regarding neighborhood compatibility.

Warner Center Specific Plan

Appeal Point 6-11:

The City received support from citizens of Woodland Hills that high-density development would be concentrated in the Warner Center Specific Plan area to protect the surrounding neighborhoods to the south from increased density and to preserve open space.

Staff Response 6-11:

The Warner Center Specific Plan only applies to areas within the Warner Center area and does not modify the zoning or regulations in other areas of Woodland Hills. The project site is already designated for Low Residential land uses and R1 zoning, which would allow for lots with a minimum of 5,000 square feet of lot area. The subdivision lot sizes range from approximately 8,000 to 25,600 square feet in size. There is no request for any zone change to the site or any change to the allowable density. Therefore, the Project is in-line with the existing allowable density. In addition, of the 6.2 acres comprising the Project Site, approximately 3.7 acres contain coast live oak woodland vegetation communities, including some that is mixed with ornamental trees and vegetation. Following Project development, approximately 3.5 of these acres containing most of the Project Site's oak canopy would remain largely intact. Therefore, as the Project is appropriate in terms of density and will preserve of majority of the natural open space features on the Project Site, this appeal point should be denied.

**Appellant 7:
Payam Yeghaneh
An Appeal of the Entire Decision of the Advisory Agency
Letter Dated: November 12, 2019**

Inadequate in Addressing California Solar Installation Requirement

Appeal Point 7-1:

The Tentative Tract Map is inadequate in addressing State of California solar installation requirements for single-family residences and the impacts of solar panels light reflection and glazing effects.

Staff Response 7-1:

Section IV.A, Aesthetics, of the Draft EIR appropriately addressed light and glare impacts and concluded that impacts from the project's introduction of new sources of glare on the Project Site would be less than significant. The amount of glare and light reflection caused by solar panels would also not be considered to be significant. Solar panels are designed to absorb light, and only reflect a small amount of the sunlight that falls on them compared to most other everyday objects. Solar modules are specifically designed to reduce reflection, as any reflected light cannot be converted into electricity. They reflect significantly less light than flat water.

Even though potential glare caused by solar panels would not be an issue, it is also important to mention that it is still speculative whether solar panels would be installed on the residences within the Project Site. Although the California Energy Code requires that newly built buildings install solar panels, there are exemptions on Section 110.10(b) 1A that may apply to the residences of the Project, which could avert the installation of solar panels.

As potential light and glare issues are not significant, the appeal point should not be denied.

Incompatible with Neighborhood and Community Plan

Appeal Point 7-2:

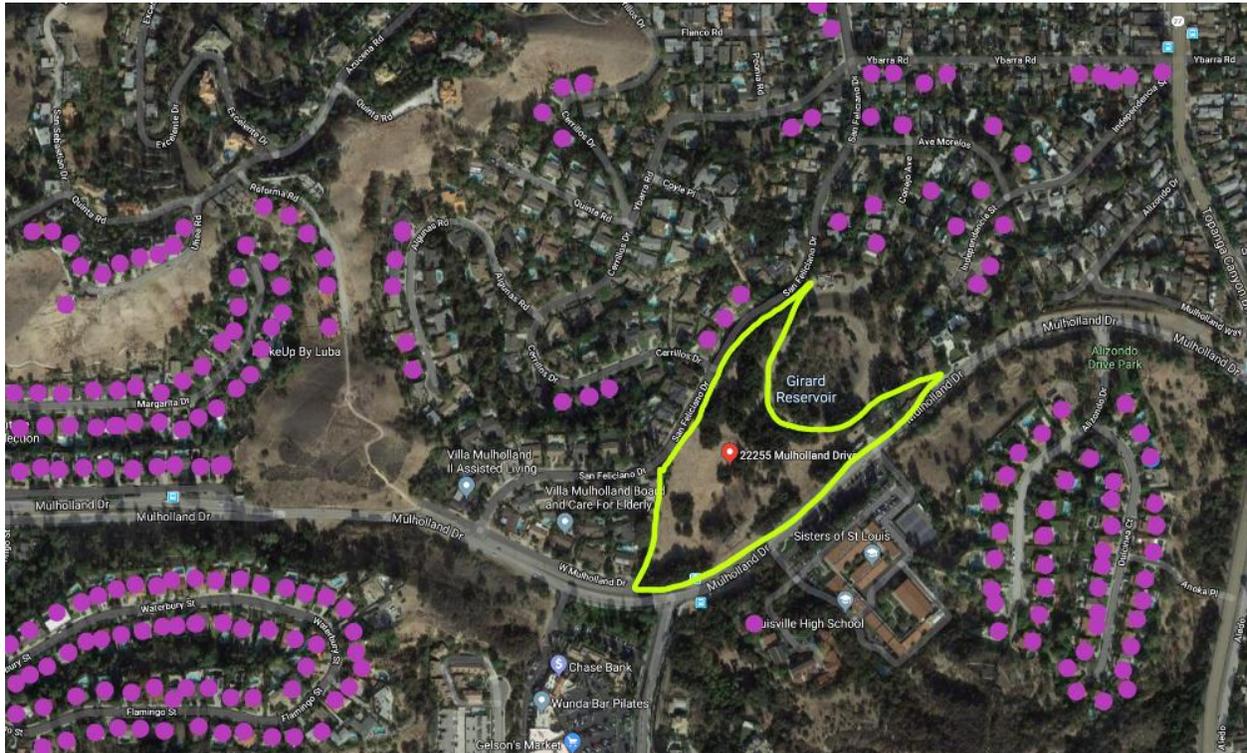
The Project is not compatible with the neighborhood and the Community Plan because there are no two-story residences adjacent to the site.

Staff Response 7-2:

Please refer to Staff Response 1-1 regarding aesthetic impacts and consistency with General Plans and Specific Plans and Staff Response 5-3 regarding neighborhood compatibility.

In addition, following is a diagram illustrating the number of one- and two-story buildings in the immediate area. Two-story buildings are indicated in **purple dots**.

Diagram 6 – Two Story Single-Family Residences in Vicinity



Some two-story buildings are located adjacent to the site, and others are located in the general vicinity. Two-story single-family residences are not uncommon for the area. In general, the Project has demonstrated compatibility with the Community Plan and neighborhood, and therefore the appeal point should be denied.

**Appellant 8:
David Bryant
An Appeal of the Entire Decision of the Advisory Agency
Letter Dated: November 12, 2019**

Lack of Project Alternatives and Tree Mitigation

Appeal Point 8-1:

The Project violates CEQA because it did not present feasible alternatives or sufficient mitigation for tree protection.

Staff Response 8-1:

Please refer to Staff Responses 1-4 and 2-11 regarding Project Alternatives and Staff Responses 2-12 and 5-1 regarding tree preservation and protection measures.

Traffic Safety Risk

Appeal Point 8-2:

The proposed driveway at the intersection of San Feliciano Drive and Cerrillos Drive should be relocated to avoid the removal of mature protected oak trees.

Staff Response 8-2:

As shown in Staff Response 1-4, *Diagram 1 – Site Layout and Tree Locations*, the driveway at that intersection would be located between the two existing mature trees (Trees 183 and 184) and would not require removal of either tree. In addition, protective measures would be put in place to avoid damage to the trees during construction. Impacts related to these trees would be less than significant with mitigation, and therefore the appeal point should be denied.

Please see Staff Responses 2-12 and 5-1 regarding tree preservation and protection measures.

Conflict with City Policies

Appeal Point 8-3:

The Project has not incorporated any public feedback and does not enhance or preserve the existing community.

Staff Response 8-3:

Please see the Project Background Section of this report for an evolution of Project changes based on public feedback. In addition, following the public hearing on October 2, 2018, the subdivision design was revised by the Applicant to reduce curb cuts and grading on San Feliciano Drive and to reduce grading and minimize roadway changes along Mulholland Drive. Specifically, curb cuts on San Feliciano Drive were reduced from five to two access points by relocating the driveway for Lot 14 from San Feliciano Drive to the internal Private Street and by consolidating the three driveway entrances for Lots 11, 12, and 13 into one access drive. In addition, the deceleration/acceleration lane was removed from Mulholland Drive. Based on the revised Tract Map, the Department of City Planning approved the Project and issued letters of decision approving both the subdivision and retaining wall requests. The appeal point should be denied. Please see Staff Response 1-1 regarding the Project's consistency with applicable General Plan and Specific Plan policies, and Staff Response 5-3 regarding the Project's neighborhood compatibility.

Conclusion

Upon careful consideration of the appellants' points, the appellants have not adequately demonstrated that the City erred or abused its discretion. In addition, no new substantial evidence was presented that City has erred in its actions relative to the EIR and the associated entitlements. The appellants have raised no new information to dispute the Findings of the EIR or the Advisory Agency's and Zoning Administrator's actions on this matter. Therefore, it is recommended that the appeals be denied.



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission
- City Planning Commission
- City Council
- Director of Planning

Regarding Case Number: VTT-67505

Project Address: 22241-22255 West Mulholland Drive

Final Date to Appeal: 11/11/2019

- Type of Appeal:
- Appeal by Applicant/Owner
 - Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
 - Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Save Oak Savanna; Carlos Duque

Company: _____

Mailing Address: 16255 Ventura Blvd., Suite 950

City: Encino State: CA Zip: 91436

Telephone: (818) 907-8755 E-mail: clos@csdweb.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self Other: _____

- Is the appeal being filed to support the original applicant's position? Yes No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Robert Glushon; Kristina Kropp

Company: Luna & Glushon

Mailing Address: 16255 Ventura Blvd., Suite 950

City: Encino State: CA Zip: 91436

Telephone: (818) 907-8755 E-mail: kkropp@lunaglushon.com

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part

Are specific conditions of approval being appealed? Yes No

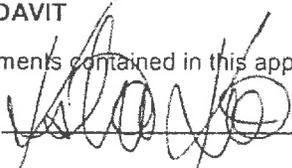
If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: 

Date: 11/7/2019

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
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- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: \$ 89	Reviewed & Accepted by (DSC Planner): Herminigildo L. Agustin	Date: 11/8/19
Receipt No: 0201688465	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

ATTACHMENT TO APPEAL

VTT-67505

ENV-2005-2301-EIR

Appellant: Save Oak Savanna, a California nonprofit corporation; Carlos Duque.

Appellant Save Oak Savanna is a local grassroots community organization that seeks to protect against overdevelopment and impactful land use and development in the community surrounding the proposed 19-lot subdivision for 19 detached single-family homes at 22241-22255 West Mulholland Drive ("Project") and is therefore immediately impacted thereby. Carlos Duque is President of Save Oak Savana.

In approving the Project, the Advisory Agency erred and abused its discretion for the following reasons:

1. **The required findings pursuant to the Subdivision Map Act cannot be made with substantial supporting evidence.**

A. The Proposed Map and the design and improvement of the Proposed Subdivision are not consistent with the City's General Plan, Land Use Element, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, or the Mulholland Scenic Parkway Specific Plan.

The State of California *Government Code* §§ 66473.1, 66474.60, .61 and .63 (the Subdivision Map Act) require that all proposed maps, as well as the design and improvement of all proposed subdivisions be consistent with applicable general and specific plans, including, in this case, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and the Mulholland Scenic Parkway Specific Plan ("Mulholland Specific Plan").

There is no way to make a finding of compatibility with the Mulholland Specific Plan without previous, or at least concurrent, Mulholland Scenic Parkway Design Review Board ("DRB") review. Therefore, the Advisory Agency's determination that the Project complies with the Mulholland Specific Plan is unsupported by substantial evidence.

Moreover, consistency findings with the Mulholland Specific Plan cannot be made. The proposed lot sizes of the tract map are significantly smaller and/or narrower than the average lots in the surrounding area. This poses a condition which is inconsistent and incompatible with the surrounding neighborhood and the parkway environment, in direct contravention of the Mulholland Specific Plan Guidelines.

Indeed, by proposing a pattern of development that is inconsistent with the surrounding neighborhood, the Project is also inconsistent with almost all of the pertinent provisions of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan for residential development:

- Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Protect existing single-family residential neighborhoods from new, out of scale development.
- Protect the quality of the residential environment through attention to the physical appearance of communities.
- Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
- Promote neighborhood preservation, particularly in existing single-family neighborhoods, as well as in areas with existing multi-family residences.
- Preserve and enhance the character and integrity of existing single and multi-family neighborhoods.
- To limit the intensity and density of residential development in hillside areas.

B. The design of the subdivision and proposed improvements are likely to cause substantial environmental damage.

The Environmental Impact Report (“EIR”) for the Project is inadequate under the California Environmental Quality Act (“CEQA”) as provided below. Therefore, the Project, as approved, is likely to cause substantial environmental damage.

2. The Entitlement was Improperly Granted Before Mulholland Design Review Board Review.

Los Angeles Municipal Code (“LAMC”) §12.36 requires that if an applicant files for a project that requires multiple Legislative and/or Quasi-judicial Approvals, then the applicant shall file applications at the same time for all approvals reasonably related and necessary to complete the project. LAMC 12.36.C.5 includes that Subdivision Approvals be heard together with such Legislative and/or Quasi-judicial Approvals.

Here, it is uncontested that the Project is subject to the Mulholland Specific Plan and therefore will require a Project Permit entitlement and Design Review by the DRB. However, despite the requirements of LAMC §12.36, these entitlements have not been required concurrently with the Tract Map.

Mulholland Specific Plan (section 11.A) provides that no permit for the use of land; building permit; grading permit; revocable permit to encroach; or B-permit; shall be issued for a project, until plans, elevations and/or other graphic representations of the project have been reviewed and approved by the Director acting on a recommendation of the DRB. The reason for this requirement, as set forth in section 11.F of the Specific Plan, is to advise the Director on aspects of exterior design; site layout; grading; driveway access; landscaping; and height, bulk, materials, textures and colors of any building, structure, sign or other development of property or appurtenances or alterations thereto after reviewing plans, elevations and/or other graphic representations for a project to assure compliance with the criteria set forth in this Specific Plan.

Beyond the fact that it is legally required under the LAMC, the requirement for DRB review before/concurrently with the Tract Map for this Project is particularly important because the lot lines of the tract map, as approved by the Advisory Agency, impact the DRB's ability to perform its function in regulating development. For example, the lots are small and narrow, and there are insufficient height restrictions. Therefore, the DRB is forced to operate within the confines of those lots and a fair determination of consistency and compatibility has been lost before the DRB was even provided an opportunity to review and address these issues.

"Development" for review under the Specific Plan is not just a matter of deciding what materials or colors will be used on the exterior of the houses. To the contrary, review of the lot lines is ***an important part*** of the proposed development. As such, the lot lines significantly impact the DRB's ability to act in accordance with its Specific Plan mandates, including with regard to regulating grading quantities and subsequent impact to protected trees.

Accordingly, the Advisory Agency erred and abused its discretion in approving a tract map without first seeking review and recommendation from the DRB and requiring compliance with the LAMC provisions for Project Permit and Design Review entitlements.

3. The EIR is inadequate.

For all of the reasons set forth in the correspondence submitted by Save Oak Savanna and its individual members, as well the Santa Monica Mountains Conservancy, which are incorporated herein by reference, including protected tree, wildlife, traffic, and aesthetic impacts, the EIR for the Project is inadequate under CEQA.

For purposes of the within appeal, Save Oak Savanna highlights that the EIR lacks a viable alternative, for example an alternative which would provide conformity with the surrounding development, as required by the Mulholland

Specific Plan, and the fact that the findings of infeasibility regarding project alternatives rejected are not supported by substantial evidence.

Public Resource Code §21002 provides that proposed projects should not be approved if there are feasible alternatives available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by CEQA are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives which will avoid or substantially lessen such significant effects. To such extent, it is well established that the core of an EIR is the mitigation **and alternatives** sections. *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

Furthermore, the conclusions and findings of the EIR are not supported by substantial evidence. This is particularly egregious with regard to aesthetic impacts, biological impacts concerning wildlife movement, migration corridors, and nursery sites,¹ drainage and associated water, including runoff, impacts,

By failing to provide viable alternatives, the City's EIR fails to comply with CEQA.

¹ Contradicted by the Santa Monica Mountains Conservancy.



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Appellant Body:

- Area Planning Commission, City Planning Commission, City Council, Director of Planning

Regarding Case Number: VTT-67505 / ENV-2005-2301-EIR

Project Address: 22241-22255 Mulholland Drive

Final Date to Appeal: 11/11/2019

- Type of Appeal: Appeal by Applicant/Owner, Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved, Appeal from a determination made by the Department of Building and Safety

ORIGINAL

2. APPELLANT INFORMATION

Appellant's name (print): Mountains Recreation and Conservation Authority

Company:

Mailing Address: 26800 Mulholland Highway

City: Calabasas State: California Zip: 91302

Telephone: (310) 589-3230 ext. 124 E-mail: garrett.weinstein@mrca.ca.gov

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self, Other:

- Is the appeal being filed to support the original applicant's position? Yes, No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Garrett Weinstein

Company: Mountains Recreation and Conservation Authority

Mailing Address: 26800 MULHOLLAND HWY.

City: Calabasas State: California Zip: 91302

Telephone: (310) 589-3230 ext. 124 E-mail: garrett.weinstein@mrca.ca.gov

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part
 Are specific conditions of approval being appealed? Yes No

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- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: *Darrell Weinstein* Date: 11/7/2019

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ORIGINAL

This Section for City Planning Staff Use Only		
Base Fee: <u>\$89.00</u>	Reviewed & Accepted by (DSC Planner): <u>Steven Wechter</u>	Date: <u>11-8-19</u>
Receipt No: <u>0201688484</u>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)



MOUNTAINS RECREATION & CONSERVATION AUTHORITY
King Gillette Ranch
26800 Mulholland Highway
Calabasas, California 91302
Phone (818) 878-0866 Fax (818) 878-0508

November 7, 2019

**Justification for Appeal of VTT-67505 / ENV-2005-2301-EIR / ZA-2007-1255-ZAD,
22241-22255 Mulholland Drive**

This appeal by the Mountains Recreation and Conservation Authority (MRCA) seeks to reverse the entire decision of the Deputy Advisory Agency (Advisory Agency) regarding the proposed Vesting Tentative Tract Map (Tract Map), No. 67505, and Environmental Impact Report, ENV-2005-2301-EIR, for the proposed project at 22241-22255 Mulholland Drive. This appeal also seeks to reverse the entire decision of the Zoning Administrator regarding the Zoning Administrator's Determination, ZA-2007-1255-ZAD, for the same proposed project. This appeal pertains to the entirety of the respective decisions by the Advisory Agency and Zoning Administrator.

This appeal is based on the Advisory Agency's improper approval of a deficient Final Environmental Impact Report (EIR) and incomplete analysis of alternative projects on which to base its certification of the EIR and approval of the Tract Map.

The MRCA is a local public agency exercising joint powers of the Santa Monica Mountains Conservancy, the Conejo Recreation & Park District, and the Rancho Simi Recreation & Park District pursuant to Section 6500 et seq. of the Government Code. Where the MRCA's parent agency, the Santa Monica Mountains Conservancy (Conservancy), and independent citizens, presented multiple fair arguments that the subject project would result in significant adverse environmental impacts, and significant adverse impacts to public resources, and presented substantial evidence in support of those fair arguments, both in writing prior to, and at the respective subject hearings. These fair arguments and substantial evidence have not been refuted by any City agency to date. The Advisory Agency had insufficient factual basis and thus no discretion to approve or adopt the EIR for the subject project.

Please refer to the attached letter from the Conservancy, dated May 2, 2016. The MRCA reserves the right to submit additional justification and supporting materials prior to the public hearing of the subject appeal.

Representative Information

Garrett Weinstein
Mountains Recreation and Conservation Authority
26800 Mulholland Highway
Calabasas, California 91302
310-589-3230, ext. 124
garrett.weinstein@mrca.ca.gov

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
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MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
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WWW.SMMC.CA.GOV



May 2, 2016

Milena Zasadzien
Major Projects Section
Department of City Planning
6262 Van Nuys Blvd, Room 351
Van Nuys, CA 91401
E-mail: milena.zasadzien@lacity.org

**DEIR comments – Girard Reservoir Adjacent Subdivision
Vesting Tentative Tract No. 67505 Case Number: ENV-2005-2301-EIR
State Clearinghouse Number: 2005111054**

Dear Ms. Zasadzien:

The Draft Environmental Impact Report (DEIR) is deficient in its lack of disclosure of the 6.2 acre site's important biological and visual resources. The DEIR is further deficient because it fails to adequately disclose how the proposed project would result in unavoidable adverse biological and visual impacts to these resources.

The subject wooded 6.2 acres remain well connected to the core habitat of the Santa Monica Mountains via the public land ownership chain comprised of City-owned Alizondo Park, National Park Service land, and Mountains Recreation and Conservation Authority (MRCA) land. In addition, this land chain (minus the above City open space) connects to the site via open space owned by Louisville High School. The DEIR is deficient for not mapping and analyzing this habitat connectivity and the effect of the project and any alternative projects on it.

The subject property along with the adjacent Department of Water and Power (DWP) Girard Reservoir open space is also a habitat stepping stone for animals seeking to move west along Mulholland Drive to the MRCA's five-acre open space on the north side of Mulholland Drive approximately 800 feet to the west. The DEIR is deficient for not disclosing this spatial relationship or the existence of the MRCA's close proximity parkland. The DEIR is inadequate for failing to address how the proposed four lots on Mulholland Drive could significantly diminish habitat connectivity between Alizondo Park and the greater Girard Reservoir habitat block that includes City-owned road right of ways.

The DEIR is deficient for not disclosing and analyzing how the 11 acres of natural open space comprised of the subject site and the adjacent DWP land together constitute a

significant habitat block with significant oak woodland and raptor resource areas. There is no equivalent habitat area in the Santa Monica Mountains portion of the Los Angeles River watershed that contains such a high concentration of oak woodland on such gentle terrain. Most of the scores of oak trees onsite are mature and in good health. On average, the site has more than 32 native trees per acre for a total of 199.

The ecological capabilities of the adjacent DWP land and City-owned road rights of ways are dependent on the quality and availability of adjacent habitat on the subject property. The subject property undoubtedly buffers the woodlands in the DWP property. The DWP property contains remnant willow woodland elements on the bottom of the drained reservoir. The survival the herpeto-fauna of the DWP property probably depends on the availability of micro-sites on the subject 6.2 acres. The DEIR is deficient for not addressing how impacts within the 11-acre block could have substantial adverse impacts to other areas within it.

The DEIR is devoid of any consideration how introduced houses, long retaining walls, fences, grading, domestic pets, and lights could degrade the habitat resources in the adjacent public land. This DEIR inadequacy holds true whether there is future public access to the DWP land or not. The ecological capacity of the subject 6.2 acres is exemplified by the presence of coastal whiptail lizards, woodrat nests, oak titmouses and nuttall's woodpecker amidst a five year drought. If many of the fences in the 6.2-acre and DWP properties were removed, biological diversity would increase. Homes constructed on the subject 6.2 acres would require extensive permanent brush clearance on the natural resources in both the DWP property and the remaining open space within the 6.2 acres. The DEIR is deficient for not addressing brush clearance impacts both in regards to biological and visual impacts. The DEIR is further deficient for not addressing how the proposed develop could impact use of the site by owls and raptors. Did the applicant do a raptor nesting survey on the margins of the adjacent DWP property?

Unavoidable Significant Adverse Visual Impacts on Mulholland Scenic Parkway

The DEIR is deficient for not disclosing and analyzing how the subject section of Mulholland Drive from the west end of dirt Mulholland to 1500 feet east of the subject property has a greatly rural feeling and viewshed mixed with some development. The scenic characteristics of this section of Mulholland Drive are unique to the community and are a significant aesthetic resource. With four proposed houses, added lighting, and 100-200 feet of added deceleration and acceleration lanes along Mulholland Drive, the proposed project would adversely and irreparably transform the visual qualities of the scenic stretch of designated scenic parkway. For example would curb and gutter be

required? The written project description is inadequate because it does not include the proposed acceleration and deceleration lanes on Mulholland Drive.

The subject section of Mulholland Drive is a premier, iconic scenic resource both in daylight and at nighttime because it is unlit on its side of the roadway. The current site condition has unique and highly valued visual characteristics. The proposed houses in any number on Mulholland Drive and their access infrastructure would significantly degrade the visual character of this resource. The houses would introduce a substantial new source of light.

Inadequate Analysis of Mulholland Core Trail

The DEIR is deficient for not disclosing and analyzing how the Mulholland Drive right-of-way that abuts the property is a significant resource for pedestrians and bicyclists. The Mulholland Specific Plan maps may show the Mulholland Core Trail on the opposing side of Mulholland Drive. However, the DEIR fails to analyze the viability of the core trail in this area and whether the subject project-adjacent right-of-way offers superior or additional core trail opportunities. For example the sidewalk east of Louisville High School is narrow, concrete, and has numerous Canary Island pines growing in the middle of the walking surface. The Mulholland Specific Plan does not contemplate a concrete core trail and envisions some variable horizontal separation between the trail and roadway if space allows. Furthermore, residents on the north side of Mulholland Drive would benefit from a trail on the north side of the road way. The DEIR shall remain deficient until it addresses the core trail location, access, and surface. It should also address potential project view impacts from the core trail as proposed. The applicant should be required to build the core trail or equivalent on the north side Mulholland Drive. The DEIR also fails to mention that this section of Mulholland Drive is the alignment for the Rim of the Valley Trail as approved by the State legislature.

Status of MRCA Parkland on Girard Reservoir Property

For the record the MRCA staff is working with the highest level DWP staff on the creation of a passive use open space park on adjoining DWP land. DWP staff members have agreed to such use under a written set of conditions that have been approved by the MRCA Governing Board. That agreement is heading to the DWP Commission for approval. The DEIR recognizes that an open space park proposal is in the works next door but fails to analyze how the proposed 19-unit project could adversely affect parkland recreation values and ecological resources. A copy of the preliminary park plan approved by the DWP staff is attached.

Inadequate Range of Alternatives

The DEIR range of alternatives is inadequate. The only development project analyzed is the Proposed Project. The proposed project removes over a dozen protected trees, creates a 100-200-foot-long extra paved lane along Mulholland Drive, breaks up an 11-acre habitat block, and totally alters the feel of a rural section of the scenic parkway. These visual impacts and biological impacts would not be mitigated below a level of significance by the proposed DEIR mitigation measures. There are unavoidable significant adverse biological and visual impacts with the current project footprint and height envelope. Alternative projects that can reduce or avoid these impacts must be analyzed in DEIR alternatives analysis.

The deficiency and tone of the DEIR is exemplified from the following statement in the Alternatives Analysis:

The significant impacts of the Project in the areas of aesthetics, air quality, biological resources, and noise would be reduced to less than significant levels via the implementation of the mitigation measures identified in this Draft EIR. Because any economically feasible development of the Project Site would likely also result in adverse impacts associated with these same environmental issue areas, the only alternative that would be certain to reduce such impacts is one that does not include development of the site.

The DEIR includes no facts or documentation about the economic feasibility of either the proposed project or any rejected DEIR alternatives. The DEIR is deficient for not including any development alternatives on the grounds that the only economically feasible alternative is the proposed project and that any alternative that resembles the proposed project would result in the same level or adverse impacts.

The DEIR shall remain deficient until it is re-circulated with at least one reduced development footprint alternative that receives a full alternatives analysis. The most obvious reduced development footprint to analyze is to eliminate the four homes that take access from Mulholland Drive. The removal of these four lots would both wholly avoid and substantially reduce numerous biological and visual impacts.

The four proposed houses on Mulholland Drive with the required added acceleration and deceleration lanes would have an unavoidable significant adverse visual impact on the Mulholland Scenic Parkway. The fact that three story houses are part of the project description further amplifies these potential visual impacts. The proposed mitigation of

submitting a landscape plan both post- FEIR and post project approval that will supposedly screen the houses and driveways is deferred mitigation. Until decision-makers can see simulations of how such landscaping can mitigate the houses and all their appurtenances, the DEIR shall remain deficient. None of the visual impact mitigation measures show, or in detail explain, how they would specifically reduce impacts. All of the claimed mitigation is just that claimed with zero supporting evidence.

The DEIR shall remain further deficient for relying on such unrealistically enforceable deferred mitigation measures. The truth is that it is extremely rare that any City department ever checks on and enforces any post construction violations of Mulholland Design Review Board imposed conditions. In this case, the proposed design mitigation does not even exist yet to even be analyzed by the public or decision makers. The DEIR proposes hypothetical mitigation measures that cannot be reviewed and analyzed. To further accentuate the preposterousness of this visual impact mitigation proposal, post construction, the individual homeowners would be handed yet-to-be prepared maintenance guidelines to ensure that the mitigation plan and measures each work. The problem is that there are zero existing performance criteria, no dimensional parameters, or trustable or enduring future enforcement mechanisms.

An applicant declared DEIR project objective of 19 homes that would result in unavoidable significant adverse biological and visual impacts does not wash away the associated significant environmental impacts. The DEIR is deficient for not including a 16 or 17 unit project within the same disturbance footprint of proposed lots 5-19. The DEIR is deficient for not addressing an alternative project with 19 smaller homes on smaller lots. The minimum lot size could be maintained by including lot extensions into a deed restricted open space area that about the DWP property.

No Permanent Land Protection Mechanism for Proposed Undeveloped Area

The DEIR will remain deficient until it includes and analyzes the effectiveness of permanent mechanisms to protect undeveloped land within the proposed project and each future alternative project. Until there is a required permanent protection mechanism in the mitigation measures the open space cannot be considered protected and thus not subject to future development.

No Analysis of Large Mature Willow in Covered Blueline Drainage

The DEIR is deficient for not addressing the fate of a large on site willow tree and for not analyzing why a riparian tree is growing where the blueline stream is channelized and covered up. What moisture source is supporting this willow tree and any others on site? The DEIR states that a substantial amount of moisture now sheet flows from Mulholland Drive to the proposed development area. The DEIR is deficient for not addressing how this moisture source benefits all potential native trees onsite and how its loss from a modified curb and gutter could have a negative impact on the existing native trees by reducing their available soil moisture. With near permanent drought condition in Los Angeles, tree survival is more tenuous relative to loss of water and disturbances.

Need for Mulholland Right of Way Protections and Guarantees

It is critical that the project conditions for any approved project forbid any fencing, pilasters, lights, hardscape, or non-native plants in the adjacent Mulholland Drive right-of-way. The project footprint, mitigation measures, and conditions must work to maximize retention of the rural feeling along Mulholland Drive.

Another reason why no house access should be allowed on Mulholland Drive is that the acceleration and deceleration lanes require the removal of an iconic oak tree on public land.

The DEIR is deficient because it does not address how to make the existing bike lane work with the proposed project.

Inadequate Hazard Consideration of 1944 and 1956 Mulholland Drive Oil Pipelines

The DEIR is deficient because it uses the logic that because pre-1960 oil pipelines have not leaked to date that the odds of their leaking in the future are low. That logic is flawed. Sixty-year old pipelines are near the end of their serviceable life. The proposed project would be directly downslope from the two existing oil pipelines. The DEIR is deficient because it does not address what would happened to the site or the Girard Reservoir property in the event to a substantial oil spill. Why did the DEIR not include the depth of the pipes below the road surface?

Milena Zasadzien
Girard Reservoir Adjacent Subvision DEIR Comments
May 2, 2016
Page 7

Please direction any future correspondence to my attention at the above letterhead address, by email at Edelman@smmc.ca.gov, or by phone at (310) 589-3200 ext. 128.

Sincerely,



PAUL EDELMAN
Deputy Director
Natural Resources and Planning



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission, City Planning Commission, City Council, Director of Planning

Regarding Case Number: VTT-67505 / ENV-2005-2301-EIR

Project Address: 22241-22255 Mulholland Drive

Final Date to Appeal: 11/11/2019

- Type of Appeal: Appeal by Applicant/Owner, Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved, Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

ORIGINAL

Appellant's name (print): Santa Monica Mountains Conservancy

Company:

Mailing Address: 26800 Mulholland Highway

City: Calabasas State: California Zip: 91302

Telephone: (310) 589-3200 E-mail: edelman@smmc.ca.gov

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self, Other:

- Is the appeal being filed to support the original applicant's position? Yes, No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Paul Edelman

Company: Santa Monica Mountains Conservancy

Mailing Address: 26800 Mulholland Highway

City: Calabasas State: California Zip: 91302

Telephone: (310) 589-3200 E-mail: edelman@smmc.ca.gov

VTT = 67505

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part
 Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____

Date: 11/7/19

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
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- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

ORIGINAL

This Section for City Planning Staff Use Only		
Base Fee: <u>\$89.00</u>	Reviewed & Accepted by (DSC Planner): <u>Steven Hechter</u>	Date: <u>11-8-19</u>
Receipt No: <u>0201688486</u>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

SANTA MONICA MOUNTAINS CONSERVANCY

LOS ANGELES RIVER CENTER & GARDENS
570 WEST AVENUE TWENTY-SIX, SUITE 100
LOS ANGELES, CALIFORNIA 90065
PHONE (323) 221-8900
FAX (323) 221-9001
WWW.SMMC.CA.GOV



November 7, 2019

**Justification for Appeal of VTT-67505 / ENV-2005-2301-EIR / ZA-2007-1255-ZAD,
22241-22255 Mulholland Drive**

This appeal by the Santa Monica Mountains Conservancy seeks to reverse the entire decision of the Deputy Advisory Agency (Advisory Agency) regarding the proposed Vesting Tentative Tract Map (Tract Map), No. 67505, and Environmental Impact Report, ENV-2005-2301-EIR, for the proposed project at 22241-22255 Mulholland Drive. This appeal also seeks to reverse the entire decision of the Zoning Administrator regarding the Zoning Administrator's Determination, ZA-2007-1255-ZAD, for the same proposed project. This appeal pertains to the entirety of the respective decisions by the Advisory Agency and Zoning Administrator.

This appeal is based on the Advisory Agency's improper approval of a deficient Final Environmental Impact Report (EIR) and incomplete analysis of alternative projects on which to base its certification of the EIR and approval of the Tract Map.

Where, as here, the Conservancy, and independent citizens, presented multiple fair arguments that the subject project would result in significant adverse environmental impacts, and significant adverse impacts to public resources, and presented substantial evidence in support of those fair arguments, both in writing prior to, and at the respective subject hearings. These fair arguments and substantial evidence have not been refuted by any City agency to date. The Advisory Agency had insufficient factual basis and thus no discretion to approve or adopt the EIR for the subject project.

Please refer to the attached letter from the Conservancy, dated May 2, 2016. The Conservancy reserves the right to submit additional justification and supporting materials prior to the public hearing of the subject appeal.

Representative Information

Paul Edelman, Deputy Director of Natural Resources and Planning
Santa Monica Mountains Conservancy
26800 Mulholland Highway
Calabasas, California 91302
310-589-3200, ext. 128
edelman@smmc.ca.gov

SANTA MONICA MOUNTAINS CONSERVANCY

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



May 2, 2016

Milena Zasadzien
Major Projects Section
Department of City Planning
6262 Van Nuys Blvd, Room 351
Van Nuys, CA 91401
E-mail: milena.zasadzien@lacity.org

**DEIR comments – Girard Reservoir Adjacent Subdivision
Vesting Tentative Tract No. 67505 Case Number: ENV-2005-2301-EIR
State Clearinghouse Number: 2005111054**

Dear Ms. Zasadzien:

The Draft Environmental Impact Report (DEIR) is deficient in its lack of disclosure of the 6.2 acre site's important biological and visual resources. The DEIR is further deficient because it fails to adequately disclose how the proposed project would result in unavoidable adverse biological and visual impacts to these resources.

The subject wooded 6.2 acres remain well connected to the core habitat of the Santa Monica Mountains via the public land ownership chain comprised of City-owned Alizondo Park, National Park Service land, and Mountains Recreation and Conservation Authority (MRCA) land. In addition, this land chain (minus the above City open space) connects to the site via open space owned by Louisville High School. The DEIR is deficient for not mapping and analyzing this habitat connectivity and the effect of the project and any alternative projects on it.

The subject property along with the adjacent Department of Water and Power (DWP) Girard Reservoir open space is also a habitat stepping stone for animals seeking to move west along Mulholland Drive to the MRCA's five-acre open space on the north side of Mulholland Drive approximately 800 feet to the west. The DEIR is deficient for not disclosing this spatial relationship or the existence of the MRCA's close proximity parkland. The DEIR is inadequate for failing to address how the proposed four lots on Mulholland Drive could significantly diminish habitat connectivity between Alizondo Park and the greater Girard Reservoir habitat block that includes City-owned road right of ways.

The DEIR is deficient for not disclosing and analyzing how the 11 acres of natural open space comprised of the subject site and the adjacent DWP land together constitute a

significant habitat block with significant oak woodland and raptor resource areas. There is no equivalent habitat area in the Santa Monica Mountains portion of the Los Angeles River watershed that contains such a high concentration of oak woodland on such gentle terrain. Most of the scores of oak trees onsite are mature and in good health. On average, the site has more than 32 native trees per acre for a total of 199.

The ecological capabilities of the adjacent DWP land and City-owned road rights of ways are dependent on the quality and availability of adjacent habitat on the subject property. The subject property undoubtedly buffers the woodlands in the DWP property. The DWP property contains remnant willow woodland elements on the bottom of the drained reservoir. The survival the herpeto-fauna of the DWP property probably depends on the availability of micro-sites on the subject 6.2 acres. The DEIR is deficient for not addressing how impacts within the 11-acre block could have substantial adverse impacts to other areas within it.

The DEIR is devoid of any consideration how introduced houses, long retaining walls, fences, grading, domestic pets, and lights could degrade the habitat resources in the adjacent public land. This DEIR inadequacy holds true whether there is future public access to the DWP land or not. The ecological capacity of the subject 6.2 acres is exemplified by the presence of coastal whiptail lizards, woodrat nests, oak titmouses and nuttall's woodpecker amidst a five year drought. If many of the fences in the 6.2-acre and DWP properties were removed, biological diversity would increase. Homes constructed on the subject 6.2 acres would require extensive permanent brush clearance on the natural resources in both the DWP property and the remaining open space within the 6.2 acres. The DEIR is deficient for not addressing brush clearance impacts both in regards to biological and visual impacts. The DEIR is further deficient for not addressing how the proposed develop could impact use of the site by owls and raptors. Did the applicant do a raptor nesting survey on the margins of the adjacent DWP property?

Unavoidable Significant Adverse Visual Impacts on Mulholland Scenic Parkway

The DEIR is deficient for not disclosing and analyzing how the subject section of Mulholland Drive from the west end of dirt Mulholland to 1500 feet east of the subject property has a greatly rural feeling and viewshed mixed with some development. The scenic characteristics of this section of Mulholland Drive are unique to the community and are a significant aesthetic resource. With four proposed houses, added lighting, and 100-200 feet of added deceleration and acceleration lanes along Mulholland Drive, the proposed project would adversely and irreparably transform the visual qualities of the scenic stretch of designated scenic parkway. For example would curb and gutter be

required? The written project description is inadequate because it does not include the proposed acceleration and deceleration lanes on Mulholland Drive.

The subject section of Mulholland Drive is a premier, iconic scenic resource both in daylight and at nighttime because it is unlit on its side of the roadway. The current site condition has unique and highly valued visual characteristics. The proposed houses in any number on Mulholland Drive and their access infrastructure would significantly degrade the visual character of this resource. The houses would introduce a substantial new source of light.

Inadequate Analysis of Mulholland Core Trail

The DEIR is deficient for not disclosing and analyzing how the Mulholland Drive right-of-way that abuts the property is a significant resource for pedestrians and bicyclists. The Mulholland Specific Plan maps may show the Mulholland Core Trail on the opposing side of Mulholland Drive. However, the DEIR fails to analyze the viability of the core trail in this area and whether the subject project-adjacent right-of-way offers superior or additional core trail opportunities. For example the sidewalk east of Louisville High School is narrow, concrete, and has numerous Canary Island pines growing in the middle of the walking surface. The Mulholland Specific Plan does not contemplate a concrete core trail and envisions some variable horizontal separation between the trail and roadway if space allows. Furthermore, residents on the north side of Mulholland Drive would benefit from a trail on the north side of the road way. The DEIR shall remain deficient until it addresses the core trail location, access, and surface. It should also address potential project view impacts from the core trail as proposed. The applicant should be required to build the core trail or equivalent on the north side Mulholland Drive. The DEIR also fails to mention that this section of Mulholland Drive is the alignment for the Rim of the Valley Trail as approved by the State legislature.

Status of MRCA Parkland on Girard Reservoir Property

For the record the MRCA staff is working with the highest level DWP staff on the creation of a passive use open space park on adjoining DWP land. DWP staff members have agreed to such use under a written set of conditions that have been approved by the MRCA Governing Board. That agreement is heading to the DWP Commission for approval. The DEIR recognizes that an open space park proposal is in the works next door but fails to analyze how the proposed 19-unit project could adversely affect parkland recreation values and ecological resources. A copy of the preliminary park plan approved by the DWP staff is attached.

Inadequate Range of Alternatives

The DEIR range of alternatives is inadequate. The only development project analyzed is the Proposed Project. The proposed project removes over a dozen protected trees, creates a 100-200-foot-long extra paved lane along Mulholland Drive, breaks up an 11-acre habitat block, and totally alters the feel of a rural section of the scenic parkway. These visual impacts and biological impacts would not be mitigated below a level of significance by the proposed DEIR mitigation measures. There are unavoidable significant adverse biological and visual impacts with the current project footprint and height envelope. Alternative projects that can reduce or avoid these impacts must be analyzed in DEIR alternatives analysis.

The deficiency and tone of the DEIR is exemplified from the following statement in the Alternatives Analysis:

The significant impacts of the Project in the areas of aesthetics, air quality, biological resources, and noise would be reduced to less than significant levels via the implementation of the mitigation measures identified in this Draft EIR. Because any economically feasible development of the Project Site would likely also result in adverse impacts associated with these same environmental issue areas, the only alternative that would be certain to reduce such impacts is one that does not include development of the site.

The DEIR includes no facts or documentation about the economic feasibility of either the proposed project or any rejected DEIR alternatives. The DEIR is deficient for not including any development alternatives on the grounds that the only economically feasible alternative is the proposed project and that any alternative that resembles the proposed project would result in the same level or adverse impacts.

The DEIR shall remain deficient until it is re-circulated with at least one reduced development footprint alternative that receives a full alternatives analysis. The most obvious reduced development footprint to analyze is to eliminate the four homes that take access from Mulholland Drive. The removal of these four lots would both wholly avoid and substantially reduce numerous biological and visual impacts.

The four proposed houses on Mulholland Drive with the required added acceleration and deceleration lanes would have an unavoidable significant adverse visual impact on the Mulholland Scenic Parkway. The fact that three story houses are part of the project description further amplifies these potential visual impacts. The proposed mitigation of

submitting a landscape plan both post- FEIR and post project approval that will supposedly screen the houses and driveways is deferred mitigation. Until decision-makers can see simulations of how such landscaping can mitigate the houses and all their appurtenances, the DEIR shall remain deficient. None of the visual impact mitigation measures show, or in detail explain, how they would specifically reduce impacts. All of the claimed mitigation is just that claimed with zero supporting evidence.

The DEIR shall remain further deficient for relying on such unrealistically enforceable deferred mitigation measures. The truth is that it is extremely rare that any City department ever checks on and enforces any post construction violations of Mulholland Design Review Board imposed conditions. In this case, the proposed design mitigation does not even exist yet to even be analyzed by the public or decision makers. The DEIR proposes hypothetical mitigation measures that cannot be reviewed and analyzed. To further accentuate the preposterousness of this visual impact mitigation proposal, post construction, the individual homeowners would be handed yet-to-be prepared maintenance guidelines to ensure that the mitigation plan and measures each work. The problem is that there are zero existing performance criteria, no dimensional parameters, or trustable or enduring future enforcement mechanisms.

An applicant declared DEIR project objective of 19 homes that would result in unavoidable significant adverse biological and visual impacts does not wash away the associated significant environmental impacts. The DEIR is deficient for not including a 16 or 17 unit project within the same disturbance footprint of proposed lots 5-19. The DEIR is deficient for not addressing an alternative project with 19 smaller homes on smaller lots. The minimum lot size could be maintained by including lot extensions into a deed restricted open space area that about the DWP property.

No Permanent Land Protection Mechanism for Proposed Undeveloped Area

The DEIR will remain deficient until it includes and analyzes the effectiveness of permanent mechanisms to protect undeveloped land within the proposed project and each future alternative project. Until there is a required permanent protection mechanism in the mitigation measures the open space cannot be considered protected and thus not subject to future development.

No Analysis of Large Mature Willow in Covered Blueline Drainage

The DEIR is deficient for not addressing the fate of a large on site willow tree and for not analyzing why a riparian tree is growing where the blueline stream is channelized and covered up. What moisture source is supporting this willow tree and any others on site? The DEIR states that a substantial amount of moisture now sheet flows from Mulholland Drive to the proposed development area. The DEIR is deficient for not addressing how this moisture source benefits all potential native trees onsite and how its loss from a modified curb and gutter could have a negative impact on the existing native trees by reducing their available soil moisture. With near permanent drought condition in Los Angeles, tree survival is more tenuous relative to loss of water and disturbances.

Need for Mulholland Right of Way Protections and Guarantees

It is critical that the project conditions for any approved project forbid any fencing, pilasters, lights, hardscape, or non-native plants in the adjacent Mulholland Drive right-of-way. The project footprint, mitigation measures, and conditions must work to maximize retention of the rural feeling along Mulholland Drive.

Another reason why no house access should be allowed on Mulholland Drive is that the acceleration and deceleration lanes require the removal of an iconic oak tree on public land.

The DEIR is deficient because it does not address how to make the existing bike lane work with the proposed project.

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Milena Zasadzien
Girard Reservoir Adjacent Subvision DEIR Comments
May 2, 2016
Page 7

Please direct any future correspondence to my attention at the above letterhead address, by email at Edelman@smmc.ca.gov, or by phone at (310) 589-3200 ext. 128.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Edelman", written in a cursive style.

PAUL EDELMAN
Deputy Director
Natural Resources and Planning



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission, City Planning Commission, City Council, Director of Planning

Regarding Case Number: VTT-67505

Project Address: 22241-22255 Mulholland Drive

Final Date to Appeal: November 11, 2019

- Type of Appeal: Appeal by Applicant/Owner, Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved, Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Kathleen Vercillo

ORIGINAL

Company: Louisville High School

Mailing Address: 22300 Mulholland Drive

City: Woodland Hills State: CA Zip: 91361

Telephone: 818-346-8812 ex. 1007 E-mail: kvercillo@louisvillehs.org

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self, Other:

- Is the appeal being filed to support the original applicant's position? Yes, No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Mr. James C. Hughes

Company: James C. Hughes, a Professional Corporation

Mailing Address: 25351 Prado de Ambar

City: Calabasas State: CA Zip: 91302

Telephone: Cell 818-429-0188 E-mail: jhughes@jimhugheslaw.com

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part

Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Robert M. Neville

Date: November 8, 2019

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
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- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

ORIGINAL

This Section for City Planning Staff Use Only		
Base Fee: <u>\$89.00</u>	Reviewed & Accepted by (DSC Planner): <u>Steven Wechsler</u>	Date: <u>11-8-19</u>
Receipt No: <u>0201688750</u>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

James C. Hughes
25351 Prado de Ambar
Calabasas, CA 91302
Direct dial: 818.429.0188
Facsimile: 818.225.9513
Email: jhughes@jimhugheslaw.com

November 8, 2019

Department of City Planning
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Re: Appeal By Louisville High School
Vesting Tentative Tract Map No. 67505 and Related Filings
22241-22255 West Mulholland Drive (the "Project")
Appeal Application Section 4

Ladies and Gentlemen:

I am counsel to Louisville High School ("Louisville") which is located directly across Mulholland Drive from the proposed Project. I am also a member of the Louisville Board of Directors and the parent of a Louisville alumna with long time personal knowledge of the facts and circumstances discussed below. At my client's request, this will constitute Louisville's responses to Section 4 of the Appeal Application concurrently filed by Louisville regarding the Project.

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of being appealed? ENTIRE DECISION

Are specific conditions of approval being appealed? NO

REASONS FOR APPEAL

A. Reason For Appeal: Louisville is located at 22300 Mulholland Drive, directly across from the Project. In this area, Mulholland Drive is a bi-directional (single lane in each direction) arterial that serves as the critical east-west traffic thoroughfare between Topanga Canyon Boulevard on the east and the 101 Freeway on the west. Mulholland Drive is the only means of vehicular ingress and egress to Louisville for its student body, faculty, staff, and visitors to the campus.

Louisville's prime concerns relating to the Project involve (i) traffic considerations, (ii) density of the Project, and (iii) the impacts of the Project

VTT - 67505-1A - ^{done} 11-8-19
3/5

design which negatively impacts the safe, quiet, and orderly mutual co-existence of the Project and its residents with the Louisville educational environment that has occupied its present site since the 1950's.

Regarding traffic, at existing peak student arrival and departure times, traffic conditions on Mulholland Drive are significantly impacted by the flow of significant levels of commuter and local east and west-bound traffic on Mulholland Drive, as well as Louisville-bound traffic coming from both directions. The narrowness of Mulholland Drive in this area combined with few available alternative routes causes even the slightest disruption in traffic flow to result in major disruption of traffic in the area. Therefore, it is essential that additional traffic loads on Mulholland Drive in this area be avoided to prevent exacerbation of an already substandard condition.

Given this background, Louisville believes it is essential that the Project design direct traffic flow away from Mulholland Drive onto San Feliciano Drive or other available arteries. There are four (4) homes identified on the Project Vesting Tentative Tract Map No. 67505 (the "Tract Map") (i.e., Lots 1-4) which are proposed to ingress and egress from Mulholland Drive. These lots should be reconfigured to take their ingress and egress from streets other than Mulholland Drive. This will have the benefit of alleviating area-wide traffic problems on Mulholland Drive which have the potential to affect a large number of daily commuters, as well as Louisville.

Regarding density of the Project, the site and area conditions are far from optimal for development of the proposed nineteen (19) single family homes, whether or not this is the maximum nominally allowed under the applicable zoning. Site conditions are often a check on maximum development plans. Careful re-consideration should be given to the reduction of density of the Project to make it more compatible with the site, as well as alleviate substantial impacts on the surrounding community and traffic infrastructure.

Regarding the safeguarding of the peaceful coexistence of the longtime Louisville operations with the proposed new residential use of the Project, additional consideration must be given to impacts of the Project design, density, and situation of homes vis-a-vis the existing use and operations of adjacent or nearby uses such as Louisville's. Except for references in the City public reports regarding the Project to the repeated voicing of objections by Louisville, SOS, and other groups, there is little, if any, treatment of these objections by the City in the public record.

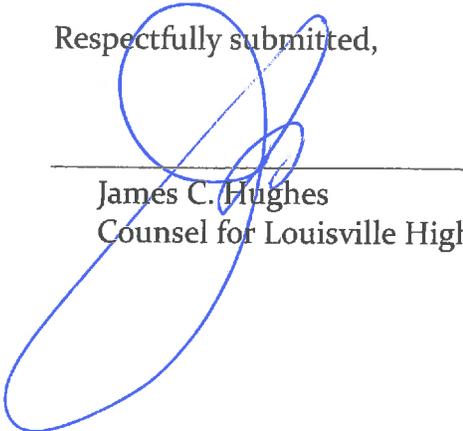
B. Specifically The Points At Issue: Please see the discussion above at Section A.

C. How You Are Aggrieved By The Decision: Please see the discussion above at Section A. In addition, the safety and security of Louisville students, as well as the preservation of an orderly and reasonably quiet residential environment in the area, are primary responsibilities of Louisville. You will note Louisville has not stated a desire to block all development of the Project property, but has taken exception to those aspects of the Project which directly threaten Louisville's ability to pursue its mission of educating the next generation of our leaders.

D. Why You Believe The Decision-Maker Erred Or Abused Their Discretion. Based on the public record, the decision-maker appeared to pay insufficient attention to conditions in the area, particularly traffic conditions, after determining traffic conditions were at level D. The only project alternatives considered were either "no project" or "park use." A smaller version the Project, reconfigured and without Mulholland Drive ingress or egress, would have been a far more productive exercise.

For the above and other reasons which will be discussed at the hearing of this matter, Louisville objects to the proposed approval of the Project in its current form and configuration.

Respectfully submitted,



James C. Hughes
Counsel for Louisville High School

VTT - 67505-1A

done
SofS
11-8-19

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part

Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

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- The reason for the appeal
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I certify that the statements contained in this application are complete and true:

Appellant Signature: *Bri* Date: 11-11-2019

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- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>\$ 89.00</u>	Reviewed & Accepted by (DSC Planner): <u><i>[Signature]</i></u>	Date: <u>11/12/2019</u>
Receipt No: <u>0201688867</u> <u>0201688867</u>	Deemed Complete by (Project Planner): <u><i>[Signature]</i></u>	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

ATTACHMENT TO APPEAL

Date: November 11, 2019

Vesting Tentative Tract Map Number: VTT-67505

Address: 22241-22255 West Mulholland Drive

Council District 3: Blumenfeld

Existing Zone: R1-1

Community Plan: Canoga Park – Winnetka – Woodland Hills – West Hills

Related Case: ZA-2007-1255-ZAD

Environmental Case: ENV-2005-2301-EIR

Appellant: Beth Rider

Address: 4623 Cerrillos Drive, Woodland Hills CA 91364

As a resident living within 500 feet of the property at 22241-22255 West Mulholland Drive, I, Beth Rider, am appealing Tract Map VTT-67505 and the EIR ENV-2005-2301-EIR in their entirety for the reasons stated below.

Violation of the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, specifically the Mulholland Scenic Parkway Specific Plan.

1. **Adverse Impact to the Trees and Scenic Beauty of the Property, the Neighborhood, and the Mulholland Scenic Corridor:** 22241-22255 West Mulholland Drive lies within the Mulholland Scenic Corridor. With over 150 protected trees (Coast Live Oaks and Southern California black walnuts), the property is home to the last standing ancient oak grove in Woodland Hills. The *Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan* protects the “Preservation of natural resources or ecologically important areas” (Page 111-1 1). If you have ever driven by or visited the site, the beauty and ecological importance of this property is obvious amidst the rapidly increasing overdevelopment consuming Woodland Hills.

As acknowledged in the VTT-67505 report dated November 1, 2019 on page 69, “the major scenic resource on the Project Site is its trees”. Yet the project is now approved to remove 28 protected trees and eventually kill numerous others based on the close proximity of the houses, streets, and retaining walls within the drip line of the remaining trees. See attached Tract Map 67505 with an overlay of:

1. Google Maps showing the tree canopies in relation to the houses, streets, and retaining walls
2. Numbered trees in relation to the houses, streets, and retaining walls.

[Henceforth, this map will be referred to as the “*Tract Map 67505 Tree Overlay*”]. If the soil elevation and waterflow are changed within 100 feet of the drip line of a mature oak tree, the oak tree’s eventual demise is almost guaranteed.

Lots 11, 12 and 13: As can be seen in the *Tract Map 67505 Tree Overlay*, there is a very large grouping of oak trees in this specific area of the property. The side of the property on San Feliciano is lined with gorgeous, ancient oak trees from the northmost point of the property going south, well past Cerrillos Drive. These lots will either require the removal of or adversely encroach upon many of these protected trees, destroying our neighborhood’s natural resources and damaging the scenic view.

The **Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan** also states: “The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months...”, (Page V-5). Often the hottest place in the Valley with temperatures exceeding 100, Woodland Hills needs to preserve its trees, not irresponsibly cut them down.

2. **Inappropriate Plan for this Site:** This property is made up of some flat surface, a valley and largely steep terrain. To squeeze 19 houses into this property, the City Planning Commission approved the project for 10,280 cubic yards of grading. The grading decision includes 3040 cubic yards of cut, 7240 cubic yards of fill, requiring 4200 cubic yards (336 dump trucks!) of imported material.

The **Mulholland Scenic Parkway Specific Plan** states that a project should use minimal grading to retain the natural appearance, (Section 2-G, Page 3). It also states that a project should “preserve the natural topographic variation within the Inner and Outer Corridors”, (Section 2-H, Page 3).

A responsible project calls for less houses, minimal grading, working with the site, not decimating the site.

3. **Incompatibility with the Neighborhood:** The **Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan** protects a neighborhood’s character. It states: “Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.” (Page I-9)

Height Incompatibility: The surrounding neighborhood is made up of primarily single-story homes with attached garages. The project as approved by the City Planning Commission allows building heights up to 33 feet high with 2 stories.

The developer has never revealed where the garages would be (detached, attached or underneath the houses). Given the house pad sizes below, the only way to achieve 3,000-4,000 total square footage per house is vertically. And if the garages are underneath, the City essentially approved 3-story buildings, (allowed by the 33 feet in building height and the flat roofs that are typical of this builder).

Pad Size	# of Lots	% of Houses
1,645	7	37%
1,740	1	5%
2,000	6	32%
2,400	5	26%

Lot Sizes & Density: Because much of the site is unbuildable, the lots are oddly shaped with little usable space. Due to the resulting lot lines on Tract Map 67505, many of the buildings will be grouped closely together with narrow side yards, tall structures, and limited curb space between driveways. With the massing of these structures, the project will effectively look like detached condos in a neighborhood of single story, ranch-style homes on large lots with wide side yards.

Public Safety Concern: The placement of the private street approved in Tract Map 67505 poses a public safety risk. Given the steep grade of the hill on San Feliciano (which is also on a curve), 250 feet is insufficient time to stop for someone pulling out of the new private street. Did anyone from the City come out and actually look at the property, the proposed street, and consider the curve and the grade of the San Feliciano hill?

Violation of CEQA Section 21002:

CEQA Section 21002 states "Public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects".

The developer has not proposed a viable alternative. I do not object to development. I object to reckless development.

I recommend a project that:

- Works with the natural lay of the site without extensive grading and huge retaining walls
- Is compatible with the neighborhood in terms of height, lot sizes, side yards and house proximity to each other
- Preserves the trees and scenic view
- Places lots 11, 12, and 13 into a conservation easement, preventing those trees from being removed or damaged
- Allows for safe access to and from the property

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "B Rider".

Beth Rider
4623 Cerrillos Drive
Woodland Hills, CA 91364

VESTING TENTATIVE TRACT MAP NO. 67505

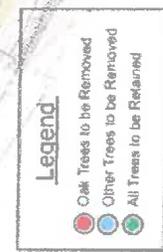
22255 MULHOLLAND DRIVE

LEGAL SCALE 1" = 40'



- GENERAL NOTES**
1. THE TRACT MAP IS SUBJECT TO THE EXISTING RECORD PLATS AND RECORDS OF THE COUNTY OF LOS ANGELES.
 2. THE TRACT MAP IS SUBJECT TO THE EXISTING RECORD PLATS AND RECORDS OF THE COUNTY OF LOS ANGELES.
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LEGAL RESERVATION:

THE TRACT MAP IS SUBJECT TO THE EXISTING RECORD PLATS AND RECORDS OF THE COUNTY OF LOS ANGELES.

LEGAL DESCRIPTION:

THE TRACT MAP IS SUBJECT TO THE EXISTING RECORD PLATS AND RECORDS OF THE COUNTY OF LOS ANGELES.

EARTHWORK GRADING SUMMARY:

ITEM	AMOUNT
1. CUT	1,234.56
2. FILL	567.89
3. TOTAL	1,802.45

LOT INFORMATION LEGEND:

LOT NO.	AREA (SQ. FT.)	AREA (SQ. M.)
1	1,234.56	113.94
2	567.89	52.21
3	1,802.45	167.15

LOT INFORMATION LEGEND:

LOT NO.	AREA (SQ. FT.)	AREA (SQ. M.)
1	1,234.56	113.94
2	567.89	52.21
3	1,802.45	167.15

Exhibit A - Tract Map
Case No. VTT 47504
Stamp dated April 10, 2018

VESTING TENTATIVE TRACT MAP
TRACT NO. 67505

DATE OF RECORDING: 04/10/2018

BY: [Signature]

VESTING TENTATIVE TRACT MAP
TRACT NO. 67505

DATE OF RECORDING: 04/10/2018

BY: [Signature]

VESTING TENTATIVE TRACT MAP
TRACT NO. 67505

DATE OF RECORDING: 04/10/2018

BY: [Signature]

VESTING TENTATIVE TRACT MAP
TRACT NO. 67505

DATE OF RECORDING: 04/10/2018

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VESTING TENTATIVE TRACT MAP
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DATE OF RECORDING: 04/10/2018

BY: [Signature]

VESTING TENTATIVE TRACT MAP
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VESTING TENTATIVE TRACT MAP
TRACT NO. 67505

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BY: [Signature]

VESTING TENTATIVE TRACT MAP
TRACT NO. 67505

DATE OF RECORDING: 04/10/2018

BY: [Signature]

VESTING TENTATIVE TRACT MAP
TRACT NO. 67505

DATE OF RECORDING: 04/10/2018

BY: [Signature]

ORIGINAL



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission, City Planning Commission, City Council, Director of Planning

Regarding Case Number: ZA-2007-1255-ZAD 2A-2007 UTT-67505

Project Address: 22241-22255 Mulholland Drive, Woodland Hills, CA 91364

Final Date to Appeal: 11/11/2019

- Type of Appeal: Appeal by Applicant/Owner, Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved, Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Peter Fletcher

Company:

Mailing Address: 22123 Independencia Street

City: Woodland Hills State: CA Zip: 91364

Telephone: (310) 387-2466 E-mail:

- Is the appeal being filed on your behalf or on behalf of another party, organization or company? Self, Other
Is the appeal being filed to support the original applicant's position? Yes, No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable):

Company:

Mailing Address:

City: State: Zip:

Telephone: E-mail:

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part
 Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Pat B. Wotet Date: 11/7/2019

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
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This Section for City Planning Staff Use Only		
Base Fee: <u>\$89.00</u>	Reviewed & Accepted by (DSC Planner): <u>Maritza Pnekop</u>	Date: <u>11/8/19</u>
Receipt No: <u>0202688548</u>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

APPEAL FILED BY: Peter Fletcher

Date: November 7, 2019

Subject: Case No.: ZA-2007-1255-ZAD VTT-67505

Location: 22241-22255 Mulholland Drive, Woodland Hills CA 91364

CEQA: ENV-2005-2301-EIR

REASONS FOR APPEAL:

Public Notification and Public Outreach

1. The last public hearing was held on October 2, 2018. No other public hearings have been held for over one year to allow for stakeholder comment prior to this approval. Therefore, the neighborhood was provided no knowledge of the content of the current application nor the ability to provide public input for any updates or changes made to the project that may have occurred in the past year.
The deadline for this appeal is November 11, 2019, Veteran's Day, which is a holiday and City offices are closed.
2. The applicant repeatedly failed to comply with agreements made between himself and the neighbors, that the applicant would pro-actively work with the neighbors. This agreement was publicly agreed to at a publicly held Woodland Hills-Warner Center NC PLUM Committee Meeting prior to the October 2, 2018 hearing.
3. The applicant has failed to comply with agreements made and the direction given by the Zoning Administrator at the joint public hearing before the Deputy Advisory Agency Zoning Administrator on October 2, 2018, where the applicant was directed by the Deputy to pro-actively work with the neighbors and local entities including the Council office, the NC, Louisville High School, and Santa Monica Conservancy.
4. The applicant has failed to address the concerns of the neighbors, local agencies and maintained a secretive demeanor and a behind the scenes course of action.

Compatibility with the Surrounding Neighborhood and other concerns:

1. The applicant proposes to build (19) two story homes with a height of (33) feet. The affected homes on San Feliciano are all (1) story, as are most homes in the immediate area. The height, lot size and design of the homes is not compatible and is inconsistent with the surrounding homes.
2. The applicant at the October 2, 2018 hearing proposed building (1) private street, with the entrance on the curved down slope of the hill on San Feliciano. The neighbors and local agencies, strongly advised the applicant and the Zoning Administrator that this will be a safety hazard as:
 - a. San Feliciano is a cut through for traffic going to and from Ventura Blvd, Topanga Blvd, and the Topanga Elementary School. The hill on San Feliciano is from Mulholland Drive to the first stop sign. This is a short distance with bad sight lines.
 - b. Traffic is moving quickly down this hill. There is already a stop sign at the bottom of the hill. Another entrance half-way down the hill will cause traffic issues and isn't safe.

- c. In the past year the applicant has added two more entrances to the development. One appears to be at the stop sign on San Feliciano and one on Mulholland Drive across the street from the entrance to Louisville High School where there are currently traffic mobility issues. This was opposed by the Mulholland Design Review Board. These entrances deserve neighborhood review.
- 3. The project will displace the wildlife that lives in this (6) acre open space into the yards and streets of surrounding homes. Wildlife that has called this acreage their home for decades. The abundance of snakes, coyotes, bob cats and other wildlife will seek refuge in the neighborhood. This is of grave concern to a single-family neighborhood, many who have children and pets, as this area is primarily comprised of families with children who attend Woodland Hills Elementary School and Louisville High School. Children who constantly play outside and walk their pets. This issue cannot be mitigated by the City.
- 4. Project construction will in fact greatly impact the neighborhood with noise, dust and air pollution for a very long time. Because of the terrain, noise travels easily in this neighborhood and constant everyday noise at the project site will be heard much more intensely because the project sits in the middle of the neighborhood.
The city cannot mitigate what the neighbors know, because we live here, and we know how noise travels in this neighborhood. Someone writing a determination downtown doesn't understand this depth of this issue because they don't live here. The applicant isn't concerned because he doesn't live here. Noise is a profound issue.
- 5. This acreage/open space is covered with hundred-year old protected live oaks. There is absolutely no guarantee that the City can prevent the applicant from cutting down these trees.
The applicant will be do what is beneficial for his project. The applicant has repeatedly expressed no interest in saving the trees. If he cuts the trees down, all the City can do is reprimand him. The City cannot make hundred-year old live oak trees just grow back. Utility pipes, drip lines, curb cuts, street construction, retaining wall construction, building construction will in fact kill hundred-year old trees that have an extensive root system. Putting in 36-inch box trees doesn't replace hundred-year old trees.
The applicant knows this.
Live Oaks are protected, yet the City, too often, finds ways to allow them to be destroyed.
- 6. The all-day grading and hauling of dirt and construction materials on a busy residential street that sits on a curved down slope of a hill. It sounds exactly as bad as it will be. There is no mitigation that will change that. Everyone knows how big and loud and intrusive that will be.

Findings

Building 19 homes on 6 acres sounds reasonable until you look at the map and realize that much of the acreage is not buildable. Therefore, the applicant must build two story homes on small lots close to the homes on San Feliciano to accomplish his goals. Therefore, these lot sizes and homes are therefore vastly out of character with the neighborhood. The result is to cut up and possibly destroy what has been historically preserved and much needed open space in Woodland Hills. And destroy the last large grove of protected live oaks in the city. It is the hope of the

community that this land will become part of the Santa Monica Conservancy as it sits within the Mulholland Scenic Corridor and the City will make every effort to protect this site.

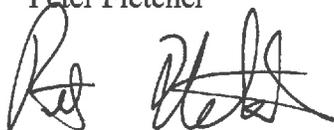
1. Building nineteen two story homes in the middle of a long-established one-story neighborhood will not “enhance” the environment of the neighborhood. Removing or killing protected live oaks will not “enhance” the environment of the neighborhood. The loss of (6) acres of open space will not “enhance” the environment of the neighborhood. Displacing wild animals into the neighborhood will not “enhance” the environment of the neighborhood. The writer noting that there is a two-story shopping center in Calabasas and that the project adds more luxury housing for sale in the neighborhood doesn’t mitigate these issues.
2. The City allowing the applicant to build over-in-height retaining walls, by mitigation, says that the project is not compatible with the surrounding area. That the applicant is forcing the terrain to bend to his will to meet his goal to build (19) houses on a site that wasn’t a buildable site for this type of development when this neighborhood was originally built.
The writer of the mitigation says the applicant must provide landscaping to cover the walls. The City can’t enforce that. The applicant can initially plant landscaping near the walls. But the City can’t make sure it grows, prevent it from dying and prevent the walls from becoming a permanent eyesore.
3. Adverse effects or impacts to public health, welfare and safety. The determination writer says “the (EIR) identifies no substantial environmental impact”. That is one opinion by people who don’t live in the neighborhood and won’t be impacted. It is always easy to make decisions for other people when those decisions don’t affect you personally.
4. The General Plan and citywide policy.
This is what we were told when the City asked the citizens of Woodland Hills to sign off on the high-density development written into the Warner Center Specific Plan:
 - a. the Warner Center Specific Plan was going to protect the surrounding neighborhoods from density, preserve the character of the neighborhoods and preserve neighborhood open space because all density was only going to be placed in Warner Center.
 - b. The City would protect Ventura Blvd. from over development because all new development would be in Warner Center. And the Ventura Blvd Specific Plan would be kept as is to preserve Ventura Blvd, as our local “downtown”.
 - c. The City would protect the South of Ventura Blvd. neighborhood open space and character and south Topanga Blvd would be protected from over development to retain its character.

That was the promise.

Thank you for time and consideration of this matter.

Best regards,

Peter Fletcher



22123 Independencia St., Woodland Hills, CA 91364
(310) 387-2466

VESTING TENTATIVE TRACT MAP NO. 67505
22255 MULLHOLLAND DRIVE



This shows how the houses and lot sizes within the proposed project compare with the houses and lot size of the houses that are currently on San Feliciano Street and in the neighborhood

ORIGINAL



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission, City Planning Commission, City Council, Director of Planning

Regarding Case Number: VTT-67505

Project Address: 22241- 22255 West Mulholland Drive

Final Date to Appeal: 11/12/2019

- Type of Appeal: Appeal by Applicant/Owner, Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved, Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Payam Yeganeh

Company:

Mailing Address: 4600 San Feliciano Dr

City: Woodland Hills State: CA Zip: 91364

Telephone: 3109484308 E-mail: connectwithpy@gmail.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company? Self, Other
Is the appeal being filed to support the original applicant's position? Yes, No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable):

Company:

Mailing Address:

City: State: Zip:

Telephone: E-mail:

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part
 Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: 11/11/2019

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

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 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
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- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: \$ 89.00	Reviewed & Accepted by (DSC Planner): Daisy Benicia	Date: 11/12/19
Receipt No: 0203688877	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

APPEAL FILED BY: Payam Yeganeh

Subject case: Case No.: ZA-2007-1225-ZAD, and VTT-67505

Location: 22241-22255 Mulholland Drive, Woodland Hills, CA 91364

CEQA: ENV-2005-2301-EIR

Date: November 11, 2019

Appellant: Payam Yeganeh, homeowner living in 4600 San Feliciano Dr, Woodland Hills - within 200 feet of the proposed construction sites

In approving the Project, the Advisory Agency and City of LA associated zoning administrators erred for the following reasons:

- 1- The Tentative Track Map is inadequate in addressing State of California Solar installation requirements for single family residences and the impacts of solar panels light reflection and glazing effects to the Mulholland interior corridor:

The new California building standards Title-24 mandates rooftop solar panels for every house to be built after 2020. In addition, as per City of Los Angeles instructions for filing Tentative Track Maps item B-9, a Solar Report shall be prepared by a licensed engineer, architect or solar system expert, prior to building design; therefore,

- a) The Tentative Track Map has not followed the published instruction by city of LA to prepare the Solar Report, and hence is inadequate.

Within this concept, the Mulholland Scenic Parkway Specific Plan Design Guideline requires minimizing visual impact of lighting to preserve Scenic Parkway's park-like setting, and avoid lighting into trees or direct lighting visible from Mulholland Drive. Solar panels that will be installed on the proposed 19 two-story single family residences can reflect lights and the associated glare will be visible to interior corridor of the Mulholland drive.

As the Tentative Track Map has already determined the lot sizes and orientation of each single family house, it is required to perform an engineering analysis to evaluate the potential glaring and light reflection.

- b) Solar glare and light reflection analysis have not been performed for the proposed plans. As the glare and light reflection from solar panel can be visible from Mulholland Drive, therefore the decision on approval of Tentative Track Map and associated plans is made with inadequate data.

- 2- The Zoning Administration determination has found the proposed plan - which has approved two-story single family residence - is compatible with neighborhood. However, this determination is based on inaccurate data:

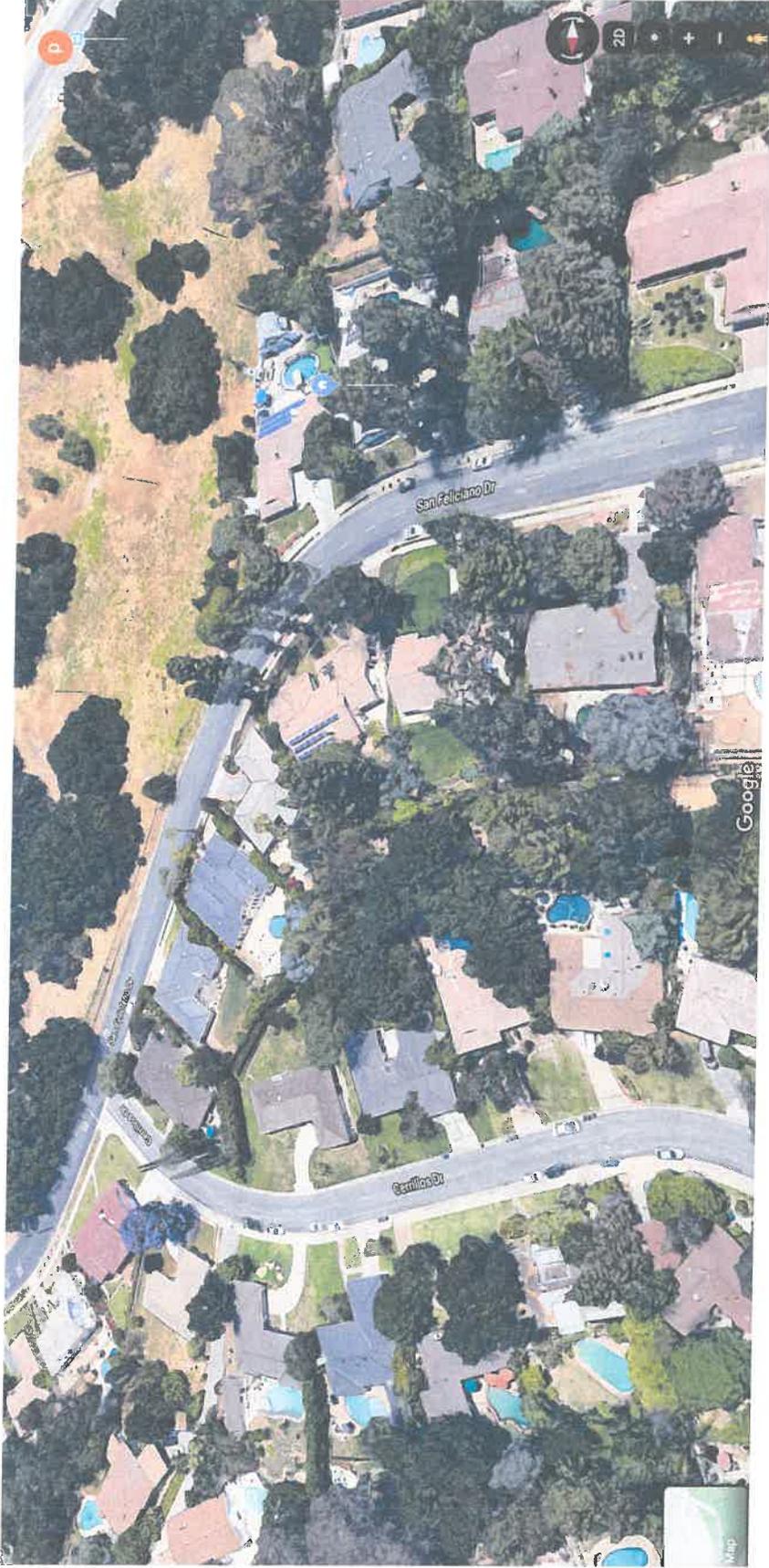
- c) As per my visual observations in the neighborhood and also below aerial maps, there is no two-story single-family residence adjacent to the proposed site development, and hence the proposed plan is not compliant to the community plan.

The Canoga Park-Winnetka-Woodland Hills-West Hills community plan requires that any proposed development be designed to enhance and be compatible with adjacent development.





All houses adjacent to the site are one-story ranch style single family residences, no two-story house in the neighborhood, so the proposed plan is inconsistent with neighborhood and inconsistent with the neighborhood community plan policies.



All houses adjacent to the site are one-story ranch style single family residences, no two-story house in the neighborhood, so the proposed plan is inconsistent with neighborhood and inconsistent with the neighborhood community plan policies.

ORIGINAL



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission, City Planning Commission (checked), City Council, Director of Planning

Regarding Case Number: Vesting Tract Map No. 67505

Project Address: 22241-22255 West Mulholland Drive

Final Date to Appeal: November 12, 2019

- Type of Appeal: Appeal by Applicant/Owner, Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved (checked), Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): David Bryant

Company: N/A

Mailing Address: 4673 San Feliciano Drive

City: Woodland Hills State: CA Zip: 91364

Telephone: 818 961 7710 E-mail: dave@davebryant.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company? Self (checked), Other:
Is the appeal being filed to support the original applicant's position? Yes, No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): N/A

Company:

Mailing Address:

City: State: Zip:

Telephone: E-mail:

APPEAL 8
David Bryant
November 12, 2019
VTT-67505-1A

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Entire Part
 Are specific conditions of approval being appealed? Yes No

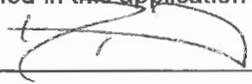
If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ 

Date: Nov 12, 2019

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
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This Section for City Planning Staff Use Only		
Base Fee: \$ 89.00	Reviewed & Accepted by (DSC Planner): Daisy Benicia	Date: 11/12/19
Receipt No: 0202689030	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

November 11, 2019

APPEAL OF VESTING TRACT MAP No. 67505
Address: 22241-22255 West Mulholland Drive
Council District: 3 - Blumenfield

cc: Councilman Bob Blumenfield

Appealed by: David Bryant, Stakeholder
Address: 4673 San Feliciano Drive, Woodland Hills, CA 91364

SUMMARY OF APPEAL

- CEQA statute was not followed by the public agency that approved this Vesting Tract Map – see two examples, below
- Los Angeles City Planning has approved this Vesting Tract map in disregard of their Guiding Principles – see specifics on Page 3
- Los Angeles City Planning has approved this Vesting Tract map in disregard of their Core Objective – see specifics on Page 3

CEQA BASIS FOR APPEAL (2)

CEQA Section 21002 provides that, “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental impacts of such projects.”

CEQA Basis of Appeal (1): On page 21 of the Vesting Tract Map, the FINDINGS OF FACT (CEQA) Section 1 states the Vesting Tract Map will result in “removal of 28 (15 protected) trees.”

- CEQA statute was not followed as required – no feasible alternatives to the removal of 15 protected trees have been explored
- Additionally, grading and construction would occur within the driplines of additional protected trees, resulting in substantial damage and/or their ultimate destruction
- The public agency which has approved this Vesting Tract Map has not exercised due diligence in mitigating the removal of protected trees

CEQA Basis of Appeal (2): The public agency which approved this Vesting Tract Map has not explored feasible alternatives or mitigation measures to lessen the environmental impact of the placement of the proposed private driveway near the intersection of San Feliciano Drive and Cerrillos Drive. There are clearly feasible alternatives which have not been explored.

Proposed Private Driveway includes mature, protected oak trees

- See picture, below, of mature oaks at the intersection of San Feliciano Drive and Cerrillos Drive which would have to be removed for the proposed driveway location
- There are clearly other options for the placement of a private driveway that would not require the removal of mature, protected oak trees



Location of proposed private driveway at the intersection of San Feliciano Drive and Cerrillos Drive

BASIS FOR APPEAL - Los Angeles City Planning has approved this Vesting Tract map in disregard of their Guiding Principles and Core Objective

<https://planning.lacity.org/about/department>

Los Angeles City Planning Guiding Principles

“By building consensus and setting a clear citywide vision, City Planning balances the diverse needs of Los Angeles’s communities.”

- Los Angeles City Planning has not built any consensus regarding this Vesting Tract Map – absolutely no public feedback from stakeholders has been incorporated in this Vesting Tract Map
- On October 2, 2018, at Marvin Braude Center, LA City Planning held a public hearing regarding this Vesting Tract Map
 - A standing room only crowd of stakeholders voiced intense opposition to this Vesting Tract Map
 - **The Vesting Tract Map approved by LA City planning contains only minor changes to the Vesting Tract Map presented on October 2, 2018 – no consensus whatsoever has been reached, in disregard of the LA City Planning Guiding Principles**
 - **These minor changes do not make the project compatible with the surrounding community**

Los Angeles City Planning Core Objective

“City Planning is responsible for long-range planning in Los Angeles. It works with local communities to enhance and preserve the built environment for future generations.”

- The Vesting Tract Map approved by Los Angeles City Planning does not enhance nor preserve our community for future generations
- **Los Angeles City Planning did not work with the local community to address the most significant of the clearly expressed concerns in the public hearing on October 2, 2018, in disregard of the LA City Planning Core Objective**

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

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CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
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DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

Mailing Date: November 1, 2019

Appeal Period Ends: November 11, 2019

Joel Miller
M & M Nicholson Partners (A)
3530 Mound View Ave,
Studio City, CA 91604

Marc Annoti
Harridge San Feliciano, LLC (O)
6363 Wilshire Blvd, Suite 600
Los Angeles, CA 90031

DS Ventures, LLC (R)
8383 Wilshire Blvd, Suite 1010
Los Angeles, CA 90017

Vesting Tentative Tract Map No. 67505

Address: 22241-22255 West Mulholland Drive
Council District: 3 - Blumenfeld
Existing Zone: R1-1
Community Plan: Canoga Park - Winnetka –
Woodland Hills - West Hills
Specific Plan: Mulholland Scenic Parkway
Related Case: ZA-2007-1255-ZAD
Environmental Case: ENV-2005-2301-EIR
(Sch. No. 2005111054)

Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2005-2301-EIR (SCH No. 2005111054), dated March 2016, and the Final EIR, dated August 2018 (Vesting Tentative Tract No. 67505 EIR), as well as the whole of the administrative record, and

CERTIFIED the following:

- 1) The Vesting Tentative Tract No. 67505 Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Vesting Tentative Tract No. 67505 Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- 3) The Vesting Tentative Tract No. 67505 Project EIR reflects the independent judgment and analysis of the lead agency.

ADOPTED the following:

- 1) The related and prepared Vesting Tentative Tract No. 67505 Project Environmental Findings; and
- 2) The Mitigation Monitoring Program prepared for the Vesting Tentative Tract No. 67505 Project EIR (Exhibit B).

EXHIBIT 1
VTTM Determination
November 1, 2019
VTT-67505-1A

Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency **APPROVED:**

Vesting Tentative Tract Map No. 67505, for the subdivision of an approximately 6.2-acre (two parcel / 269,857-square-foot) site into **19 lots** for 19 detached single-family dwellings, as shown on map stamp-dated April 10, 2019 (Exhibit A), a new **Private Street**, and a **Haul Route** for the import of 4,200 cubic yards of soil. The lots are based on the R1 Zone.

The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property. For an appointment with the Development Services Center call (213) 482-7077, (818) 374-5050, or (310) 231-2901.

The Advisory Agency's approval is subject to the following conditions:

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

(Additional BOE Conditions are listed in "Standard Condition" section)

1. That a 54-foot wide private street easement be provided for the proposed "A" Street including a 44-foot radius property easement cul-de-sac at the terminus on an alignment satisfactory to the Valley District Engineering Office.
2. That sanitary sewer easement be dedicated full-width of the proposed private street.
3. That the private street easement be part of the adjoining parcels.
4. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary easements for ingress, egress and public facilities over the private street area upon the sale of the respective lots and they will maintain the private street, free and clear of obstructions and in a safe condition for vehicular use at all times.
5. That a 5-foot and variable width strip of land be dedicated along San Feliciano Drive adjoining the tract to complete a 55-foot to 60-foot wide total right-of-way. Additional sidewalk easement may be necessary to allow for construction of meandering sidewalk to save the existing trees.
6. That arrangement be made with the Los Angeles County Department of Public Works prior to recordation of the final map for any necessary permits with respect to discharge into their existing storm drain system within the tract property.
7. That a Covenant and Agreement be recorded advising all future owners and builders that prior to issuance of a building permit, a Notice of Acknowledgment of Easement must be recorded and an application to do work in any drainage or sanitary sewer easements and to construct over the existing sanitary sewers and drainage facilities must be submitted to the City Engineer for approval.

8. That Board of Public Works approval be obtained, prior to the recordation of the final map, for the removal of any tree in the existing or proposed right-of-way area. The Bureau of Street Services, Urban Forestry Division, is the lead agency for obtaining Board of Public Works approval for removal of such trees.
9. That the following requirements in connection with grading and construction in and adjacent to public rights-of-way or private streets be complied with in a manner satisfactory to the City Engineer:
 - a. Cut or fill slopes in artificial fill and residual soils shall be no steeper than 2:1 (H:V). Cut slopes shall be no steeper than 1.5:1 (H:V) in competent bedrock.
 - b. The toes and crests of all cut and fill slopes shall be located on private property and shall be set back 2 and 3 feet respectively, from the property line.
 - c. Where fill overlies a cut slope, the fill shall be keyed horizontally into bedrock a minimum of 12 feet or the slope shall be over excavated a minimum of 12 feet and replaced as a compacted fill slope.
 - d. The consulting soils engineer shall provide methods of mitigating the effects of expansive soil, which underlies the public property and private streets. Prior to the approval of plans, the City Engineer must approve the proposed method.
 - e. All streets shall be founded upon firm natural materials or properly compacted fill. Any loose fill, loose soil, or organic material shall be removed prior to the placement of engineered fill.
 - f. Fill material shall be compacted to a minimum of 90 Percent relative compaction as defined in the Bureau of Engineering Standard Plan S-610. Fill shall be benched into competent material.
 - g. All slopes shall be planted and an irrigation system installed as soon as possible after grading to alleviate erosion.
 - h. Adequate perforated pipe and gravel sub-drain systems approved by the City Engineer shall be placed beneath canyon fills and behind retaining walls.
 - i. Slopes that daylight adversely dipping bedding shall be supported by either a retaining wall or a designed buttress fill.
 - J. Where not in conflict with the above, the recommendations contained in Byer Group Inc.'s geotechnical reports dated July 20, 2006, by the consulting engineering geologist Peter Kilbury (CEG 2401) and Geotechnical Engineer Robert Zweigler (GE 2120), shall be implemented.
 - k. GED required procedures for review and approval of grading and foundation construction as it relates to City Property and the Right-of-way are specified in the Inter-Departmental Correspondence-Geotechnical Engineering Division Requirements for Review and Approval of Grading and Foundation Construction, dated October 12, 2001 (attached). These procedures shall be followed during tract design and construction.

Any questions regarding this report should be directed to Mr. Georgic Avanesian of the Land Development Section, located at 201 North Figueroa Street, Suite 200, or by calling (213) 202-3484.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

10. Prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Inter-Departmental Letter dated November 21, 2017, Log No. 97648-02:
 - a. Prior to recordation, a grading permit shall be secured and a grading bond posted (106.1.2 & 7006.5).
 - b. The entire site shall be brought up to the current Code standard (7005.9).
 - c. The geologist and the soils engineer shall review and approve the detailed 40 scale grading plans prior to the issuance of the grading permits by the Department. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).
 - d. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).
 - e. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program, for the proposed construction within a natural watercourse. It shall be noted that approvals from the California Department of Fish and Game, California Regional Quality Control Board, and/or the Army Corps of Engineers may be required.
 - f. Approval shall be obtained from the utility company with regard to proposed construction within or adjacent to utility easement (7006.6).
 - g. Conformance with the Zoning Code Section 12.21 C8, which limits the heights and number of retaining walls, will be determined during the structural plan check.
 - h. All recommendations of the reports by Irvine Geotechnical, Inc. signed by Jon A. Irvine GE 2891, and Jon A. Irvine, CEG 1691, which are in addition to or more restrictive than the conditions contained herein shall also be incorporated into the plans for the project (7006.1).
 - i. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.
 - j. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).

- k. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
- l. All existing and new graded slopes shall be no steeper than 2H:1V, as recommended (7010.2 & 7011.2).
- m. All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties to protect slopes against erosion (7012).
- n. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
- o. If imported soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).
- p. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet whichever is greater, as recommended (7011.3).
- q. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
- r. Sub-drains must be installed in all natural drainage courses where compacted fill is to be placed (7013.8).
- s. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
- t. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion controls plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).
- u. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).
- v. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
- w. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring or constructed using ABC slot cuts as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

- x. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
- y. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
- z. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate all applicable surcharge loads for the design of the retaining walls and shoring.
- aa. Unsurcharged temporary excavations exposing unsupported geology and/or unsupported bedding planes shall be trimmed back at a 2H:1V slope inclination, as recommended.
- bb. Unsurcharged temporary excavation may be cut vertical up to 5 feet. For excavations over 5 feet up to 12 feet, the lower 5 feet may be cut vertically and the portion of the excavation above 5 feet shall be trimmed back at a gradient not exceeding 1:1, as recommended.
- cc. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
- dd. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
- ee. ABC slot-cut method may be used for unsurcharged temporary excavations with each slot not exceeding 7 feet in height and not exceeding 8 feet in width, as recommended. The soils engineer shall verify in the field if the existing earth materials are stable in the slot-cut excavation. Each slot shall be inspected by the soils engineer and approved in writing prior to any worker access.
- ff. All foundations shall derive entire support from a blanket of properly placed fill a minimum of 3 feet thick, as recommended and approved by the geologist and soils engineer by inspection.
- gg. Foundations adjacent to a descending slope steeper than 3:1 (horizontal to vertical) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the foot in bottom to the face of the slope (1808.7.2). Where the slope is steeper than 1:1, the required setback shall be measured from an imaginary plane 45 degrees to the horizontal, projected upward from the toe of the slope.
- hh. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be setback from the toe of the slope a level distance measure perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1). Where the slope is steeper than 1:1, the toe of the slope shall be assumed to be at the intersection of a horizontal plane drawn from the top of the foundation and a plane drawn tangent to the slope at an angle of 45 degrees to the horizontal.
- ii. Footings supported on approved compacted fill or expansive soil shall be reinforced with a

- minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.
- jj. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).
 - kk. The building design for lots 5 through 19 shall incorporate provisions for total anticipated differential settlements of 2 inches, which include 1 and 1 inches for static and seismic-induced loads, respectively. (1808.2)
 - ll. Special provisions such as flexible or swing joints shall be made for buried utilities and drain lines to allow for differential vertical displacement.
 - mm. Slabs placed on approved compacted fill shall be at least 4 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforced bars spaced a maximum of 16 inches on center each way.
 - nn. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane.
 - oo. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
 - pp. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 24 of the 04/06/2017 report. All surcharge loads shall be included into the design.
 - qq. Retaining walls at the base of ascending slopes shall be provided with a minimum freeboard of 12 inches, as recommended.
 - rr. The recommended equivalent fluid pressure (EFP) for the proposed retaining wall shall apply from the top of the freeboard to the bottom of the footing.
 - ss. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
 - tt. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
 - uu. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
 - vv. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
 - ww. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

- xx. The structure shall be connected to the public sewer system per P/BC 2014-027.
- yy. All roof, pad and deck drainage shall be conducted to the street or proposed dispersal wall in an acceptable manner; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer (7013.10).
- zz. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
- aaa. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
- bbb. Sprinkler plans for irrigation shall be submitted and approved by the Mechanical Plan Check Section (7012.3.1).
- ccc. Any recommendations prepared by the geologist and/or soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
- ddd. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008 & 1705.6).
- eee. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
- fff. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; ABC slot cuts; underpinning; pile installation; protection fences; and, dust and traffic control will be schedule (108.9.1).
- ggg. Installation of shoring, underpinning, slot cutting excavation and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6).
- hhh. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

- iii. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

11. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site once the following items have been satisfied:

- a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
- b. Provide a copy of ZA-2007-1255-ZAD. Show compliance with all the conditions/requirements of the above case as applicable.
- c. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication.
- d. Private Street to comply with Bureau of Engineering and Fire Department requirements.
Notes:

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. Any vested approvals for parking layouts, open space, required yards or building height, shall be "to the satisfaction of the Department of Building and Safety at the time of Plan Check."

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

12. Prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:

- a. All requirements and conditions listed in the DOT traffic assessment letter dated June 15, 2015, and all subsequent revisions to this traffic assessment, be applied to the tract map.
- b. A minimum 20-foot reservoir space is required between any security gate or parking space and the property line, to the satisfaction of DOT.
- c. A driveway width of $W=26$ feet is required for single family residential sites taking direct access to a 3 car garage and a driveway width of $W=18$ feet is required for all other single family residential sites with direct street access.
- d. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys,

CA 91401.

- e. That the subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.
- f. See **Condition 25: Mitigation Monitoring Program (Exhibit B) PDF I-1** regarding red curb requirements on San Feliciano Drive.

DOT contact: Taghi.Gharagozli@lacity.org or 818-374-4699.

FIRE DEPARTMENT

13. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:

- a. **Fire Flow**

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

- b. **Firefighting Personnel Access**

- (i). Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - (ii). The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - (iii). Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

- c. **Firefighting Apparatus Access**

- (i). 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.
 - (ii). 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.
 - (iii). The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - (iv). 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.

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

(vi). Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

(vii). The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

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

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

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

(x). Irrigated and managed greenbelts around the perimeter of all structures for a distance of 100 feet shall be considered as a buffer between the brush and the proposed project.

(xi). All landscaping shall use fire-resistant plants and materials. A list of such plants is available from the Fire Department.

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

(xiii). The brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the Homeowner's Association under supervision to the Los Angeles City Fire Department in order to reduce the risk of brush fires spreading to the homes.

(xiv). Any required roadway improvement within the Hillside Ordinance shall be completed prior to the Fire Department signing off and building plans or building permit application.

(xv). For any new construction of, or addition to, a one-family dwelling on a lot that does not have a vehicular access route from a street improved with a minimum 20 foot wide continuous paved roadway from the driveway apron that provides access to the main residence to the boundary of the Hillside Area, no building permit or grading permit shall be issued unless the construction or addition meets the requirements of this Subdivision or has been approved pursuant to Section 12.24 x 21.

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

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

For additional information, please contact Inspector Robert Duff or Inspector Urrea of the Construction Services Unit at (213) 482-6543.

DEPARTMENT OF WATER AND POWER

14. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1(c).)
- a. Financial Arrangements Prior to Tract Recordation:
 - i. Complete financial arrangements for an acreage supply charge for the supply system.
 - ii. Complete financial arrangements for the existing water mains.
 - iii. Install two (2) private hydrants per LAFD (See Note 7).
 - b. Engineering Requirements Prior to Tract Recordation:
 - i. Submit an accurate street and site grading plan to the LADWP to determine safety or accessibility of existing or proposed facilities, and to determine accurately the conditions or limitations of service.
 - c. Prior to receiving water service the developer must attende for the Department to install services in the right-of-way.
 - d. Other Conditions or Requirements Applicable to this Tract:
 - i. As there are no proposed right-of-way dedications occurring in conjunction with this tract, LADWP's Water Service will only provide service up to the exterior boundary of the subdivision.
 - ii. In addition to the acreage supply charges and water main charges outlined in line item 16.A, the developer shall pay the LADWP to install services and meters, to which the developer's contractor may connect in order to supply water to the individual lots.
 - iii. Until the individual number of services and flow requirements of each service are specified, LADWP's Water Service makes no claim as to whether or not the existing system can satisfy those flow requirements.
 - iv. In event that the existing system cannot satisfy flow requirements, the developer may pay LADWP's Water Service to upgrade existing mains in the area.
 - v. Please note that the hydrant requirement outlined in items A through G are imposed by LAFD; not LADWP's Water Service.
 - e. Conditions Under Which Water Service will be Rendered:
 - i. Pressure regulators will be required in accordance with the Los Angeles City Plumbing Code for the entire subdivision where pressures exceed 80 psi at the building pad elevation.
 - f. Conditions for Existing Water Mains that are Located in or Adjacent to this Tract:
 - i. The following water mains may be inadequate to serve this tract and may need to be enlarged at the Developer's expense.
 - 1. 6-inch water main on San Feliciano Drive
 - 2. 12-inch water main on Mulholland Drive

- g. Los Angeles City Fire Department Requirements:
- i. Install new (private) fire hydrants and/or top upgrades to existing fire hydrants that are in accordance with the Los Angeles Fire Code.
 - ii. Install replacement of the following existing water mains (if demands are determined to exceed existing capability).

BUREAU OF STREET LIGHTING

15. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

Note: See also Condition S-3(g) for Street Lighting Improvement conditions.

BUREAU OF SANITATION

16. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1(d).)

INFORMATION TECHNOLOGY AGENCY

17. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of 3 people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

18. That the Quimby Fee be based on the R1 Zone. The application was filed prior to the effective date of Ordinance No. 184,505.

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

19. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards and the **Mulholland Scenic Parkway Specific Plan**.

Note: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: (213) 485-5675. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

20. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. Limit the proposed development to up to 19 detached, single-family residences and maximum height of up to two stories and 33 feet for each residence. No second dwelling units or accessory dwelling units shall be permitted on each lot.
21. Prior to the issuance of the building permit or the recordation of the final map, a copy of the ZA-2007-1255-ZAD shall be submitted to the satisfaction of the Advisory Agency. In the event ZA-2007-1255-ZAD is not approved, the subdivider shall submit a tract modification.
22. Prior to the issuance of any building permit, grading permit, retaining wall permit, or tree removal permit, the project shall comply with any necessary and applicable review required by the Mulholland Scenic Parkway Specific Plan.
23. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to the following haul route conditions:

General Conditions

- a. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.
- b. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- c. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0777.
- d. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).
- e. Trucks and loads are to be watered at the import site to prevent blowing dirt and are to be cleaned of loose earth at the import site to prevent spilling.
- f. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.
- g. The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
- h. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.
- i. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
- j. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.
- k. Hauling vehicles shall not stage on any streets adjacent to the project, unless specifically

approved as a special condition in this report.

- I. Hauling vehicles shall be spaced so as to discourage a convoy affect. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.

Specific Conditions

- m. Loaded haul vehicles travelling to the Project Site shall go south on US-101, take Exit 29 toward Mulholland Drive/Valley Circle Blvd., turn left (east) on to Calabasas Road, turn right (southeast) on Mulholland Drive to arrive at the site.
- n. Empty haul vehicles traveling from the Project Site facility shall utilize the same travel path in reverse.
- o. Hauling hours of operation are restricted to the hours between 9:00 A.M. and 3:00 P.M., Monday through Saturday.
- p. No hauling activity occurs on Sunday.
- q. A total of approximately 24 truck trips per day will occur over an estimated 14 days of hauling.
- r. Haul vehicles are 14.0 cubic yard capacity semi-trailer trucks or smaller. **There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the adjacent residential streets.**
- s. Total net import of material is approximately 4,200 cubic yards.
- t. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction
- u. A minimum of two flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. Additional flag attendants may be required by the LADBS Inspector, LADOT, or BOSS to mitigate a hazardous situation (e.g. blind curves, uncontrolled intersections, narrow portions of roads or where obstacles are present). Flag attendants and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
- v. A surety or cash bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Valley District Engineering Office, 6262 Van Nuys Blvd, Suite 251, Van Nuys CA, 91401. Further information regarding the bond may be obtained by calling 818-374-5082.

24. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING – MITIGATION MONITORING PROGRAM

25. Implementation. The Mitigation Monitoring Program (MMP), attached as "Exhibit B" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such

records shall be made available to the City upon request.

26. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

27. **Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
 - (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
 - (e) That drainage matters be taken care of satisfactory to the City Engineer.
 - (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
 - (g) That any required slope easements be dedicated by the final map.
 - (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
 - (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
 - (k) That no public street grade exceeds 15%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - (d) All improvements within public streets, Private Street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
 - (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

- (a) After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map. Construction of public and/or private drainage facilities or removal and reconstruction of any existing system within the existing easements may be required to drain private and public street and any existing and new storm drain systems within the property to outlets satisfactory to the City Engineer.
- (b) Improve the private street by the construction of the following:
- (1) Concrete curbs, concrete gutters, and 4-foot concrete sidewalks.
 - (2) Suitable surfacing to join the existing pavement and to complete a 36-foot roadway.
 - (3) Any necessary removal and reconstruction of the existing improvements.
 - (4) The necessary transitions to join the existing improvement.
 - (5) The suitable improvement of the 35-foot curb radius cul-de-sac.
- (c) Improve Mulholland Drive adjoining the tract by the construction of the following:
- (1) Suitable surfacing to join the existing pavement and to complete a variable width half-roadway in accordance with the **Mulholland Scenic Parkway Specific Plan**. If the existing roadway improvements are satisfactory to the DOT, then additional improvements are not required.
 - (2) Any necessary removal and reconstruction of the existing improvements.
 - (3) The necessary transitions to join the existing improvements specially existing road to the west.
- (d) Improve San Feliciano Drive adjoining the tract by construction of 5.5-foot wide concrete sidewalk including any necessary removal and reconstruction of the existing improvements.
- (e) Construct mainline and house connection sewers to serve the development.
- (f) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting, and in accordance with any applicable standards, design guidelines, and design review procedures required by the **Mulholland Scenic Parkway Specific Plan**.
- Construct new street lights:
- eight (8) on Mulholland Drive
 - five (5) on San Feliciano Drive

Notes: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection. Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will

change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (h) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (213-485-5675) upon completion of construction to expedite tree planting.
- (i) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (j) Construct access ramps for the handicapped as required by the City Engineer.
- (k) Close any unused driveways satisfactory to the City Engineer.
- (l) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units. This map does not constitute approval of any variations from the Municipal Code, unless approved specifically for this project under separate conditions.

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05-N.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

I. INTRODUCTION

This Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of the Vesting Tentative Tract No. 67505 Project (Project), located at 22241-22255 Mulholland Drive (Site or Project Site). The Project is a subdivision of a 6.2-acre property (two parcels) into 19 lots and the subsequent development of 19 detached, single-family residences. Each residence would have three to four bedrooms and a two-car garage, and a maximum height of two stories or 33 feet. The project would construct a new private street from San Feliciano Drive to access 12 of the homes, an entrance on San Feliciano Drive to access three of the homes, and one new entrance off of Mulholland Drive to access the remaining four homes. The Project includes demolition and removal of one existing vacant single-family residence with its associated structures, grading of 7,240 cubic yards of soil which includes the import of 4,200 cubic yards of soil, and the removal of 28 (15 protected) trees.

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of implementation of the Vesting Tentative Tract No. 67505 Project by preparing an EIR (Case Number: ENV-2005-2301-EIR/State Clearinghouse No. 2005111054). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. ("CEQA") and the California Code of Regulations Title 15, Chapter 6 (the "CEQA Guidelines"). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

- 1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.
- 3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final Environmental Impact Report for the project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant”, these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

- Description of Significant Effects - A description of the environmental effects identified in the EIR.
- Project Design Features - A list of the project design features or actions that are included as part of the Project.
- Mitigation Measures - A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.
- Finding - One or more of the three possible findings set forth above for each of the significant impacts.
- Rationale for Finding - A summary of the rationale for the finding(s).
- Reference - A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

II. ENVIRONMENTAL REVIEW PROCESS AND RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes (but is not limited to) the following documents:

Initial Study. The Project was reviewed by the City of Los Angeles (Lead Agency) in accordance with the requirements of the CEQA (PRC 21000 et seq.). The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.).

Notice of Preparation. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period from November 8, 2005 to December 8, 2005. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. Written comment letters responding to the NOP and the Scoping Meeting were submitted to the City by various public agencies, interested

organizations and individuals. The NOP, Initial Study, and NOP comment letters are included in Appendix A of the Draft EIR.

Previous Draft EIR and Final EIR. The City circulated a Draft EIR for public review and comment from February 20, 2007 to April 6, 2007 for the development of 37 detached, single-family condominium homes, known as the “Vesting Tentative Tract Map No. 61533 Project EIR”. During that time, the Department of City Planning received a total of 45 comment letters. The City prepared a Final EIR, including responses to all comments, and released it for public review in January 2008. Subsequently, however, the previous Project Applicant placed the Vesting Tentative Tract Map No. 61533 Project application on hold and the City ultimately did not take any action on either the VTT-61533 Project or EIR. Subsequently, the Project was reduced in scope, and a new tract map application (VTT-67505) was submitted to the City in May 2015. Based on the revised project, a new Draft EIR was completed.

Draft EIR. The Vesting Tentative Tract Map No. 67505 Project Draft EIR evaluated in detail the potential effects of the Project. It also analyzed the effects of a reasonable range of alternatives to the Project, including a “No Project” alternative. The Draft EIR for the Project (State Clearinghouse No. 2016071049), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (City of Los Angeles California Environmental Quality Act Guidelines). The Draft EIR was circulated for a 45-day public comment period beginning on March 17, 2016, and ending on May 2, 2016. A Notice of Availability (NOA) was distributed on March 17, 2016 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and the following local libraries: Los Angeles Central Library, Woodland Hills Branch Library, and Platt Branch Library. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on March 17, 2016.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor’s Office of Planning and Research State Clearinghouse for distribution to State Agencies on December 22, 2015, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City released a Final EIR for the Project on August 30, 2018, which is hereby incorporated by reference in full. The Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Final EIR also incorporates the Draft EIR by reference. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section 2, Responses to Comments, of the Final EIR. On August 30, 2018, responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were also sent to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties.

Public Hearing. A noticed public hearing for the Project was held by the Deputy Advisory Agency and on behalf of the Zoning Administrator on October 2, 2018.

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes (but is not limited to) the following documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials including supportive technical reports;
- The City of Los Angeles General Plan and related EIR;
- The Southern California Association of Governments (SCAG)'s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related EIR (SCH No. 2015031035);
- Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at <http://planning.lacity.org> (to locate the documents click on the "Development Services" tab on the top of the page, then "Published Document", "Environmental Impact Reports" and search for the EIR number). The Draft and Final EIR are also available at the following three Library Branches:

- Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Woodland Hills Branch Library, 22200 Ventura Boulevard, Woodland Hills, CA 91364
- Platt Branch Library, 23600 Victory Boulevard, Woodland Hills, CA 91367

III. PROJECT DESCRIPTION

The 6.2-acre Project Site is located at 22241 and 22251 Mulholland Drive in the City of Los Angeles, within the community of Woodland Hills. The irregularly shaped Project Site is bound by San Feliciano Drive to the north and west and Mulholland Drive to the south and east. The Girard Reservoir (drained in 1989 and currently empty) is adjacent to and north of the Project Site. Regional access is provided by the Ventura Freeway (US-101), the primary east-west arterial in this portion of the San Fernando Valley. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan (adopted August 17, 1999) designates the Project Site for Low Residential land uses. The site is zoned R1-1, which allows for single-family residential developments with a minimum lot size of 5,000 square feet, and a maximum building height of 33 feet.

The Project Site also lies within the Mulholland Scenic Parkway Specific Plan (Specific Plan) area, which is comprised of Mulholland Drive and the areas immediately adjacent to the Mulholland Drive right-of-way. The entire Project Site is located within 500 feet of the Mulholland Scenic

Parkway right-of-way, which is referred to as the Inner Corridor. The Specific Plan contains density requirements, building standards and grading restrictions that are applicable to the Inner Corridor. In addition, the Project Site is subject to the Specific Plan's accompanying design guidelines and review by the Mulholland Scenic Parkway Design Review Board. The Project Site is also within a Mountain Fire District and is subject to the Hillside Grading Ordinance.

Existing Project Site Conditions

A chain link fence surrounds the Project Site. A vacant single-family residence, sheds, and an aged kennel occupy the site. These structures are located at the east-central portion of the property along Mulholland Drive. The remaining portion of land is undeveloped and occupied by various trees, shrubs, low-lying weeds and grasses. There are a total of 199 trees on the Project Site (including 166 protected trees consisting of Coast Live Oaks and Southern California black walnuts). Other trees on the site include Willows, Mexican Elderberry and a variety of ornamental trees. There are no National Register or California State Historic Resource properties, California Historical landmarks, California Points of Historic Interest, or City of Los Angeles Historic-Cultural Monuments on the Project Site. The existing topography consists of a north-draining main ravine and a secondary ravine. A north-trending bedrock spur-ridge separates the main and easterly secondary canyon. The existing residential structure was built on the bedrock ridge. Minor cut and fill grading techniques were employed to create a level building site for the structure. Past grading, associated with the construction of Mulholland Drive, has consisted of placing fill where the roadway crosses the main and secondary canyons. Fill was also placed along the margins of the main canyon and within a secondary canyon to support residential development and San Feliciano Drive to the west. Placing fill within the main canyon created the now-abandoned Girard Reservoir. There is a 15-foot flood control easement that runs along the southwest property line, from Mulholland Drive to San Feliciano Drive.

Overview of Project

An application for a Vesting Tentative Tract Map (VTT- 61553) on the Project Site was originally submitted to the City in 2005. This proposed development would have consisted of the development of 37 detached single-family condominium homes ("Original Project"). A Draft EIR and Final EIR were prepared for the Original Project, but the City ultimately did not take action on either the Original Project or the EIR. Subsequently, the Project was reduced in scope, and a new tract map application (VTT-67505) was submitted to the City in May 2015. Based on the revised project, a new Draft EIR and Final EIR were completed.

The revised Project consists of a 19-lot subdivision of an irregularly-shaped 6.2-acre site, and the subsequent development of 19 single-family residences. Each residence would be comprised of three or four bedrooms and a two-car garage. The maximum height of each building would be limited to two stories or 33 feet, and each residence would be required to be built and designed pursuant to the established regulations and design guidelines of the Mulholland Scenic Parkway Specific Plan. This could potentially further limit the size and scale of each residential dwelling. Development on the site would be primarily focused along a new private street, extending from San Feliciano Drive into the Project Site, and terminating in a cul-de-sac. Three residences would have direct access from San Feliciano Drive via a new entrance, and twelve residences would be accessed from the private street. In addition, a separate entrance would extend from Mulholland Drive into the Project Site to provide access to the remaining four residences.

A majority of the existing trees on the site would be maintained, including a grouping of trees on the south of the property along Mulholland Drive near the intersection with Mulholland Highway, and tree groupings along the north end of the property adjacent to the City of Los Angeles

Department of Water and Power (DWP) property. Currently, the site contains 3.7 acres of coast live oak woodland vegetation communities, including some that is mixed with ornamental trees and vegetation. Under the Project, approximately 3.5 of these acres containing most of the site's oak canopy would remain intact. Specifically, of the 199 trees (including 166 protected trees) located on-site, 15 coast live oaks are expected to be removed, and replaced at a 4:1 ratio on-site.

Grading for the Project would involve the excavation (cut) of approximately 3,040 cubic yards. All excavated material would be used as fill on the Project Site. The proposed grading would require approximately 7,240 cubic yards of fill to balance the site, resulting in the proposed import of 4,200 cubic yards of material to the site. The Project would also utilize five retaining walls up to 10 feet 6 inches in height in lieu of slopes, to reduce the number of impacted coast live oak trees.

IV. NO IMPACT OR LESS THAN SIGNIFICANT IMPACTS WITHOUT MITIGATION

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact as a result of implementation of project design features and compliance with existing regulations) and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and therefore, no additional findings are needed.

These findings do not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR. The City adopts the reasoning of the EIR, City staff reports, and presentations regarding the Project.

Aesthetics

Under CEQA's Guidelines (Appendix G), a project could have a potentially significant impact related to aesthetics if it were to: (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 within a state scenic highway; (c) substantially degrade the existing visual character or quality of the site and its surroundings; or (d) create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts related to (b) scenic resources and (c) visual character are discussed in Section V. Less Than Significant Impacts with Mitigation of the Findings.

Scenic Vistas

The Project's impacts with respect to scenic vistas would be less than significant. The Project would transform a wooded area into a residential setting, with one of the proposed homes wholly visible and three homes partially visible from the Mulholland Scenic Parkway. However, these homes would be screened from view by the implementation of the Landscape Plan, set forth in Project Design Feature B-1. The consulting landscape architect has indicated that full screening from the new landscaping would occur in approximately five years following planting. Since the proposed homes would not be visible from the scenic parkway upon the maturity of landscaping, the project can therefore be found to "preserve and enhance the unique character and scenic features of the Mulholland Scenic Parkway".

Since the proposed retaining walls would only be minimally visible from Mulholland Drive, the retaining walls would not be expected to have a substantial adverse effect on a scenic vista.

Therefore, the aesthetic impact of the retaining walls on a scenic vista would be less than significant.

The Project would remove a total of 28 trees, including 15 *Quercus agrifolia* and 13 other native trees (Mexican elderberry). Since these species are protected trees, these trees would be required to be replaced on-site pursuant to regulatory compliance with the City's adopted Protected Tree Ordinance and the Mulholland Scenic Parkway Specific Plan.

No mitigation measures are required, as no significant impacts associated with scenic vistas have been identified. In addition, all new buildings and landscaping on the site will need to undergo additional review by the Mulholland Scenic Parkway Design Review Board for conformance with the screening requirements of the Mulholland Scenic Parkway Specific Plan. Furthermore, Project Design Feature B-1 provides additional screening guidance and will ensure impacts associated with the Project would remain less than significant.

Project Design Features

B-1 – The Project Applicant shall prepare and implement a Landscape Plan. The Landscape Plan shall provide planting and maintenance guidance for common landscaped areas, slopes, and undeveloped building pads. The Project Applicant shall be responsible for the Plan's implementation until the individual homes are occupied by residents who will take over landscape maintenance responsibilities. The Landscape Plan shall be subject to the review and approval by the Mulholland Scenic Parkway Specific Plan Design Review Board and the City of Los Angeles' Planning Department prior to issuance of the grading permit. Landscaping and irrigation for each lot shall be fully installed prior to the issuance of the Certificate of Occupancy for the residence on any individual lot. Major features of the landscape plan shall include:

- 1) A listing of plant species appropriate for use for both temporary slope stabilization purposes and long-term landscaping designs for common slope and private yard areas. The plan shall emphasize the use of drought-tolerant, fire retardant, native plant species. Only non-invasive non-native plant species shall be included in the listing of acceptable planting materials. In addition, wherever practical, plants which are relatively pest resistant and which require a minimum of added nutrients shall be utilized in landscaping;
- 2) Retention of a landscape contractor thoroughly familiar with the provisions of the Landscape Plan for ongoing implementation of the Landscape Plan;
- 3) Preservation and protection of existing trees and shrubs, wherever possible. Procedures for the care and maintenance of native trees retained on the Project Site shall be specified, and shall include supplemental irrigation for trees located along the existing fill slope supporting Mulholland Drive (including the areas in which Tree Nos. 18-35, 186, and 192 are located) during the rainy season. The Project Applicant shall provide protected tree maintenance information to the purchasers of individual homes within the Proposed Project; and
- 4) Utilization of a design that achieves the total screening of Project homes from the Mulholland Drive public right-of-way through the planting of new native trees and shrubs.

Shade and Shadows

The Proposed Project would not lead to impacts with respect to shading or shadows as the maximum height of the single-family homes proposed to be constructed on the Project Site would be 33 feet. According to the L.A. CEQA Thresholds Guide, a project that is less than 60 feet in height above the ground elevation would normally result in a less-than-significant shading impact.

No mitigation measures are required because no significant impacts associated with shadows have been identified.

Nighttime Light and Daytime Glare

Under the CEQA Guidelines, a project could have a significant impact related to light and glare if it would create a new source of substantial light or glare which would adversely affect the day or nighttime views the area. Under the L.A. City CEQA Thresholds Guide, a project's potential impacts related to light and glare should be made on a case-by-case basis considering the following two factors: (1) the change in ambient illumination levels as a result of project sources; and (2) the extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

The Project would create a new source of light that would be visible from the Mulholland Scenic Parkway. The project proposes to provide low intensity lighting and the remaining tree canopy on the Project Site would be an effective screen for the new lighting. In addition, the area surrounding the Project Site (on Mulholland Drive, San Feliciano Drive, and Mulholland Highway) is already subject to substantial levels of night lighting. The new source of illumination from the Project Site would not be of substantial light or glare which would affect nighttime views in the area. Therefore, the aesthetic impact of the Proposed Project's night lighting would be adverse but less than significant.

Project Design Features

B-2 – Lighting within the Project Site shall focus illumination downward and into the Project Site. A combination of shielding, screening, and directing the lighting away from off-site areas shall be utilized to minimize "spill-over" effects onto adjacent roadways, properties and open space areas. Wherever possible, lighting fixtures shall be located on the shielded side of the visual barriers.

B-3 – Lighting fixtures that cut off light directed to the sky shall be installed in combination with an expanded tree canopy to minimize atmospheric light pollution.

B-4 – The use of exterior up-lighting fixtures for building facades and trees shall be prohibited. Only down-lighting for exterior-building mounted fixtures shall be permitted.

B-5 – Use of "glowing" fixtures that would be visible from adjacent properties or public roads shall be prohibited. A glowing fixture is a lantern style fixture, or any fixture that allows light through its vertical components.

B-7 – All roofs visible from Mulholland Drive shall be surfaced with non-reflective materials.

Cumulative Impacts

The Proposed Project, in conjunction with the Related Projects, would not have significant cumulative impacts associated with aesthetics. With respect to the visual character of the Project Site, the Related Projects are subject to applicable development standards and environmental review. The only specific cumulative development project that has been identified as being proposed within a 1.5-mile radius of the Project Site are the Clarendon Street Apartments, which are located approximately 1.3 miles from the Project Site. Due to the distance of this site from the Proposed Project location, the cumulative project would not combine with the Proposed Project to result in the loss of scenic vistas, damage to scenic resources, alteration of existing visual character, or the creation of substantial light and/or glare.

No mitigation measures are required because no significant cumulative impacts associated with aesthetics have been identified.

Agricultural and Forestry Resources

The Proposed Project would cause no impacts on agricultural or forestry resources. Under the CEQA Guidelines, a project may have a significant impact on agricultural or forestry resources if it were to result in (a) the conversion of state-designated agricultural land from agricultural use to another non-agricultural use; (b) conflicts with zoning for agricultural use; (c) conflicts with existing zoning or cause rezoning of forest/timber land; (d) result in the loss of forest land; or (e) other changes in the existing environment that could result in conversion of Farmland to non-agricultural use. The Project Site is located in a developed portion of Woodland Hills and does not include any state-designated agricultural lands. Neither the Project Site nor any adjacent properties are zoned for agricultural uses and there are no Williamson Act contracts in the area. The site is not classified in any "Farmland" category designated by the State of California. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with agricultural or forestry resources have been identified.

Air Quality

Under CEQA's Guidelines, a project may have a significant air quality impact if the project would cause any of the following: (a) conflict with or obstruct implementation of the applicable air quality 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 project region is in non-attainment under an applicable federal or State ambient air quality standard; (d) expose sensitive receptors to substantial pollutant concentrations; or (e) create objectionable odors affecting a substantial number of people. For impacts related to (b) air quality violations during construction and (c) criteria pollutants during construction, see Section V. Less Than Significant Impacts With Mitigation of these Findings.

The City has not adopted specific citywide significance thresholds, but instead relies on regional significance thresholds identified by the South Coast Air Quality Management District ("SCAQMD") in its CEQA Air Quality Handbook ("SCAQMD CEQA Handbook") as revised in November 1993 for construction and operational emissions impacts. The City's analysis of air quality impacts was prepared consistent with applicable SCAQMD guidance as well CalEEMod guidance, including the User's Guide.

Consistency with Air Quality Plan

The proposed residential land use will neither conflict with the SCAQMD's AQMP nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by SCAG. Specifically, SCAG's growth forecasts are largely built off local growth forecasts from local governments like the City of Los Angeles.

The Project Site is located in the City's Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area. The Proposed Project is consistent with the City's projected growth capacity for the Community Plan area. This would marginally increase population in the Basin. The Project Site is classified as "Low Residential" in the Community Plan, a zoning classification

that allows residential uses. As such, the RTP/SCS' assumptions about growth in the City likely accommodate housing and population growth on this site. As such, the Project does not conflict with the growth assumptions in the regional air plan and this impact is considered less than significant.

The City's General Plan Air Quality Element identifies 30 policies that identify specific strategies for advancing the City's clean air goals. The Proposed Project is consistent with the applicable policies of the Air Quality Element. As such, the Proposed Project's impact would be considered less than significant.

Regional Impacts - Operational Phase

The Proposed Project's operation would lead to less than significant regional impacts. The Project would produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. However, regional net operational emissions of the Project would not exceed any of the applicable SCAQMD significance thresholds. Therefore, the impact on regional air quality is considered less than significant.

No mitigation measures are required because no significant regional impacts related to the Project's operation have been identified.

Local Impacts/Sensitive Receptors - Operational Phase

The Project's localized emissions would not approach the SCAQMD's localized significance thresholds for human health impacts at nearby sensitive receptors during long-term operations. Impacts would be less than significant. With regard to local air quality impacts, the Project would generate only negligible pollutant concentrations of CO, NO_x, PM_{2.5}, or PM₁₀ at sensitive receptors and would be considered less than significant. In addition, long-term operation of the Project would not result in exceedances of CO air quality standards at roadways in the area. Thus, the Project would have a less-than-significant impact.

No mitigation measures are required because no significant impacts related to localized air emissions from the Project's operation have been identified.

Odors - Construction Phase Impacts

The Proposed Project's construction would cause no impacts related to odors. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding these construction activities. Any odor impacts from the construction phase will likely not adversely impact local residents or sensitive receptors. The Project would utilize typical construction techniques, and odors would be typical of most construction sites and temporary in nature. Because construction of the Project is not expected to cause an odor nuisance, no significant impact would occur.

No mitigation measures are required, as no significant impacts related to odors from construction have been identified.

Odors - Operational Phase Impacts

No impact related to odors would result from the Project's operation. The Project is the development of 19 single-family homes on the Project Site. Odors are typically associated with

food related activities and industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no elements related to these types of uses, no significant odors are anticipated. Therefore, the Project would have no impact with respect to odors.

No mitigation measures are required because no significant impacts related to odors from the Project's operation have been identified.

Biological Resources

Under the CEQA Guidelines, a project may have a significant impact on biological resources if it (a) has 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 the U.S. Fish and Wildlife Service; (b) has 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 the U.S. Fish and Wildlife service; (c) has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means; (d) may 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) may conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or (f) may conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. For impacts related to (a) sensitive species, (b) sensitive natural communities, (c) jurisdictional resources, and (e) conformance with local policies and ordinances, see Section V. Less Than Significant Impacts with Mitigation of these Findings.

Wildlife Movement/Habitat Connectivity

Impacts related to wildlife movement and habitat connectivity resulting from the Project's development would be less than significant. Although mammals and reptiles may currently use cross over Mulholland Drive between the Project Site and the relatively natural habitat areas on the school and park property to the south of Mulholland Drive, the Project Site does not function as part of a true wildlife corridor since wildlife dispersal across the site is currently compromised by vehicle traffic on Mulholland Drive. In addition, the site does not act to connect two significant or large core habitat areas; rather, the site is a relatively small habitat island surrounded almost completely by suburban development. Given that much of the Project Site is nearly surrounded by suburban development and a busy street (Mulholland Drive), it is unlikely that the Project Site is important for wildlife movement or nursery use. In addition, no major migratory routes for mule deer or other important migratory animals have been identified on or adjacent to the site. Therefore, no significant impacts to wildlife movement, migration corridors, or nursery sites will occur from the Project.

No mitigation measures are required, as no significant impacts associated with wildlife movement/habitat connectivity have been identified. In addition, Project Design Feature D-7 will ensure that issues regarding rodents and pests on-site are remediated. Impacts associated with the Project would remain less than significant.

Project Design Features

D-7 – Prior to the start of demolition activities at the Project Site, the Project Applicant shall contract with a pest control/pest extermination company to perform a survey of potential rodent issues on the Project Site. This survey will consist of setting traps for a period of time to establish whether or not a rodent problem exists. If a rodent problem is found, remediation shall begin approximately one month prior to the start of any demolition.

Conformance with Regional Conservation Plans

No Habitat Conservation Plans, Natural Community Conservation Plans or other such local or regional plans have been adopted that encompass the Project Site; therefore, no impact would occur and no mitigation is necessary.

Cumulative Impacts

The only cumulative development project that is currently proposed within the vicinity of the Project Site, the Clarendon Street Apartments project, is located approximately 1.3 miles from the Project Site and is adjacent to the US 101 (Ventura) Freeway. Because this project is located in an existing developed area at a considerable distance from the Project Site, it would not combine with the Proposed Project to result in a significant cumulative impact with respect to biological resources. Since no other cumulative development projects are proposed within the Project area, impacts are not anticipated to be cumulatively considerable or significantly adverse.

No mitigation measures are required, as no significant cumulative impacts associated with biological resources have been identified.

Cultural Resources and Tribal Cultural Resources

Under the CEQA Guidelines, a project may have a significant impact on cultural resources if it (a) will cause a substantial adverse change in significance of a historical resource as defined in CEQA Guidelines section 15064.5; (b) will cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5; (c) will directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or (d) will disturb any human remains, including those interred outside of formal cemeteries. For impacts related to (b) archaeological resources, (c) paleontological resources, and (e) human remains/tribal cultural resources, see Section V. Less Than Significant Impacts with Mitigation of these Findings.

Historical Resources

No impact to historical resources would occur with development of the Project. The State Office of Historic Preservation recommends that properties over 45 years of age be evaluated for their potential as historic resources. There are no National Register or California State Historic Resource properties, California Historical landmarks, California Points of Historic Interest, or City of Los Angeles Historic- Cultural Monuments on the proposed project site. According to the Phase I Archaeological Survey, no historical structures or features were shown for the project site on the 1947 USGS Calabasas topographical quadrangle, and very little development had occurred within the general vicinity by 1947. The existing structures on the site include two-story residence, sheds, and kennel. These structures lack the physical integrity required for listing in the National and California Registers. Therefore, no impacts to historical resources would occur.

No mitigation measures are required, as no significant impacts associated with historic resources have been identified.

Geology and Soils

Under CEQA's Guidelines, a project may have a significant impact to geology and soils if the project would result in one or more of the following: (a) exacerbate existing environmental conditions so as to increase the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving – (i) rupture of a known earthquake fault, (ii) strong seismic ground-shaking, (iii) seismic-related ground failure, including liquefaction, or (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 potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions; (d) be located on expansive soil, creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions; or (e) 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.

The L.A. CEQA Thresholds Guide requires the geotechnical analysis to address the following areas of study (1) geologic hazards; (2) sedimentation and erosion; (3) landform alternation; and (4) mineral resources. The City concluded in the initial study that the Project would not result in impacts related to geology and soils (see below).

Fault Rupture

The Proposed Project would not lead to significant impacts related to fault rupture. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. There are no known active faults within close vicinity of the Project Site. None of the City-designated Fault Rupture Study Zones or State-designated Alquist-Priolo Earthquake Fault Zones cross the project site. The closest Alquist-Priolo Special Study Zone or Fault Rupture Study Area to the Project Site, according to City mapping, is located approximately 4.25 miles north of the Project Site. Thus, impacts due to on-site rupture of a known earthquake fault would be less than significant.

No mitigation measures are required because no significant impacts related to fault rupture have been identified.

Strong Seismic Ground Shaking

Compliance with existing regulations will ensure that the Proposed Project would have a less-than-significant related to strong seismic ground shaking. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region.

Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Therefore, no significant impacts related to seismic ground shaking would occur.

No mitigation measures are required because no significant impacts related to strong seismic shaking have been identified.

Liquefaction

The Proposed Project's impacts with respect to liquefaction would be less than significant. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when certain types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Low groundwater table and the presence of loose medium dense sand and silty sand are factors that could contribute to the potential for liquefaction. The Project Site is not identified by ZIMAS and the State Seismic Hazard Zone Map as being within a liquefaction zone. In addition, the City of Los Angeles Seismic Safety Element does not identify the Project Site as being located within a potentially liquefiable area. According to the Geologic and Soils Engineering Exploration Report prepared by the J. Byer Group, Inc., groundwater was encountered during onsite explorations at depths which ranged from 16 to 23 feet. However, the historic groundwater for this area of Woodland Hills is not indicated by the California Geological Survey.

The Project Site is underlain by fill, natural alluvium and bedrock. The alluvium consists of mixtures of silty sand, clayey sand and sand that is mottled brown, brownish gray, moist to saturated and slightly dense to very dense. The bedrock consists of (consisting of siltstone, sandstone and claystone). According to the Geological and Soil Engineering Exploration Report prepared by the J. Byer Group, Inc., numerous layers within the alluvium are subject to liquefaction. The liquefaction potential across the project site is variable because of the inter-fingering nature of the clayey and sandy alluvium. The highest liquefaction potential is located near the center of the site. However, the Geological and Soil Engineering Exploration Report indicates that the proposed project is feasible from a geologic and soils engineering standpoint provided the recommendations for remedial grading and construction are implemented during construction. Other than compliance with the Building Code and the City's specific requirements, no further mitigation is necessary.

No mitigation measures are required because no significant impacts with respect to liquefaction have been identified.

Landslides

The Proposed Project would not lead to significant impacts related to landslides. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. Landslides can occur on slopes under normal gravitational forces and during earthquakes when strong ground motion can cause failure. Landslides tend to occur in loosely consolidated, wet soil, and/or rock on unstable sloping terrain. The Project Site is within a hillside area, although slopes are relatively mild across the site. The Project Site is not in a landslide inventory area. Therefore, no impact from seismically induced landslides would be expected.

No mitigation measures are required because no significant impacts related to landslides have been identified.

Substantial Soil Erosion or Loss of Topsoil

The Proposed Project's impacts to substantial erosion or the loss of topsoil would be less than significant. A project may have a significant impact if it exposes large areas to the erosional effects of wind or water for a protracted period of time. Development of the Project Site would include the demolition of the existing two-story residence, sheds and kennel, to be replaced with 19 single-family residences. During construction, grading would expose approximately 2.75 acres of soil for a limited time, allowing for possible erosion, although the amounts would not be expected to be substantial.

Although Project development has the potential to result in minor erosion of soils during site preparation and construction activities, erosion would be minimized by implementation of standard City required erosion controls imposed during grading and via building permit regulations. For example, all grading permits from the Department of Building and Safety include provisions to limit the erosion potential. Specifically, grading and site preparation must comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices, no significant impacts would occur related to erosion or loss of topsoil.

No mitigation measures are required because no significant impacts related to substantial soil erosion or loss of topsoil have been identified.

Soil Stability

The Proposed Project's impacts on soil stability will be less than significant. A project may have a significant impact related to soil stability if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Construction activities must comply with the City's Building Code, which is designed to ensure safe construction, including building foundation requirements appropriate to site conditions. The Project Site is not at risk for landslides. The potential for slope stability hazards is considered low. Project impacts with respect to soil stability would be less than significant.

No mitigation measures are required because no significant impacts related to soil stability have been identified.

Expansive Soil

The Project's impacts with respect to expansive soil would be less than significant. A significant impact may occur if a project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. According to the Geotechnical Report prepared for the proposed project, subsurface materials at the Project Site consist of natural alluvium that is made up of silty sand, clayey sand, and sand that is mottled brown, brownish gray, moist to saturated, and slightly dense to dense. Soft to slightly dense areas within the alluvium are also located at or near the groundwater level, which lies between 16 and 23 feet below the surface. These earth materials have some expansion potential, which would be adequately addressed by the foundation recommendations provided in the Geotechnical Report. The potential for unsuitable soils to create settlement problems for structures, roads, and utility lines through vertical or lateral movement would be eliminated through soils re-engineering (i.e., remediation) during excavation and construction. As part of the construction permitting process, the City requires completed reports of soil conditions at construction sites to identify, and recommend treatment for, potentially unsuitable soil conditions. Therefore, impacts related to expansive soil conditions would be considered less than significant.

No mitigation measures are required because no significant impacts related to expansive soil have been identified.

Septic Tanks

The Proposed Project would have no impact related to septic tanks. A project may have a significant impact related to septic tanks if the project is located in an area not served by an

existing sewer system. The Project Site is located in a developed area of the City, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur.

Cumulative Impacts

The Proposed Project's impacts in conjunction with the Related Project related to geology and soils would be less than significant. Geotechnical impacts related to the Related Projects in the development area would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites. Thus, the Project, together with the Related Project, would not create an impact that is cumulatively considerable.

The Related Project does not contain elements or activities that would cause or accelerate geologic hazards off-site that would contribute to increased geological hazards on the Project Site. In addition, the design and construction of the Project and the cumulative projects shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety, which includes a geotechnical report. Therefore, incremental impacts related to geology and soils would not be cumulatively considerable.

No mitigation measures are required because no significant cumulative impacts related to geology and soils have been identified.

Greenhouse Gas Emissions

Under CEQA's Guidelines, as amended in 2010, a project could have a significant impact related to greenhouse gases ("GHGs") if it would: (1) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or (2) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

In the absence of any adopted, numeric threshold, the City evaluated the significance of the Project's potential GHG emissions consistent with CEQA Guidelines section 15064.4(b)(2) by considering whether the Project complies with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction of mitigation of greenhouse gas emissions.

Project Construction and Operation

The Proposed Project's construction and operation would not cause significant impacts with respect to GHG emissions. The Project's construction would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Since there are no defined thresholds of significance for temporary emission of GHGs, construction emissions are considered as part of the long-term GHG impacts of the Proposed Project.

According to DEIR, Summary of Project Impacts, Section E. the Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the Project Site. These impacts would vary day to day over the duration of

construction activities. Construction emissions of CO₂e are estimated to reach a peak level of 15,489 pounds of CO₂e per day. Specific significance thresholds for short-term GHG emissions have not been established. Therefore, analysis of focuses on consistency with GHG policies.

The NAT scenario is used to establish a comparison with project-generated GHG emissions. The NAT scenario does not consider site-specific conditions, project design features, or prescribed mitigation measures. The GHG emissions for the Project and its associated NAT scenario are estimated to be 413 and 607 MTCO₂e per year, respectively, which shows the Project will reduce emissions by 32 percent from the NAT scenario through Project Design Features, the Project's design, sustainability, site, and land use characteristics, combined with compliance with regulatory requirements. This reduction demonstrates the efficiency of GHG reduction plans policies and measures.

GHG Plan and Policy Consistency

The Project will contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. The Proposed Project would be consistent with a number of relevant plans and policies that govern climate change. In particular, the Proposed Project is consistent with the State's Executive Order S-3-05, which calls for reducing GHG emissions statewide to 1990 levels, including 15.3 percent reductions by 2020. In addition, the Proposed Project is consistent with SCAG's 2012-2035 RTP/SCS, which calls for regional growth and transportation emissions to be consistent with regional and State air pollution objectives. With regard to local policies and regulations, the Proposed Project will comply with the City of Los Angeles' Green Building Ordinance standards that reduce emissions. The Project would be consistent with all applicable strategies recommended in the AB 32 Scoping Plan. As a result, the Proposed Project's individual and cumulative impact on climate change is considered less than significant.

Cumulative Impacts

The Proposed Project, in conjunction with the Related Project, would not result in significant cumulative GHG emissions impact. Given the global nature of GHG emissions, the analysis of GHG emissions is by its nature a cumulative impacts analysis. The City's analysis of the Project's GHG impacts accounted for the Project's potential to contribute to the cumulative impact of global climate change. The Project would be consistent with a number of relevant plans and policies that govern climate change. For example, the Project is consistent with the State's Executive Order S-3-05, which calls for reducing GHG emissions statewide to 1990 levels, including 15 percent reductions by 2020. The Project would also comply with the City's Green Building Ordinance standards that reduce emissions beyond a "business-as-usual" scenario. Finally, as discussed further above, the Project would be consistent with and will help achieve all feasible and applicable strategies as recommended in the AB 32 Scoping Plan, which provides the basis for policies that will reduce cumulative GHG emission within California to 1990 levels by 2020. As a result, the Project's cumulative impact on climate change is considered less than significant.

No mitigation measures are required, as no significant cumulative impacts associated with GHG emissions impacts have been identified.

Hazards and Hazardous Materials

Transport, Use, or Disposal of Hazardous Materials

Construction Impacts

Asbestos-Containing Materials (ACMs) Demolition of the buildings on site could release asbestos containing materials, if present in the structures. Exposure to workers or residents in the surrounding community to ACMs during demolition could be a significant impact. However, in accordance with the EPA's NESHAP regulation and SCAQMD's Rule 1403, all materials, which are identified as ACMs must be removed by a trained and licensed asbestos abatement contractor. Provided the removal and disposal of ACMs from the Project Site follows the various required guidelines, the Proposed Project would not create a significant hazard to the public or the environment.

Based on their age, the potential also exists for the on-site structures to contain lead-based paint. Exposure to workers to lead paint during demolition structures could be a significant impact. However, prior to demolition, a qualified lead-paint abatement consultant would be required to comply with applicable state and federal rules and regulations governing lead paint abatement. Provided that abatement rules and regulations are followed, hazardous materials impacts caused by exposure to lead-paint would not create a significant hazard to the public or the environment.

The Proposed Project would not result in significant impacts related to the transport, use, or disposal of hazardous materials. The Project's construction would involve the temporary transport, use, or disposal of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. All of those materials would only be used in a short-term nature during construction activities. All potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would ensure that impacts would be less than significant. Any emission from the use of such materials would be minimal and localized to the Project Site. Since the Project's construction would comply with applicable regulations and would not expose persons to substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards, no impacts associated with the potential release of hazardous substances during the Project's construction would occur.

No mitigation measures are required, as no significant impacts associated with the transport, use or handling of hazardous materials have been identified.

Operation

Operations of the Project would consist of typical and common activities associated with operation of a single-family residential development. No hazardous materials would be utilized during day-to-day operation of the Project other than typical housekeeping, restaurant, vehicle, and landscape maintenance materials such as cleaning supplies, paints, fertilizers. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for transport, use, storage, and disposal. Compliance with these standard practices avoids substantial exposure hazards. Therefore, operation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Release of Hazardous Materials within One-Quarter Mile of Schools

The types of hazardous materials associated with routine, day-to-day operation of the Project would include landscaping chemicals that would be used in quantities typical for landscaped residential developments and typical cleaning solvents used for janitorial purposes. Typically, residential landscaping materials and household cleaning supplies are approved for use by the State of California, such that the transport, use and disposal of these materials would not pose a significant hazard to the public or the environment. Therefore, although the Project Site is located

within one-quarter mile of a school (Louisville High School), Project impacts related to this issue would be less than significant.

No mitigation measures are required, as no significant impacts associated with the release of hazardous materials within 0.25 miles of existing or proposed schools have been identified.

Listed Hazardous Materials Sites

The risk of environmental contamination affecting the Project Site from surrounding land uses is minimal and thus no significant impacts would occur. As part of the Phase I ESA, a review was performed of reported environmental conditions within ASTM-recommended search distances of the site. The report did not identify any sites within the specified search radii from the Project Site which are listed on governmental databases. Therefore, the risk of the site being affected by an environmental impact from surrounding land uses is considered to be minimal, and as such, no significant impact would occur.

No mitigation measures are required as no significant impacts associated with listed hazardous materials sites have been identified.

Airport Land Use Plan, Or Two Miles Of A Public Airport Or Vicinity Of Private Airstrip

The Proposed Project is not within two miles of a public airport or within the vicinity of a private airstrip. Therefore, the Project would not have significant impacts related to an airport land use plan or nearby public airports or private airstrips. The Project Site is also not located within two miles of public airport and is not in the vicinity of a private airstrip. Therefore, no significant impacts would occur under the Project.

No mitigation measures are required, as no significant impacts associated with a public or public use airport have been identified.

Impair Implementation or Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

The Project Site is located in an established suburban area that is well served by the surrounding roadway network. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In these instances, the Project would implement traffic control measures (e.g., construction flagmen, signage, etc.) to maintain flow and access. Furthermore, the Project would ensure that adequate emergency access is maintained during construction. Therefore, construction is not expected to result in inadequate emergency access. In addition, operation of the Project would generate traffic in the Project vicinity. Nonetheless, the Project is required to provide adequate emergency access and to comply with Los Angeles Fire Department (LAFD) access requirements. Subject to review and approval of site access and circulation plans by the LAFD, the Project would not impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. Since the Project would not impair the implementation of the City's emergency response plan, the Project would have a less than significant impact with respect to these issues. This impact will also be less than significant.

Wildland Fires

The Proposed Project includes development of residential uses and is located in a mountain fire district and a Very High Fire Hazard Severity Zone (VHFHSZ) based on criteria that includes fuel

loading, slope, fire weather, and other relevant factors. These areas must comply with the Brush Clearance Requirements of the County Fire Code. The Project Site consists of mostly level or gently sloping terrain. Additionally, the Project Site is surrounded by suburban development and is not immediately adjacent to wildlands. There are no severe site limitations that would restrict access for firefighting equipment. Furthermore, water mains are available adjacent to the site. While the Project Site is located beyond the recommended 1.5-mile response distance from the nearest fire station, the regulatory compliance requirement to provide automatic fire sprinkler systems would mitigate this concern. When considered together, these factors suggest that the Proposed Project would not expose people or structures to a greater than average risk of loss, injury or death involving wildland fires. Therefore, Project impacts related to this issue would be less than significant.

No mitigation measures are required, as no significant impacts associated with wildland fires have been identified.

Cumulative Impacts

The Proposed Project, in conjunction with the Related Project, would not result in a significant cumulative impact related to hazards and hazardous materials. Development of the Proposed Project in conjunction with other anticipated growth in the general area is likely to result in the development of residential and commercial uses. The only specific cumulative development project that is currently being proposed within a 1.5-mile radius of the Project Site is the Clarendon Street Apartments project. This project would develop 335 residential units near the intersection of Topanga Canyon Boulevard and the US 101 (Ventura) Freeway, approximately 1.3 miles from the Project Site. As is typical of residential developments, this cumulative project would be expected to utilize common household products that, while potentially hazardous, have typically been approved as safe by the State of California when used according to instructions. Thus, cumulative impacts related to risk of upset from release of hazardous materials at this residential cumulative development site would be expected to be less than significant. As is the case with the Proposed Project, future cumulative development projects located within a designated wildland fire zone would be required by their respective local jurisdictions to mitigate their individual impacts by compliance with standard Fire Department requirements. Therefore, no significant cumulative impacts pertaining to hazards or wildfire hazards would be anticipated.

No mitigation measures are required, as no significant cumulative impacts associated with hazards and hazardous materials have been identified.

Hydrology and Water Quality

Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Water Quality

The Proposed Project would not violate any water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. The impact would be less than significant.

Runoff from the Project Site does not directly discharge into Los Angeles River (or any other water body). Accordingly, runoff from the Project Site is considered a non-point source discharge for potential pollutants. Thus, the Proposed Project would not result in any impacts related to point-source discharge that could violate water quality standards.

The Project Site is largely pervious, with little hardscape cover. Approximately 29.3 percent of the Project Site would be covered with impervious surfaces following development of the Project; the

remaining 70.7 percent would remain pervious. The Project Site would be required to obtain a National Pollutant Discharge Elimination System (“NPDES”) water quality permit from the Los Angeles Regional Water Quality Control Board. Implementation of appropriate project design features and compliance with local, state, and federal regulations, code requirements, and permit provisions would prevent both short term (construction) and long-term (operational) impacts to water quality.

During the Project’s construction, sediment is usually the constituent of greatest potential concern, especially for construction activities during wet weather periods. The greatest risk of soil erosion during the construction phase occurs when the site disturbance peaks due to grading activity and removal and re-compaction or replacement of fill areas. Other pollutants that could affect surface-water quality during the Project construction phase include petroleum products (gasoline, diesel, kerosene, oil, and grease), hydrocarbons from asphalt paving, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides). The Project Applicant would comply with the applicable requirements of the City’s Building Code, which requires wet weather erosion control measures for construction during the rainy season.

To further minimize potential water quality impacts during the construction phase, the Project Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (“SWPPP”) in accordance with the NPDES General Permit for Discharges of Stormwater Associated with Construction Activity and Land Disturbance Activities. The SWPPP would include Best Management Practices (“BMPs”) and erosion control measures to prevent pollution and avoid creating substantial additional sources of polluted runoff in stormwater discharges during construction. The SWPPP would be subject to review and approval by the City for compliance with the City’s Best Management Practices Handbook. All Project construction activities must also comply with the City’s grading, excavation, and fill regulations, which require the implementation of grading and dust control measures. Since the Project’s construction would disturb more than one acre of land, the Project Applicant would also be required to obtain coverage under the General Construction Activity Storm Water Permit (“GCASP”), which requires development and implementation of a SWPPP. Construction projects that include grading during the rainy season must also develop a Wet Weather Erosion Control Plan (“WWECP”). Through compliance with NPDES requirements and City Grading regulations, Project impacts related to water quality during construction would be less than significant.

No mitigation measures are required, as no significant impacts associated with water quality have been identified.

Deplete Groundwater Supplies or Interfere with Groundwater Recharge

The Proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, no significant impact would occur.

A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. Currently, the Project Site consists primarily of permeable surfaces; however, the site is not designated for groundwater recharge. The Project does not involve any ground water extraction for wells or dewatering for subterranean construction. The Project will also be served by the municipal water and sewer system and no production wells as a water source would be installed. The Project would also not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, yields, or flow directions. Therefore, impacts to groundwater would be less than significant.

No mitigation measures are required, as no significant impacts associated with groundwater have been identified.

Permanently or Substantially Alter the Existing Drainage Pattern of the Site

The Proposed Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area that would result in substantial erosion or siltation on- or off-site or in flooding on- or off-site. Therefore, impacts related to drainage would be less than significant.

The Project Site does not contain any surface water features, streams, or rivers. A former USGS-identified blue line stream at the site has been diverted and undergrounded and no longer flows across the Project Site. Similarly, runoff from the Project Site discharges to the local existing storm drain infrastructure and does not directly discharge to a stream or river. The Project would not alter the course of any stream or river. The Project would alter the on-site drainage patterns due to the re-grading of the site's topography and the development of the proposed residences that would modify the elevations of the Project Site. However, this alteration would not result in on-site erosion or siltation because all runoff would be directed to areas of BMPs and/or storm drain infrastructure.

No mitigation measures are required, as no significant impacts associated with drainage have been identified.

Create or Contribute Runoff Water Which Would Exceed the Capacity of Existing or Planned Stormwater Drainage Systems / Degrade Water Quality

The Proposed Project would not create or contribute to runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Through compliance with existing regulations governing storm water management, the impact would be less than significant.

With respect to the Project's operation, the Project would generate substances that could degrade the quality of water runoff. For example, chemical deposits by cars in parking areas could have the potential to contribute to metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced, as the Project must comply with water quality standards and wastewater discharge BMPs set forth by the County of Los Angeles and State Water Resources Control Board. Design criteria would also be incorporated into the Project to minimize the off-site conveyance of pollutants. Compliance with existing regulations would ensure that water quality impacts remain less than significant.

The Project is required to comply with the NPDES program as well as the requirements set forth in the LAMC. These regulations control water pollution by regulating point sources that discharge pollutants. Therefore, through compliance with existing regulations, the Project's impacts to runoff would be less than significant.

No mitigation measures are required, as no significant impacts related to runoff have been identified.

Place Housing Or Structure Within A 100-Year Flood Hazard Area

The Proposed Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no significant impact would occur.

The Project Site is not located within an area identified by the Federal Emergency Management Agency (“FEMA”) as potentially subject to 100-year floods. The Project Site is not located within a City-designated 100-year or 500-year flood plain. The Project would not introduce people or structures to an area of high flood risk. Therefore, the project would not contain any significant risks of flooding and would not have the potential to impede or redirect floodwater flows, and no impact would occur.

No mitigation measures are required, as no impacts associated with placing housing within a 100-year flood hazard area have been identified.

Flooding, Including From Failure Of A Levee or Dam

The Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam. Therefore, the impact would be less than significant.

The Project Site does not lie in a potential inundation area or a potentially affected-by-tsunami area. The Girard Reservoir is located northeast and adjacent to the project site, however, the reservoir has been drained since 1989. Therefore, flooding of the project site as a result of a break in the reservoir is unlikely. Flooding from other sources is not expected and the risk of flooding would not be exacerbated by the Project. Therefore, no impact related to risk of loss involving inundation resulting from the failure of a levee or dam would occur.

No mitigation measures are required, as no significant impacts associated with flooding as a result of a failure of a levee or a dam have been identified.

Inundation by Seiche, Tsunami, or Mudflow

No impact would occur related to inundation by seiche, tsunami, or mudflow for the Project. A significant impact may occur if a project is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a Tsunami Hazard Area as identified in the Safety Element of the City’s General plan. The Project Site is also not located in a Tsunami Inundation Zone as identified in the City’s ZIMAS Parcel Profile Report, and is located approximately 8 miles inland from the Pacific Ocean and not near any other major water bodies. Therefore, risks associated with seiches or tsunamis would be considered extremely low at the Project Site. With respect to the potential impact from a mudflow, the Project Site is located in a hilly area, however, the site is primarily surrounded by urban development (including the improved Mulholland Drive to the south) and does not contain any potential source for mudflow. Therefore, the site is not subject to a risk of flooding from inundation by seiche or tsunami or subject to significant risk involving mudflow. This impact is considered less than significant.

No mitigation measures are required, as no significant impacts associated with inundation by seiche, tsunami, or mudflows have been identified.

Cumulative Impacts

The Proposed Project, in conjunction with the Related Project, would not result in a cumulative hydrology, water quality, and groundwater impact. The Project would have a less than significant impact with respect to all hydrology and water quality issues and its associated incremental impacts are therefore not considered cumulatively considerable. The Project would implement

new BMPs that would control stormwater runoff quantity and quality. Other Related Projects in the area would also be required to adhere to regulatory requirements that control stormwater and pollutant discharges and would be required to prepare and implement a SWPPP and/or Standard Urban Stormwater Mitigation Plan (“SUSMP”). Compliance with these standards would ensure that the Related Projects would further the objectives of applicable regional water quality plans. Further, the Project Site and surrounding areas are serviced by an MS4 system that is designed with capacity to handle 50-year storm flows from all areas in the developed condition. While the Project and Related Projects may change the on-site land uses, they would remain urban developments planned or served by the existing MS4 system. Also, future development projects within the Project area are likely to be subject to more stringent BMPs than what are in use under the existing conditions, and generally improve existing stormwater flows that discharge from currently vacant parcels or surface parking lots. As such, cumulative impacts to hydrology and water quality would not be cumulatively considerable.

No mitigation measures are required, as no significant cumulative impacts associated with hydrology, water quality, and groundwater impacts have been identified.

Land Use and Planning

Physically Divide Any Established Community

The Proposed Project would not place a barrier between existing land uses or prevent free movement along existing north-south or east-west corridors. Furthermore, the Proposed Project is similar in land use and density to the existing residences in the vicinity of the Project Site. Therefore, the Proposed Project would not physically divide any established communities and there would be no impact.

No mitigation measures are required, as no significant impacts associated with dividing an established community have been identified.

Conflict with any applicable land use plan, policy, or regulation

The Project would develop a single-family residential development adjacent to other single-family residential lots, and other uses such as a vacant LADWP site, a school, and a commercial shopping center. The Project would increase the intensity of development on the Project Site, but would be compatible in scale and lot size with the adjacent developments and uses. The Project would also be compatible with applicable plans and policies, including SCAG 2016 RTP/SCS, South Coast Air Quality Management Plan (“AQMP”), Congestion Management Program, General Plan Framework, Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, Mulholland Scenic Parkway Specific Plan, and the Municipal Code. Therefore, impacts related to land use compatibility would be less than significant. The Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Therefore, no mitigation measures are required, as no significant impacts associated with applicable land use plans, policies, or regulations have been identified.

Habitat Conservation Plan or Natural Community Conservation Plan

The Project would not conflict with a habitat conservation plan or natural community conservation plan. The Project Site is located in an urbanized area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat

conservation plan that applies to the Project Site. Therefore, implementation of the Project would not conflict with any habitat conservation plans and no impacts would occur.

No mitigation measures are required, as no significant impacts associated with an applicable habitat conservation plan or natural community conservation plan have been identified.

Cumulative Impacts

The Proposed Project, in conjunction with the Related Project, would not result in a significant cumulative land use impact. Cumulative land use impacts could occur if any cumulative development projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. One cumulative development project is currently proposed within a 1.5-mile radius of the Project Site. This project, the Clarendon Street Apartments development near the intersection of Topanga Canyon Boulevard and the US 101 (Ventura) Freeway, is located at such a distance from the Proposed Project location (approximately 1.3 miles) that it would not combine with the Proposed Project to result in a cumulatively considerable land use impact. Further, all related projects in the City would be subject to the same local development and mitigation standards as the Project. Therefore, the Proposed Project would not combine with the Related Projects to create a cumulatively significant land use impact and cumulative impacts.

No mitigation measures are required, as no significant cumulative impacts associated with land use have been identified.

Mineral Resources

The Proposed Project would cause no impacts to mineral resources. Under the CEQA Guidelines, a project may have an impact to mineral resources if it will (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 state; or (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.

The Project Site is located within an area classified as MRZ-1, defined as areas where adequate information indicates that no significant mineral deposits are present, or likely to be present. No oil extraction or mineral extraction activities have historically occurred or are presently conducted on the Project Site. The Project Site is not located within an Oil Drilling/Surface Mining Supplemental Use District. Should any future mineral resource be discovered on or near the Project Site, development of the Project would not preclude the mineral's extraction, nor would it alter the potential utility of any minerals located beneath the Site. Furthermore, the Project Site is developed and located in an urbanized area. Therefore, the Project would have no impact with respect to loss of availability of a known regionally-important mineral resource or locally-important mineral resource. Therefore, no impacts would occur.

No mitigation measures are required because no significant impacts related to mineral resources have been identified.

Noise

Under CEQA's Guidelines (Appendix G), a project would have a significant impact on noise if it would cause any of the following conditions to occur: (a) 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; (b) exposure of persons 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 projects; (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 airborne land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels; or (f) for a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Operational Noise

The Project's operation would not expose persons to or generate noise levels in excess of applicable standards of the applicable CEQA thresholds of significance. Impacts would be less than significant.

The Project's operations would produce both direct and indirect noise impacts on the Project Site from residential-related activities, as well as direct noise impacts from stationary noises associated with building operations, such as heating, ventilation, and air conditioning (HVAC) systems, and indirect noise impacts from vehicles traveling on local roads to access the Project Site. The rooftop heating, ventilation and air conditioning (HVAC) systems that would be installed for the new residential buildings would typically result in noise levels that average between 40 and 50 dBA L_{eq} at 50 feet from the equipment. Noise levels associated with the HVAC systems of the proposed homes could exceed the City's exterior noise level standard of 60 dBA CNEL for single-family residential uses. However, through compliance with applicable regulations (including the Noise Insulation Standards of Title 24 of the California Code Regulations, which ensure an acceptable interior noise environment, and other regulations requiring proper shielding for all new HVAC systems used by each proposed new home such that the interior noise levels at each new home and at existing nearby homes would be below 45 dBA CNEL), Project impacts would be less than significant.

Off-site noise-sensitive locations surrounding the Project Site could experience a slight increase in noise resulting from the additional traffic generated by the Project. The Project would increase local noise levels by a maximum of 0.1 dBA L_{eq} at several roadway segments, while the rest of the analyzed roadway segments would not experience any increases in noise levels. Because the increase in local noise levels at these analyzed roadway segments resulting from implementation of the proposed project would not exceed the 5 dBA threshold established under the *L.A. CEQA Thresholds Guide*, they would not represent a substantial permanent increase in ambient noise levels. Therefore, off-site noise impacts from operational mobile sources would be less than significant.

No mitigation measures are required, as no significant indirect noise impacts associated with the Project's operation have been identified.

Operational Vibration Levels

The Project's operation would not generate vibration levels that would expose persons to excessive groundborne vibration or groundborne noise levels. The impact would be less than significant.

Project construction-related vibration levels may reach approximately 0.027 inches per second PPV at the closest offsite residential property. Because the vibration levels experienced at this off-site property would not exceed the FTA's recommended thresholds for building damage of 0.2 inches per second for non-engineered buildings, this impact would be less than significant. The

vibration level that would be experienced by the closest Louisville High School classroom to the Project Site would be approximately 0.004 inches per second PPV. The vibration levels at this location would not exceed the FTA's recommended thresholds for building damage of 0.2 inches per second for non-engineered buildings and this impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with vibration from operation of the Project have been identified.

Within Airport Land Use Plan or 2 Miles of a Public Airport/Private Airstrip

The Proposed Project would not expose people working or residing in the project area to excessive noise associated with an airport land use plan or within two miles of a public airport. Therefore, no significant impact would occur.

There are no airports or private airstrips within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The Project would not expose people to excessive noise levels associated with airport uses. Therefore, no significant impact would occur.

No mitigation measures are required, as no significant impacts associated with excessive noise associated with an airport land use plan have been identified.

Population and Housing

Under CEQA's Guidelines (Appendix G), a project may have a significant environmental impact if the project would result in one or more of the following: (a) induce substantial 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; or (c) displace substantial numbers of people, necessitating the construction or replacement housing elsewhere.

Construction

The construction of the Project would not induce substantial population or housing growth, either directly or indirectly. There would be no significant impacts.

Construction of the Project would result in increased employment opportunities in the construction field, which could potentially result in increased permanent population and demand for housing in the vicinity of the Project Site. However, the employment patterns of construction workers in Southern California are such that it is not likely that they would relocate their households as a consequence of the construction employment associated with the Project. The construction industry differs from most other industry sectors. No mitigation measures are required, as no significant impacts associated with substantial population or housing growth related to construction have been identified.

Operation

The Proposed Project would not induce substantial population or housing growth, either directly or indirectly. Therefore, this impact would be less than significant.

The Proposed Project can be expected to generate a total resident population of 51 persons with development of all 19 single-family detached homes. This would not represent substantial population growth within the SCAG Subregion nor the Community Plan Area and represents a

less than significant impact. Thus, operation of the Project would not cause a substantial increase in population. Therefore, no significant impact related to operation-related indirect population growth would occur.

The Project would not induce substantial growth that exceeds growth forecasted for the area, nor would it introduce unplanned infrastructure or accelerate development in an undeveloped area that would result in an adverse physical change in the environment. The Project Site is currently developed with a vacant single-family residence and is located within an urbanized area in the City. The proposed access roadway would only serve the Project and would not provide a through-traffic route for other vehicles. As development of the Project would not induce substantial indirect population growth and would be supported by the existing infrastructure such as roadways, no impact would occur.

In addition to being consistent with household growth forecasts for the City and the Community Plan Area and the population growth associated with the projected housing growth, the Project would be consistent with applicable residential policies set forth in the Community Plan. The Project responds to the unmet housing demand in both the City and Community Plan area. Thus, while the Project would generate a residential population at the site through the development of new housing, it would not substantially induce housing growth beyond forecasted levels. Therefore, impacts related to population and housing growth would be less than significant.

No mitigation measures are required, as no significant impacts associated with substantial population or housing growth related to the Project's operation have been identified.

Displace Housing or Persons

The Proposed Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing. Therefore, no significant impact would occur. The Project Site is currently developed with one vacant residence and development of the Project would not displace any people. Therefore, the impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with displacing existing housing or people have been identified.

Cumulative Impacts

The Proposed Project, in conjunction with the Related Project, would not contribute to significant cumulative impacts associated with population and housing or employment growth. Thus, cumulative housing and population growth would fall within projected levels for the City and cumulative impacts related to population and housing would be less than significant.

No mitigation measures are required, as no significant cumulative impacts associated with housing or employment growth have been identified.

Public Services – Fire Protection Facilities

Under CEQA's Guidelines (Appendix G), a project would have a significant impact if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

Construction

Construction of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant.

Overall, construction is not considered to be a high-risk activity, and the LAFD is equipped and prepared to deal with construction-related traffic and fires should they occur. Project construction would not be expected to tax fire-fighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD, due to the limited duration of construction activities and compliance with applicable codes. Therefore, impacts associated with construction of the Project would be less than significant.

No mitigation measures are required, as no significant impacts associated with fire protection facilities from construction have been identified.

Operation

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, no significant impacts would occur.

The Project would generate new residents and would also increase the amount of developed square footage on the Project Site. Therefore, the Project could result in an increased need for fire protection and emergency medical services at the Project Site. With respect to fire flow, the Los Angeles Department of Water and Power's Water Operations Division would perform a detailed fire flow study at the time of permit review to determine whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Division 7, Section 57.09.06 of the Fire Code requirements for the Project. The Project Applicant would also be required to submit the proposed plot plans for the LAFD to review for compliance with the City's Fire Code, California Fire Code, City's Building Code, and National Fire Protection Association standards to ensure no undue fire hazard would be created. The Project Site is not located within an Inadequate Fire Hydrant Service Area recognized by the City. As such, with respect to fire flows, fire protection services would be adequate and the associated impact would be less than significant.

With respect to response distance and time, Fire Station No. 84, located at 21050 Burbank Boulevard in Woodland Hills, approximately 2.8 miles from the Proposed Project, is the closest to the Project Site. As required under the City's Fire Code, the Proposed Project would be required to install automatic sprinkler systems due to its distance from the nearest fire station. Compliance with this requirement is designed to address inadequate response times resulting from response distances greater than 1.5 miles. Through compliance with this requirement, the Proposed Project's fire protection would be considered adequate under the Fire Code and no further mitigation is required.

The LAFD has stated that the Project, in conjunction with other approved or planned projects, may result in the need for increased staffing for existing facilities, additional fire protection facilities, or the relocation of facilities. While increased emergency service demand or staffing may be one of many factors that determine the need for new fire facilities, impacts to fire protection are assessed under CEQA based on whether the demand for the services generated by a project would require the construction of new or physically altered facilities, such as fire stations. The

analysis is in accordance with *City of Hayward v. Trustees of California State University* (2015) 242 Cal. App. 4th 833, which held that an increase in demand for public services could lead to potentially significant environmental impacts only if the construction or expansion of a new facility is required, the construction or operation of which might adversely affect the physical environment. Therefore, increased demand for public services, including increased response time or staffing, does not by itself constitute a significant impact that requires mitigation under CEQA. Analysis of whether there is a significant impact related to emergency services is appropriately based on whether a significant environmental impact would result from the construction of new or expanded facilities.

As discussed on page V.A-15 of the Draft EIR and pages IV-31 through IV-32 of the Initial Study, Appendix A of the Draft EIR, the Project would result in a less-than-significant impact with respect to fire protection. The Initial Study identified regulatory compliance measures and reviews by LAFD and LADWP that would be required of the project, including conformance with California Fire Code requirements and review of water pressure and fire flow requirements. The Initial Study also determined that the project would not generate the need for construction of new or expanded fire protection facilities. The development of 19 single-family residences on the site would be in-line the anticipated density for the site, allowed by the existing land use designation and zoning on the property, and the project would not be expected to require the construction or alteration of new fire facilities.

Overall, as described above, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

No mitigation measures are required, as no significant impacts associated with fire protection facilities from Project operation have been identified.

Cumulative Impacts

The Proposed Project would not result in cumulatively considerable adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Cumulative impacts would be less than significant.

The LAFD has stated that the Project in conjunction with other approved or planned projects may result in the need for additional fire protection facilities or relocation of existing fire protection facilities. Based on a review of the related project list in Section III, Environmental Setting of the Draft EIR and anticipated development of new fire stations identified in LAFD's Strategic Plan 2018-2020, the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site. Given the unknown size and precise location of any future facilities, the infill nature of any fire facility in proximity to the Project and other approved or planned projects, the Draft EIR's conclusion that cumulative impacts are less than significant is supported by substantial evidence. See *City of Hayward v. Board of Trustees* (2015) 242 Cal.App.4th 833 at 842. In addition, the development of potential future fire service stations would also be subject to further CEQA review and evaluated on a case-by-case basis.

Additionally, each related project in the Draft EIR would be required to satisfy the response distance, emergency access, and fire flow requirements pursuant to the Los Angeles Fire Code. Similar to the Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety

requirements of the LAFD and the City of Los Angeles in order to adequately mitigate fire protection impacts. As such, the Project would not make a cumulatively considerable impact on fire protection services (see Draft EIR p. V.A-15).

No mitigation measures are required, as no cumulative significant impacts associated with fire protection facilities have been identified.

Public Services – Police Services

Under CEQA's Guidelines (Appendix G), a project could have a significant environmental impact if the project would result in substantial adverse physical impacts with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

Construction

Construction sites could be sources of attractive nuisances, providing hazards and inviting theft and vandalism that could result in an increase in demand for police protection services. The Project Site is generally closed to access and it is not expected that the construction activities associated with the Project would attract theft and vandalism to any significant degree. Although minor traffic delays due to temporary lane closures needed to facilitate specific construction activities could occur, particularly during the construction of utilities and street improvements, impacts to police response times are considered to be less than significant. Therefore, impacts of the Project would be considered less than significant.

No mitigation measures are required, as no significant impacts associated with police protection during Project construction have been identified.

Operation

The Project would generate new residents and would also increase the amount of developed square footage on the Project Site. The LAPD does not maintain minimum officer-to-resident population ratio objectives, however, the data can serve as a useful metric to gauge the effect of a proposed project on service levels and response times. The Project's additional 51 residents would require less than one additional officer to maintain the current ratio, which would not require the expansion, consolidation, or relocation of the West Valley Community Police Station. Project impacts would be less than significant.

No additional mitigation measures are required, as no significant impacts associated with police services have been identified.

Cumulative Impacts

The Project, in conjunction with the Related Project, would not result in cumulatively considerable adverse physical impacts associated with the provision of new or physically altered police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, this impact would be less than significant.

Implementation of the Project in conjunction with the Related Project would increase demand for police protection services based on an increase in resident population. Any new or expanded police station within the West Valley Area would be funded via existing mechanisms (e.g.,

property and sales tax revenue) to which both the Project and the cumulative projects would contribute and would be required to undergo City environmental review to identify any potential adverse environmental impact associated with its construction and/or operation and to identify mitigation for any significant impacts. Each of the cumulative projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands.

In addition, the cumulative projects would contribute to funding police protection services in the area by generating annual revenue from property taxes that would be deposited into the City's General Fund and could potentially be used to fund the construction of future police protection facilities and support hiring more officers. This would further ensure that the incremental effect of the Project on police protection services would not be cumulatively considerable. Because it would not result in a substantial incremental contribution to the cumulative demand for police protection services, the Project would not have a cumulatively considerable impact on police protection services.

No mitigation measures are required, as no cumulatively significant impacts associated with police services have been identified.

Public Services – Public Schools

Under CEQA's Guidelines (Appendix G), a project may have a significant environmental impact related to schools if it will result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impact, in order to maintain acceptable service ratios or performance objectives for the school district.

Construction

Construction of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities in order to maintain acceptable service ratios or other performance objectives. Therefore, impacts would be less than significant.

The nearest school to the Project Site is Louisville High School, located approximately 300 feet to the southwest and separated from the Project Site by Mulholland Drive. No sidewalk closures associated with Project construction would occur near Louisville High School. The proposed Haul Truck Route would not pass Louisville High School or any other schools. Therefore, impacts to schools during Project construction would be less than significant.

No mitigation measures are required, as no significant impacts associated with school facilities from the Project's construction have been identified.

Operation

Operation of the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities in order to maintain acceptable service ratios or other performance objectives.

The Project would increase the number of residents at the Project Site and the potential need to enroll school-aged children residing at the Project into LAUSD schools would increase the demand for school services. The Proposed Project is estimated to generate 3 elementary school, 1 middle school, and 2 high school students, based on student generation rates published by the

LAUSD. Current school capacity data provided by the LAUSD indicates that the three public schools that would serve the Project have sufficient capacity to accommodate the Project's projected students. In addition, pursuant to the California Government Code, mandatory payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for any potential direct and indirect impacts to schools as a result of the Project. Mandatory compliance with the provisions of SB 50 regarding payment of school fees is deemed to provide full and complete mitigation of school facilities impacts and no mitigation is required. Therefore, Project impacts to school services would be less than significant.

No mitigation measures are required, as no significant impacts associated with school facilities operation have been identified.

Cumulative Impacts

The Proposed Project, in conjunction with the Related Project, would not contribute to significant cumulative impacts associated with schools.

Implementation of the Project in conjunction with the cumulative development projects would generate students based on an increase in dwelling units and non-residential uses (employees' students). All of the cumulative development projects would be served by the LAUSD and a portion of them would be located within the same school service zones as the Project, and thus would be impacting the same schools as the Project. Depending on their location, the cumulative projects would be served by a variety of LAUSD schools located in the area. In addition, the students could be enrolled in private schools or one of the LAUSD charter or magnet schools located in the area. All other future projects would be required to pay a school fee to the LAUSD to help reduce cumulative impacts that they may have on school services. Compliance with the provisions of SB 50 is deemed to provide full and complete mitigation of school facilities impacts. Therefore, with the full payment of all applicable school fees, the Project coupled with expected cumulative growth would reduce potential projected cumulative impacts to schools and the Project would not result in a substantial incremental contribution to the cumulative demand for school services.

No mitigation measures are required, as no significant cumulative impacts associated with school facilities have been identified.

Public Services – Parks/Recreation

Under CEQA's Guidelines (Appendix G), a project may have a significant environmental impact if it were to: (a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks; (b) 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; and (c) include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Construction

Construction of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities in order to maintain acceptable service ratios or other performance objectives. Therefore, impacts would be less than significant.

The nearest park to the Project Site is Alizando Drive Park, located approximately 200 feet to the east of the Project Site's east end and separated from the Project Site by Mulholland Drive. The proposed Haul Truck Route would not pass Alizando Drive Park and no sidewalk closures are expected to affect access to this park. Additionally, construction workers at the Project Site would not typically be expected to generate a demand park or recreational facility use. Therefore, impacts to parks during Project construction would be less than significant.

No mitigation measures are required, as no significant impacts associated with parks or recreational facilities from the Project's construction have been identified.

Operation

The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities. Therefore, impacts would be less than significant.

A project's impacts with respect to parks and recreational facilities are determined based on the ability of existing parks and recreational facilities in the project area to accommodate the project's need for such facilities. The Project would generate approximately 51 residents. Under the City's Public Recreation Plan ("PRP") within the City's General Plan, the City's standard ratio of neighborhood and community parks to population is four acres per 1,000 persons and the City's standard ratio of regional parks to population is six acres per 1,000 persons. Based on those ratios, the Project would generate a demand of approximately 0.2 acre of new neighborhood and community parkland and 0.3 acre of regional parkland. The Project would also preserve approximately one-half of the Project Site as protected open space, which would serve to reduce the Project's demands and use upon existing recreation and park facilities in the local area.

The Project would not conflict with, or impede implementation of, any of the policies or goals related to parks described in the Framework Element of the General Plan or the Community Plan, which describe the planning of facilities. The Project, through the payment of the required Quimby fees, would help the LADRP achieve progress toward its goal of ensuring adequate park facilities for existing and future residential populations within the Woodland Hills community.

Because the Proposed Project was deemed fully vested by the City prior to the effective date of the 2016 Park Fee ordinance, the Project is not subject to the requirements of this ordinance. However, the Project is required to comply with the sections of the LAMC pertaining to the payment of Quimby and Parkland fees that were in place prior to the effective date of the new Park Fee ordinance. If a final map is recorded, then the Project is subject to Quimby Fees and/or Finn Fees. The Project's compliance with the above-referenced Code requirements collectively address the Project's future demand upon recreation and park facilities by contribution of funds to be placed in a City-controlled account to be used to acquire and develop new parkland areas within the Project's service area.

No mitigation measures are required, as no significant impacts associated with parks and recreational facilities have been identified.

Cumulative Impacts

The Proposed Project would not result in significant cumulative impacts associated with the provision of new or physically altered parks and recreational facilities. Therefore, impacts would be less than significant.

The extent to which the residential Related Project includes parks or recreational amenities is unknown. However, each residential project in the City will be required to comply with the City's Quimby Ordinance and/or Dwelling Unit Construction Tax payment. Compliance with these ordinances would mitigate potential park and recreational facility impacts associated with the construction of these projects. Additionally, the City can use General Fund revenues from these projects to help meet its target parkland planning ratios in order to meet the needs of existing and future development.

Under CEQA Guidelines section 15130(a)(3), a project's contribution to cumulative impacts is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact. Since the Project would be required to mitigate its impacts upon public recreation and park facilities by paying mandatory Quimby/Park fees and/or Recreation and Park Fees in addition to providing the mandatory code-required open space areas and on-site recreational amenities, the Project's impacts would not be considered cumulatively considerable. Those fees are mandatory and proportionate based on the Project's residential density.

No mitigation measures are required, as no significant cumulative impacts associated with parks and recreational facilities have been identified.

Public Services – Libraries

Under CEQA's Guidelines, a project may have a significant environmental impact if the project would: (a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services.

Construction

Construction of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered libraries in order to maintain acceptable service ratios or other performance objectives. Therefore, impacts would be less than significant.

The nearest libraries to the Project Site are the Woodland Hills Branch and the Platt Branch Libraries. Construction workers at the Project Site would not typically be expected to generate a demand for library use. Therefore, impacts to libraries during Project construction would be less than significant.

No mitigation measures are required, as no significant impacts associated with libraries from the Project's construction have been identified.

Operation

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities in order to maintain acceptable service ratios or other performance objectives. Therefore, impacts would be less than significant.

The Project would generate approximately 51 residents. The Project is served by two nearby LAPL library branches as well as the LAPL's Central Library. The library service population areas overlap so there is no discrete population analysis for library service. However, the LAPL has confirmed that there is no need for any planned improvements, either under its Strategic Plan or

otherwise, to add capacity through expansion to any identified branch or build any new libraries in the Project area. The City's CEQA Thresholds Guide considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations. Further, Measure L has provided funds to restore adequate services to the existing library system. For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services. Consequently, impacts to library service would be less than significant.

The Project would not conflict with, or impede implementation of, any of the policies or goals related to libraries described in the Los Angeles General Plan Framework, Los Angeles Public Library Strategic Plan 2015–2020, and the Community Plan. The Project, through the generation of revenue into the City's General Fund, would help the LAPL achieve Objective 9.21, which seeks to ensure library service for current and future residents and businesses; achieve progress toward Goal 1, which seeks to improve communities by updating the Library Facilities Master Plan, planning new libraries, and increasing service hours, among other activities; and achieve progress toward its goal to ensure adequate library facilities and service, including new libraries or expansion of existing libraries.

Although the Project would increase the demand for library services through its resident population, it would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Thus, impacts to library services as a result of the Project would be less than significant.

No mitigation measures are required, as no significant impacts associated with library facilities have been identified.

Cumulative Impacts

The Project, in conjunction with the Related Project, would not result in a significant cumulative impact associated with library facilities.

The increase in demand for library facilities as a result of these additional residents would be spread among the libraries that are within a two-mile radius of each individual project. The LAPL has indicated that no improvements are either planned or have been identified as necessary to add capacity through expansion to any branch or to build any new libraries in the Project vicinity. Also, Measure L has provided funding to restore adequate services to the existing library system. Furthermore, the cumulative projects, through the generation of revenue into the City's General Fund, would help the LAPL achieve progress toward its goal to ensure adequate library facilities and service, including new libraries or expansion of existing libraries. As such, cumulative impacts would be less than significant.

No mitigation measures are required, as no significant cumulative impacts associated with library facilities have been identified.

Transportation and Traffic

Conflict with Plan, Policy, Ordinance Establishing Circulation System Performance Measures

Construction

The City's CEQA Thresholds Guide identifies four types of in-street construction impacts, including: (1) temporary traffic impacts – potential impacts on vehicular travelers on roadways; (2) temporary loss of access – potential impacts on visitors entering and leaving sites; (3) temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers; (4) temporary loss of on-street parking – potential impacts on parkers. Traffic impacts from construction activities could occur as a result of the following types of activities: (i) increases in truck traffic associated with export of fill materials and delivery of construction materials; (ii) increases in automobile traffic associated with construction workers traveling to and from the site; (iii) reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities; and (iv) blocking existing vehicle or pedestrian access to other parcels fronting street.

Grading Component

No dirt or excavated materials would be exported from the Project Site. At the end of Project construction, approximately 4,200 cubic yards of dirt would be imported to the site to provide fill material. It is estimated that this activity would take approximately four days, with an average of approximately 75 inbound and 75 outbound haul truck trips per day. The haul route used would comply with the approved truck routes designated within the City. Project construction would also require delivery of construction materials. It is estimated that an average of six delivery truck trips per weekday would occur (three inbound, three outbound). No deliveries are planned on Saturday.

Construction Component

Construction activities are planned over a 26-month period and include a maximum of 37 employees per day. Assuming some level of carpooling among these personnel, and assuming an average vehicle ridership of 1.135 persons per vehicle, there would be a maximum of 66 construction personnel trips per day (33 inbound, 33 outbound), most of which would occur outside of the peak hour periods.

Prior to the commencement of all construction activities, the City requires project developers to prepare a Construction Traffic Management Plan (CTMP) that is required to be implemented during the construction phase, and which includes street closure information, detour plans, haul routes, and staging plans and formalizes how construction would be carried out and identifies specific actions that would be required to reduce effects on the surrounding community. The CTMP is required to be implemented during the construction phase. The CTMP is based on the nature and timing of the specific construction activities and other projects in the project vicinity and would include the following elements, as appropriate:

- Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Rerouting construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibiting construction-related vehicles from parking on surrounding public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodating all equipment on-site;

- Scheduling of construction-related deliveries to reduce travel during commuter peak hours; and
- Obtaining the required permits for the truck haul routes from the City prior to issuance of any permit for the Project.

The CTMP for the Project would prohibit construction-related vehicles and construction workers from parking on surrounding public streets. Adequate parking for construction workers would be provided at a designated on-site or off-site location. Thus, construction workers and vehicles would not reduce the availability of spaces on streets surrounding the Project Site. Also, no bus stops would be relocated and no bus lines would be rerouted due to Project construction.

Construction of the Project would be largely contained within the Project Site and would not affect adjacent street access. In addition, any delays from additional construction traffic and/or construction activities at locations other than the streets adjacent to the Project Site would not be substantial. Certain construction activities such as roadway improvements, utility relocation or extension, and drainage facility reconstruction could require temporary lane closures, which would in turn temporarily reduce existing street capacity, but such impacts would be short-term in duration.

With the implementation of safety procedures and other controls set forth in the required CTMP, construction would not create hazards for roadway travelers or bus riders. The impacts of construction activity on the overall transportation system would be temporary in nature and would cause minimal interruption to the regular operation of the facilities surrounding the Project site. Impacts on traffic associated with construction (e.g., an intermittent reduction in street and intersection operating capacity) are typically considered short-term impacts, but not significant. Therefore, Project construction traffic impacts would be less than significant.

No mitigation measures are required, as no significant cumulative impacts associated with library facilities have been identified.

Operation

The number of trips to be generated by the Project was calculated using trip generation rates from the current Institute of Transportation Engineers (ITE) Trip Generation manual, 9th Edition. The trip generation calculations were reviewed and approved by LADOT. As shown on Table V.I-6 of the Draft EIR, it is estimated that the Project would generate 181 daily trips, including 14 trips during the AM peak hour and 19 trips during the PM peak hour.

Intersection Impacts to Existing Conditions With the Project

The Proposed Project's traffic impacts compared to existing (2015) conditions would not exceed significance thresholds at the intersections studied in the Study Area.

All five study intersections are expected to continue to operate at LOS C or better during both the morning and afternoon peak hours under Existing with Project Conditions. Additionally, all of the projected increases in intersection volume/capacity (V/C) ratios caused by Project-generated traffic would be less than the threshold for a significant impact to occur. Therefore, the Project would not cause any significant traffic impacts in either the morning or afternoon peak hour when compared to existing conditions.

No mitigation is needed because the impacts would be less than significant.

Intersection Impacts to Future Conditions With the Project

The Proposed Project's traffic impacts under future (2018) conditions would not exceed significance thresholds at the intersections studied in the Study Area.

All five study intersections are expected to continue to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Conditions. Additionally, all of the projected increases in intersection volume/capacity (V/C) ratios caused by Project-generated traffic would be less than the threshold for a significant impact to occur. Therefore, the Project would not cause any significant traffic impacts in either the morning or afternoon peak hour when compared to future conditions.

No mitigation is needed because the impacts would be less than significant.

Congestion Management Program

The Proposed Project would not conflict with an applicable congestion management program ("CMP"). The impact would be less than significant.

The Los Angeles County CMP requires that a traffic impact analysis be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. The CMP also requires that a traffic impact analysis be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. The Project's largest peak-hour trip generation would be 19 trips in the PM peak hour, which is well under the 50-trip threshold triggering CMP analyses. Therefore, the Project's CMP impacts are considered to be less than significant and no further analysis is required.

No mitigation measures are required, as no significant impacts associated with the CMP have been identified.

Air Traffic Patterns

The Proposed Project would not result in a change in air traffic patterns. No impact would occur.

The Project does not include any aviation-related uses and the Project Site is not located within two miles of an airport. No impact would occur.

No mitigation measures are required, as no impacts associated with air traffic or airports have been identified.

Substantially Increase Hazards Due to a Design Feature

The Proposed Project would not substantially increase traffic hazards due to a design feature. The impact would be less than significant.

A cul-de-sac new private street, extending southerly into the Project Site from San Feliciano Drive, would provide vehicular access for 12 of the 19 homes. Three homes would have direct access on San Feliciano Drive via a single entrance. Another entrance, extending northwesterly into the site from Mulholland Drive, would serve the four remaining homes. There would be no internal vehicular connection between the new private street and Mulholland Drive.

The new private street would intersect a straight section of San Feliciano Drive. The speed limit on San Feliciano Drive is 25 miles per hour (MPH). Assuming a design speed of 35 MPH for San Feliciano Drive, i.e., 10 MPH higher than the 25 MPH speed limit, the current Caltrans Design

Manual, 6th Edition indicates a stopping sight distance of 250 feet for a 35 MPH design speed. Stopping sight distance is the distance required by the driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible. In this case, the object would be either a vehicle on San Feliciano Drive proceeding toward the new private street intersection or a vehicle on the new private street waiting to turn onto San Feliciano Drive. Based on measurements on the Project tract map, it is estimated that a stopping sight distance of 250 feet would be provided for either vehicle at this new private street location.

No mitigation measures are required, as no significant impacts have been identified. However, Project Design Feature I-1 will be required for an additional red curb extension to further reduce the less than significant impacts associated with the Project.

Project Design Features

I-1 – To ensure that vehicles using the Project internal roadway are visible from westbound San Feliciano Drive, the red curb on the southeast corner of the internal Project roadway and San Feliciano Drive intersection will be extended. The red curb shall be continued for 25 feet along the straight curb on the south side of San Feliciano Drive to the east of the intersection.

Inadequate Emergency Access

The Proposed Project would not result in inadequate emergency access. No impact would occur.

Vehicular access to the Project would be provided by the construction of a curvilinear private cul-de-sac which connects to San Feliciano Drive at the northern part of the site. Thus, the proposed project would not result in inadequate emergency access. Further, the project would be constructed according to California Fire Code requirements regarding length and width of roads and accesses.

No mitigation measures are required, as no impacts associated with emergency access have been identified.

Conflicts with Public Transit, Bicycle, or Pedestrian Facilities

The Proposed Project would not conflict with adopted policies concerning public transit, bicycle, or pedestrian facilities, nor would it decrease the safety of such facilities. No impact would occur.

The Los Angeles County Metropolitan Transportation Authority (MTA) is the primary service provider in the San Fernando Valley. Route 245 operated by the MTA is within fairly reasonable walking distance (approximately half a mile) from the Project Site. In addition, the City of Los Angeles Department of Transportation (LADOT) and the Santa Clarita Transit Authority (SCTA) operate commuter express routes throughout the Valley. The Project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, there would be no impact to adopted policies or existing alternative transportation facilities.

No mitigation measures are required, as no impacts associated alternative transportation facilities have been identified.

Utilities and Service Systems – Wastewater

Under CEQA's Guidelines, a project would have a potentially significant wastewater impact if it were to result in one or more of the following: (a) exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; (b) require or result in the construction of

new wastewater treatment facility or expansion of existing facilities, the construction of which would cause significant environmental effects; (c) require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects; or (d) 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.

Wastewater Generation and Infrastructure

The Project would not require or result in the construction of new water or wastewater treatment facilities, the construction of which would cause significant environmental impacts. Project compliance with City regulations would ensure the Project's impacts associated with wastewater infrastructure remain less than significant.

It is estimated that operation of the Project would generate a net total of approximately 4,370 gallons per day (gpd) (or 0.004 mgd) of wastewater. As part of the building permit process, the City will confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows. Further detailed gauging and evaluation would be needed as part of the permit process to identify the specific sewer connection point. If the public sewer is found to have insufficient capacity, then the Project Applicant would be required to build new sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit would be made at that time. During the construction phase of the Project, an application for a sewer connection permit and Sewer Capacity Availability Review (SCAR) must be submitted to the City. The Project Applicant would also pay any required sewer connection fees.

The potential construction of larger capacity sewer lines, or sewer connections, would not result in significant impacts as the construction would be of short duration and would occur with the implementation of best practices, such as the use of a flagman during work within the public right of way, to avoid significantly impacting traffic or emergency access. The Project's 0.004 mgd net increase in wastewater generation would represent a very small fraction of the existing 450 mgd daily treatment capacity at the Hyperion Treatment Plant (HTP). Therefore, the HTP has enough remaining capacity to accommodate the Project.

The wastewater generated by the Project would be similar to that of other existing residential uses in the area. No industrial discharge into the wastewater or drainage system would occur. As HTP complies with the state's wastewater treatment requirements and the Project's wastewater generation is well within the plant's existing capacity, the Project would not exceed the wastewater treatment requirements of LAWQCB. Therefore, no significant impacts with regard to wastewater treatment requirements or treatment plant outflow quality would occur.

No mitigation measures are required, as no significant impacts associated with wastewater treatment facilities have been identified.

Stormwater

The Project would not 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. The impact would be less than significant.

The Project would not create or contribute to runoff water that would result in the need for any additional stormwater drainage facilities. In 2011, the City amended the City's Stormwater Ordinance (LAMC 64.70) and expanded on the City's existing Standard Urban Stormwater

Mitigation Plan (“SUSMP”) to implement Low Impact Development (“LID”), a stormwater management strategy that seeks to prevent impacts of runoff and storm water pollution as close to its source as possible. Since the Project will add more than 500 feet of square feet of impervious area, it must comply with the LID Ordinance, including the LID’s Best management Practices as determined on a case by case basis by public works. If the LID’s Best Management Practices are not feasible, the City’s SUSMP Best Management Practices would apply. The Project would also be required to obtain a National Pollution Discharge Elimination System (“NPDES”) water quality permit from the LARWQCB. Further, implementation of appropriate project design features and compliance with local, State, and federal regulations, code requirements, and permit provisions would prevent significant impacts related to the release of potentially polluted discharge into surface water. Construction activities would also be subject to the City’s inspection and implementation of stormwater Best management Practices. The Project would also comply with the California Building Standards Commission requirements for irrigation systems. Based on its compliance with all those requirements, the Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities. Therefore, impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with new storm drainage facilities or expansion of existing facilities have been identified.

Cumulative Impacts

The Project, in conjunction with the Related Project, would not contribute to a significant cumulatively considerable impact associated with wastewater or stormwater. Therefore, impacts would be less than significant.

Implementation of the Project in conjunction with the Related Projects would increase demand for wastewater services provided by the City’s sewer system. The Related Projects within the City are served by the same sewer system as the Project Site, and thus are counted as part of the cumulative analysis.

As with the Project, the cumulative projects would rely on the wastewater treatment services provided by the HTP. The existing remaining capacity of the HTP is approximately 88 million gpd. The cumulative sewage generation of the Project and the cumulative projects within the surrounding area would be well within the design capacity of the HTP. As such, the Project’s incremental effect on cumulative impacts to wastewater treatment capacity would not be cumulatively considerable.

No mitigation measures are required, as no significant cumulative impacts associated with wastewater or stormwater drainage have been identified.

Utilities and Service Systems – Water

Water Demand, Supplies, and Infrastructure

Sufficient water supplies are available to serve the Project from existing entitlements and resources. Therefore, impacts would be less than significant.

Certain construction activities for the Project would consume water, such as soil watering (i.e. for fugitive dust control), clean up, masonry, painting, and other related activities. Typically, fugitive dust watering is provided by private purveyors and not provided by on-site water sources. Reclaimed water can also be used for dust control. Since the Project’s construction would occur in various stages, construction activities would occur intermittently and would be short-term and

temporary in nature. Further, the activities requiring water would not create substantial water demand. Overall, construction activities would require minimal water consumption and would not be expected to have adverse impacts on available water supplies or existing water distribution systems.

As part of the building permit process, the City would confirm that there is sufficient capacity in the water supply and infrastructure to accommodate the Project's water needs. If there is a deficiency that would prevent the Project from receiving an adequate level of service, the Project Applicant will fund the required upgrades to adequately serve the Project. Impacts would be less than significant.

The Project Site is served by the Los Angeles Aqueduct Filtration Plant (LAAFP), which has a capacity to treat approximately 600 million gallons per day (mgd) and is currently operating at 75 percent of its capacity. The Proposed Project would consume approximately 4,807 gallons of water daily (or 0.005 mgd), and therefore, implementation of the Proposed Project is not expected to measurably reduce the LAAFP's capacity. The Proposed Project would have a less than significant impact.

Water services will be provided from the LADWP's 1240 service zone. It is likely that the residential development would entail extension of existing utilities that serve surrounding residential uses. Decisions regarding water distribution system extensions are made during the City's Subdivision process. Data from the LADWP's hydraulic analysis and the Project Applicant's street improvement plans must be evaluated to decide water service options for the Proposed Project. If it is determined that water mains or infrastructure upgrades are required, the Project Applicant would pay for such upgrades and a temporary disruption in service may occur, with proper notification to LADWP customers. Therefore, impacts resulting from water infrastructure improvements would be considered less than significant.

Additionally, given the incremental increase in water consumption for the Project, and compliance with applicable water conservation ordinance and regulations such as California Code of Regulations (CCR), Title 20, Section 1604; CCR Title 22; City Ordinances 165,004 and 166,080; the Project would not require or result in the construction of new water treatment facilities. The 2015 LADWP Urban Water Management Plan takes into account drought conditions. After adjusting for economy and drought conditions, projected water demands can vary by approximately \pm 5 percent in any given year due to average historical weather variability. This means that water demands under cool/wet weather conditions could be as much as 5 percent lower than normal demands on average; while water demands under hot/dry weather conditions could be as much as 5 percent higher than normal demands on average. Therefore, the Project's anticipated operational water demand would be considered to have a less than significant impact.

No mitigation measures are required, as no significant impacts associated with impacts to water demand, supply, or infrastructure have been identified.

Fireflow

The Project would not have significant impacts to the water conveyance system for fireflows. The impact would be less than significant.

The Project design includes design features to increase the capacity of existing water infrastructure in accordance with LADWP standards, which take into account LAFD fire flow and pressure requirements. Furthermore, the Water Operations Division of the LADWP would perform a detailed fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks

would be installed per Fire Code requirements for the Project. In addition, the Project Applicant would be required to submit the proposed plot plans for the Project to the LAFD for review for compliance with applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the Project would not create any undue fire hazard.

No mitigation measures are required, as no significant impacts associated with the water conveyance system for water flows have been identified.

Cumulative Impacts

The Project, in conjunction with the Related Project, would not contribute to a significant cumulatively considerable impact associated with water supplies. Therefore, impacts would be less than significant.

Implementation of the Project in conjunction with the Related Projects would increase demand for water services provided by the City's water supply system. The Related Projects within the City are served by the same system as the Project Site (LADWP), and thus are counted as part of the cumulative analysis. Through its UWMP, the LADWP anticipates its projected water supplies will meet demand through the year 2040, including anticipated growth projections and demographic changes. In terms of the City's overall water supply condition, the water requirement for any Related Project that is consistent with the City's General Plan has been accounted for in the planned growth of the City's water system. Additionally, any Related Project that conforms to the demographic projections from SCAG's Regional Transportation Plan ("RTP") and is located in the service area is considered to have been included in LADWP's water supply planning efforts. Therefore, projected water supplies would meet projected demands. Similar to the Project, each Related Project would also be required to comply with City and state water code and conservation programs for both water supply and infrastructure. Further, each of the Related Projects is required to be consistent with the SCAG RTP projections in order to be accounted for the City's 2010 Urban Water Management Plan's current and projected available water demands. As the Related Projects must be consistent with and accounted for in those projections, no significant cumulative water supply impact is anticipated from development of the Project and the Related Projects, and the LAAFP would have adequate capacity to treat the cumulative water demand from the Project and Related Projects.

In addition, the potential need for the Related Projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, relationship between development of the Project and the Related Projects in relation to this issue. Therefore, no cumulative water infrastructure impacts or water treatment facilities impacts are anticipated for the development of the Project and the Related Projects. Also, citywide water conservation efforts would be expected to partially offset the cumulative demand for water. For example, LADWP undertakes expansion or modification of water services infrastructure to serve future growth in the City as required in the normal process of providing water service. For all of those reasons, the Project would not contribute to a cumulatively considerable effect on water service and supply. Therefore, the cumulative impacts of the Related Projects in combination with the Project would be less than significant.

No mitigation measures are required, as no significant cumulative impacts associated with water service and supply have been identified.

Utilities and Service Systems – Solid Waste

Construction

The Project would be served by landfills with sufficient permitted capacity to accommodate the solid waste disposal needs from the Project's construction. The impact would be less than significant.

During the 26-month construction period, Project demolition and construction activities would generate a small amount of construction waste. The Project's demolition and construction debris would primarily be classified as inert waste and would be recycled in accordance with the California Green Building Standards Code, which requires 50 percent of C&D debris be recycled, as well as the LAMC Section 66.32 which requires 70 percent of solid waste (including C&D debris) generated in the City to be recycled.

The remaining waste would be disposed of in a Class III landfill or a mixed debris recycling facility. The projected total amount of daily Project construction waste (after diversion) would equate to a fraction of one percent of the combined existing daily intake of the available landfills. Thus, as existing landfills and waste facilities have sufficient capacity to handle the Project's amount of construction waste, construction related solid waste impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with solid waste from construction have been identified.

Operation

The Project would be served by landfills with sufficient permitted capacity to accommodate the solid waste disposal needs from the Project's operations. Therefore, this impact would be less than significant.

The Project is estimated to generate a net total of approximately 232 pounds per day of solid waste. This total is a conservative scenario and does not account for the effectiveness of the recycling efforts that the Project would implement. The Project would be required to provide adequate space for disposing of recyclable materials. While landfills have a finite amount of space, proposals for expansions of existing landfills, the opening of new facilities, and the development of new waste disposal technologies would facilitate solid waste disposal facilities and other waste management options to continue to be available to the Project. Thus, solid waste generated during operation of the Project would result in a less than significant impact.

The City is served by the Sunshine Canyon City/County Landfill and the Chiquita Canyon Landfill. The Sunshine Canyon Landfill currently accepts 9,000 tpd on weekdays and 3,000 tpd on Saturday, but can accept 12,100 tpd. Therefore, the Sunshine Canyon City Landfill could accommodate the additional estimated 0.12 ton per day increase in solid waste resulting from the Project's operation. Additionally, pursuant to AB 939, each city and county in the state must divert 50% of its solid waste from landfill disposal through source reduction, recycling, and composting. The City achieved a waste diversion rate of 76.40 percent in FY 2013 and is on track toward its goal to achieve a 90 percent diversion by 2025.

The Project would be served by landfills with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and would not require an additional solid waste collection route or recycling or disposal facility. Operation of the Project would not require the need for additional solid waste facilities, the construction of which could cause significant environmental effects or substantially or incrementally exceed the future scheduled capacity of any landfill. Further the Project would comply with existing regulations for solid waste recycling and diversion. Operational solid waste impacts would be less than significant for the Project.

No mitigation measures are required, as no significant impacts associated with solid waste have been identified.

Cumulative Impacts

The Project, in conjunction with the Related Project, would not contribute to a significant cumulatively considerable impact associated with solid waste.

Implementation of the Project in conjunction with the Related Projects would increase solid waste generation. The landfills would have adequate capacity to accept the cumulative projects' construction waste. The cumulative construction debris generated by the Project combined with the Related Projects would constitute a small percentage of remaining inert landfill capacity. Therefore, cumulative impacts related to disposal of demolition and construction debris would not be cumulatively considerable.

With respect to operation, similar to the Project, the Related Projects would participate in regional source reduction and recycling programs pursuant to AB 939, further reducing the amount of solid waste to be disposed of at the landfills serving the City. Related Projects would also be required to participate in recycling programs, thus reducing the amount of solid waste to be disposed of at the landfills servicing the City. To provide a conservative estimate, the City assumed that all solid waste generated by the Related Projects would be delivered to the Sunshine Canyon Landfill, which can accommodate the additional daily increase in solid waste resulting from the cumulative projects.

The County has also supported State legislation that encourages the development of waste conversion technologies (i.e. AB 1939 in 2000 and AB 2770 in 2002). The ongoing process of improving solid waste facilities and advancing disposal techniques and strategies would further minimize the already less than significant impact on cumulative solid waste generation and disposal. The Related Projects would also act to implement the applicable City and County Waste diversion goals and policies, including the City's Solid Waste Management Policy Plan, the Source Reduction Recycling Element, the Framework Element, the Solid Resources Infrastructure Strategy Facilities Plan, the City's Municipal Code, and the County's Integrated Waste Management Plan, and Source Reduction Recycling Element. For all of those reasons, cumulative impacts associated with solid waste would be less than significant.

No mitigation measures are required, as no significant cumulative impacts associated with solid waste have been identified.

Utilities and Service Systems – Energy

Construction

The Project's construction would not require new energy supply facilities; would not lead to wasteful, inefficient, or unnecessary consumption of energy; would comply with all applicable energy conservation measures; and would incorporate energy conservation measures. Impacts related to energy conservation and energy resources from the Project's construction would be less than significant.

It is estimated that up to 75 haul truck (round) trips per day over a four-day period would be required to haul the imported fill material to the Project Site. The majority of the equipment will likely be diesel-fuels; however, smaller equipment such as air compressors and lifts may be electric-, gas-, or natural-gas fuels. Construction equipment fuels (diesel, gas, or natural gas) would be provided by local regional suppliers and vendors. The transportation fuel required by

construction workers would depend on the total number of worker trips estimated for the duration of construction activity (66 personnel trips per day). The expected construction gasoline and diesel fuel gas for the Project would be negligible compared with statewide supplies and would be accommodated by local or regional suppliers and vendors. Therefore, gas impacts during construction would be less than significant.

The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity, including temporary use of lighting and small power tools. These tools and lighting would be powered with charging stations supplied by portable generators. There would be no use of any permanent infrastructure for the delivery of electricity until after construction of the buildings. The electrical demand generated by these tools and lighting is substantially less than the Project's operational demand. Electricity for the Project's construction, when needed, would be supplied by the local utility provider (LADWP) via existing on-site connections. This would be consistent with suggested measures in the City's CEQA Thresholds Guide to reduce air pollution by using electricity from power poles rather than from temporary diesel or gasoline powered generators. Therefore, electricity impacts during construction would be less than significant.

Further, the Project would use construction contractors who demonstrate compliance with applicable California Air Resources Board ("CARB") regulations governing the accelerated retrofitting, reporting, or replacement of heavy-duty diesel on- and off-road equipment. Compliance with CARB's anti-idling and emission regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy.

No mitigation measures are required, as no significant impacts associated with energy conservation have been identified from the Project's construction.

Operation

The Project's operation would not require new energy supply facilities; would not lead to wasteful, inefficient, or unnecessary consumption of energy; would comply with all applicable energy conservation measures; and would incorporate energy conservation measures. Impacts related to energy conservation and energy resources from the Project's operation would be less than significant.

For the Project's electricity demands, electrical conduits, wiring, and associated infrastructure would be conveyed to the Project from existing LADWP lines in the surrounding streets to the Project during construction. LADWP's current and planned electricity supplies would be sufficient to support the Project's electricity consumption. The Project would be in compliance with Title 24 of the California Code of Regulations (Calgreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code. Electrical service would be provided in accordance with LADWP's Rules Governing Water and Electric Service. Based on the above analysis, no operational impacts associated with the consumption of electricity would occur.

The Project's natural gas demand would represent a fraction of one percent of Southern California Gas Company's peak demand in 2020. As such, there is adequate supply capacity and no impacts would occur. Further, the Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. The Project would not result in the construction of natural gas facilities (i.e., natural gas distribution lines) that would cause significant environmental impacts. Project design features for building efficiency would also help alleviate

natural gas demand. Therefore, the Project would not lead to impacts on natural gas infrastructure and Project impacts related to natural gas would be less than significant.

The Project would also not lead to wasteful, inefficient, or unnecessary consumption of transportation energy. Project-related vehicles would require a negligible fraction of the state's total transportation fuel consumption. With compliance with regulatory measures, the Project's operations would not result in wasteful, inefficient, or unnecessary consumption of transportation energy.

The Project's potential to use energy provided by alternative resources to meet the Project's operational demands is constrained by the energy portfolio mix managed by the Los Angeles Department of Water and Power ("LADWP", the Project's service provider) and by limitations on the availability or feasibility of on-site energy generation. LADWP has committed to meeting the requirements under the California Renewable Energy Resources Act by procuring at least 33 percent of its renewable energy portfolio from renewable sources by 2020 from by the procurement of energy from eligible renewable resources to the extent permitted by fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints. LADWP's existing renewable energy resources included small hydro, wind, solar, and biogas, which accounted for 20 percent of its overall energy mix. This represents the available off-site renewable sources of energy that would meet the Project's demand. With respect to on-site renewable energy sources, due to the Project's location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Geothermal energy requires the installation of a heat exchanger consisting of a network of below-ground pipes to convey heated or cooled air into a building. Methane can be a renewable derived biogas, but it is not available on the Project Site in commercially viable quantities or form, and its extraction and treatment for energy purposes would result in secondary impacts. Methane is also currently regulated as a hazardous material by the City. Solar and wind power could be used to augment, but not replace, natural gas-fired energy power generation. However, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin. The Project Site was not identified in a study by the California Energy Commission as an area with wind resource potential. Also, there are no viable sites within the Project Site for placement and operation of a wind turbine. With respect to solar energy, the California Energy Commission determined Los Angeles County has a relatively high photovoltaic potential. However, most of the high potential areas in Los Angeles County are located in the northeastern corner of the County, approximately 65 miles from the Project Site. Additionally, the California Energy Commission determined inland counties are more suitable for large-scale solar power generation.

No mitigation measures are required, as no significant impacts associated with energy conservation have been identified from the Project's operation.

Cumulative Impacts

The Project, in conjunction with the Related Project, would not contribute to a significant cumulatively considerable impact associated with energy conservation.

The Project in conjunction with the Related Projects would increase demand for electricity. Although future development would result in the use of renewable and non-renewable energy during Project construction and operation, the use of such resources would be generally consistent with the growth expectations for the LADWP service area. Each Related Project would also be required to comply with Title 24 of the California Code of Regulations ("CalGreen") requiring building energy efficiency standards and would be in compliance with the City's Green

Building Code. Further, each project would need to be consistent with how the LADWP serves each location with its existing distribution infrastructure. Thus, the cumulative projects are within the anticipated demand of the LADWP system and, accordingly, there is adequate energy capacity to service the Project and the cumulative projects. Therefore, cumulative impacts would be less than significant.

Implementation of the Proposed Project in conjunction with the Related Projects would also increase demand for natural gas. Although future development projects would result in the irreversible use of natural gas resources which could limit future availability, the use of such resources would be consistent with regional and local growth expectations for SoCalGas's service area.

Also, forecasted growth would incorporate design features and energy conservation measures, as required by Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code, which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. There would be sufficient statewide supplies to accommodate the statewide requirements from 2020-2035. Therefore, cumulative impacts would be less than significant.

No mitigation measures are required, as no significant cumulative impacts associated with energy conservation have been identified.

V. LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the Project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

Aesthetics

Impact Summary

Scenic Resources

The major scenic resource on the Project Site is its trees. There are no rock outcroppings, historic buildings, etc. on the Project Site. Native trees (including oaks and black walnuts) are specifically protected by ordinance in the City of Los Angeles, particularly along the Mulholland Scenic Parkway; therefore, any removal of an oak tree must be considered a potentially significant aesthetic impact on scenic resources.

The retaining walls would only be minimally visible from Mulholland Drive and San Feliciano Drive and none of the oak trees would be removed to accommodate the retaining walls; rather, the walls have been proposed to reduce impacts to oak trees. Therefore, the retaining walls would not substantially damage scenic resources and their impact with respect to scenic resources would be less than significant.

The construction of the proposed homes would reduce visibility of the on-site oak woodland, the site's major scenic resource. Because the reduced visibility of the oak trees could be considered

damage to a scenic resource, the Proposed Project would be considered to have a significant aesthetic impact on scenic resources unless mitigated.

Existing Visual Character

Since the proposed development would substantially affect the existing visual character or quality of the Project Site, its impact with respect to existing visual character is considered significant. Since the retaining walls would only be minimally visible from Mulholland Drive and San Feliciano Drive, the use of retaining walls would not substantially degrade the existing visual character or quality of the site and its surroundings. The loss of views of the on-site oak woodland would substantially affect the existing visual character or quality of the Project Site; this impact is therefore considered significant without mitigation.

Project Design Features

B-1 - The Project Applicant shall prepare and implement a Landscape Plan. The Landscape Plan shall provide planting and maintenance guidance for common landscaped areas, slopes, and undeveloped building pads. The Project Applicant shall be responsible for the Plan's implementation until the individual homes are occupied by residents who will take over landscape maintenance responsibilities. The Landscape Plan shall be subject to the review and approval by the Mulholland Scenic Parkway Specific Plan Design Review Board and the City of Los Angeles' Planning Department prior to issuance of the grading permit. Landscaping and irrigation for each lot shall be fully installed prior to the issuance of the Certificate of Occupancy for the residence on any individual lot. Major features of the landscape plan shall include:

- 1) A listing of plant species appropriate for use for both temporary slope stabilization purposes and long-term landscaping designs for common slope and private yard areas. The plan shall emphasize the use of drought-tolerant, fire retardant, native plant species. Only non-invasive non-native plant species shall be included in the listing of acceptable planting materials. In addition, wherever practical, plants which are relatively pest resistant and which require a minimum of added nutrients shall be utilized in landscaping;
- 2) Retention of a landscape contractor thoroughly familiar with the provisions of the Landscape Plan for ongoing implementation of the Landscape Plan;
- 3) Preservation and protection of existing trees and shrubs, wherever possible. Procedures for the care and maintenance of native trees retained on the Project Site shall be specified, and shall include supplemental irrigation for trees located along the existing fill slope supporting Mulholland Drive (including the areas in which Tree Nos. 18-35, 186, and 192 are located) during the rainy season. The Project Applicant shall provide protected tree maintenance information to the purchasers of individual homes within the Proposed Project; and
- 4) Utilization of a design that achieves the total screening of Project homes from the Mulholland Drive public right-of-way through the planting of new native trees and shrubs.

Mitigation Measures

B-11 – The replacement trees shall be planted in the newly landscaped areas of the Project.

B-12 – The preserved trees, especially the protected species trees, within 50 feet of the proposed construction areas shall be fenced with a temporary chain-link (or similar) protective fence at their driplines (or at the location of approved encroachment) prior to the start of any on-site grading.

This fencing shall remain intact until the City of Los Angeles' Planning Department or Urban Forestry Division, Bureau of Street Services allows it to be removed or relocated.

B-13 – All footing excavations within the driplines shall be dug by hand work only, to a maximum depth of 5 feet (or to a depth that CAL-OSHA, OSHA or local codes allow). Any excavation below the approved depth may be done with acceptable machinery. All footings within the preserved tree driplines shall be of “post type” rather than of “continuous type” to lessen potential root damage.

B-14 – No other on-site protected species trees shall be encroached upon within their driplines other than those identified in the Horticultural Tree Report in Appendix G of the Draft EIR.

B-15 – No over-excavation outside of any cut and/or fill slopes (“tops” or “toes”) for the proposed construction shall occur within the dripline of any on-site oak trees, unless required by the Project's structural engineer and approved by the Department of Building and Safety Grading Division, Department of City Planning, and Urban Forestry Division, Bureau of Street Services.

B-16 – No landscape, irrigation lines, utility lines, and/or grade changes shall be designed and/or installed within the dripline of any protected trees, unless approved by the Department of City Planning Department or Urban Forestry Division, Bureau of Street Services.

B-17 – The bare areas within the driplines of any on-site or overhanging protected trees, or within 50 feet of approved grading/construction near protected trees shall be covered with an insect and disease free organic mulch (minimum depth of 2 inches thick and no closer than 6 inches from their trunks and extending to approximately 10 feet outside the dripline).

B-18 – Mature protected trees to be retained shall be examined by a qualified arborist prior to the start of construction. Some of the Project's saved protected trees are in need of minor dead wood removal. No major structural pruning shall be permitted. A qualified arborist shall complete all dead wood removal and/or pruning.

B-19 – During construction, examination of the trees to be retained shall be performed monthly by a qualified arborist to ensure that they are being adequately protected and maintained. Prior to the issuance of a Certificate of Occupancy for each residence, a qualified arborist shall certify in a “letter of compliance” that all concerned tree policies have been adhered to.

B-20 – Copies of the Horticultural Tree Report for the Project, the City's Protected Tree ordinance, and the Mulholland Scenic Parkway Specific Plan shall be maintained on-site during all Project construction.

B-21 – All Project homes shall incorporate earth-tone palettes and non-reflective, naturalistic building materials for exterior surfaces.

B-22 – All public utilities shall be situated underground.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines Section 15091(a)(1)).

Rationale for Finding

Impacts to scenic resources (including individual protected trees and the oak woodland) would be reduced to a less than significant level by the implementation of Mitigation Measures B-10 through B-20, which include various measures for the protection of the remaining existing trees on-site. The Project would convert the 6.2-acre Project Site from its current mostly undeveloped condition to a residential setting. As a result, 28 of the 199 trees on the site would require removal, including 15 Coast Live Oaks. No Southern California black walnut trees would be removed. As part of regulatory compliance, replacement trees would be required to be planted on-site to address the loss of trees on-site. In addition, a review of Figure V.B-6 in the Draft EIR demonstrates that the 15 oak trees and most of the other trees proposed for removal are located within the interior of the Project Site and are not readily visible from off-site locations. The oak trees are primarily situated behind groves of existing trees and/or behind intervening knolls. Additionally, 12 of the 15 oak trees to be removed have an aesthetic rating of poor or dead (D, E and F), while the remaining three are rated fair to good (C and B). While the oak woodland on the Project Site has high aesthetic values, the individual oak trees slated for removal have not acquired a distinctive significance with reference to the other trees or monuments on the site. Remaining trees on the site would be further protected from grading and development impacts through the implementation of mitigation measures. The protection of these scenic resources would also minimize impacts to visual character and quality of the surround area. Visual character would be further protected through the implementation of Mitigation Measures B-21 and B-22, calling for residences to incorporate earth-tone colors and to situate public utilities underground throughout the development. Therefore, impacts to scenic resources and the existing visual character would be reduced to a less than significant level by implementation of Mitigation Measures B-10 through B-22.

Reference

For a complete discussion of the Project's impacts associated with aesthetics, see Section V.B, Aesthetics, of the Draft EIR. See also Section 2, Responses to Comments, of the Final EIR.

Air Quality

Description of Effects

Construction Phase Impacts – Regional Impacts

Construction of the Proposed Project would generate pollutant emissions from various construction activities. Construction activities involving site preparation and grading would primarily generate PM₁₀ emissions. Mobile source emissions (use of diesel-fueled equipment on-site and worker trips) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of VOC emissions. Construction of the Proposed Project would produce VOC, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. However, NO_x emissions during the grading phase would exceed the regional threshold for this ozone precursor. As a result, construction of the Proposed Project could contribute substantially to an existing violation of air quality standards for the regional pollutant ozone. This impact is considered significant prior to mitigation.

Construction Phase Impacts – Local Impacts

At a local level, construction of the Project could produce emissions that potentially impact air quality near the Project Site. To assess the air quality impact of localized construction emissions of PM_{2.5}, PM₁₀, CO, and NO₂, the SCAQMD's recommended LST methodologies were used. The Project would not produce significant emissions that exceed the SCAQMD's recommended localized standards of significance for the criteria pollutants, with the exception of PM₁₀ and PM_{2.5},

primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the site preparation and grading phases. As a result, construction impacts on localized air quality are considered significant prior to mitigation.

Cumulative Impacts

For regional ozone precursors, the Proposed Project would exceed SCAQMD mass emission thresholds for the ozone precursor NO_x during construction. As such, the Project's impact on cumulative ozone precursor emissions would be considered significant but capable of being mitigated. When considering local impacts, the Proposed Project would exceed the SCAQMD's PM₁₀ and PM_{2.5} Localized Significance Thresholds (LST). The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting LST mass emissions thresholds that generally double with every doubling of distance. Cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. However, the only potential cumulative development project within the general vicinity of the Project Site is located 1.3 miles to the north, which is too great a distance to be considered likely to generate cumulative construction air quality impacts in concert with the Proposed Project. As such, the cumulative impact of the Proposed Project and other construction projects on local sensitive receptors would be considered significant but capable of being mitigated.

With respect to operation, the proposed land use would not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Proposed Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance, the Project's impacts on cumulative emissions of non-attainment pollutants is not considered cumulatively considerable. The Proposed Project is a residential project that does not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM₁₀ and PM_{2.5} would be minimal. Similarly, existing land uses in the area include residential and commercial land uses that do not produce substantial emissions of localized nonattainment pollutants. The Project would also be consistent with growth assumptions in the SCAQMD's 2016 Air Quality Management Plan, and would be consistent the City's General Plan Air Quality Element. Operational cumulative impacts would be less than significant.

Mitigation Measures

C-1 – All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

C-2 – The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required. If the City determines that 2010 model year or newer diesel trucks cannot be obtained, the City shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements in their place.

C-3 – At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided to the City.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines Section 15091(a)(1)).

Rationale for Finding

Regional construction phase NO_x emissions during the grading phase would exceed the regional threshold for this ozone precursor. As a result, construction of the Proposed Project could contribute substantially to an existing violation of air quality standards for the regional pollutant ozone. Implementation of Mitigation Measures C-1 through C-3, requiring equipment and haul trucks meeting stricter air quality standards, would reduce this impact to a less than significant level by lowering NO_x emissions below the applicable SCAQMD significance threshold.

With regards to particulate matter, compliance with existing SCAQMD regulations would substantially reduce localized emissions of particulates from fugitive dust sources. These are required by SCAQMD Rule 403, which calls for the application of best available control measures to all construction activities. Compliance with Rule 403 would reduce PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent. In addition, Mitigation Measure C-1 would mitigate localized emissions of PM_{2.5} and PM₁₀. The air quality analysis throughout the Draft EIR was conducted consistent with applicable SCAQMD guidance and CalEEMod, including the CalEEMod User's Guide. Through regulatory compliance and implementation of Mitigation Measure C-1, the Project's localized emissions of PM_{2.5} and PM₁₀ during the construction phase would be reduced below the SCAQMD's applicable thresholds. Therefore, impacts would be reduced to a less than significant level.

With respect to the cumulative construction scenario, even if nearby projects were to be constructed simultaneously with the Project, impacts would be less than significant for at least three reasons. First, each construction site would be required to meet SCAQMD's applicable LST thresholds at nearby sensitive receptors, which are designed to ensure that a development project does not contribute to localized exceedances of CO, NO_x, PM₁₀, or PM_{2.5} concentrations. Second, CO hotspots are not expected from cumulative growth in the Project area as described in Section V.C, Air Quality, of the Draft EIR. Third, future development that contributes to cumulative growth would be required to address LST thresholds and perform dispersion modeling if potential violations of health standards were to occur. For these reasons, the Project's contribution to cumulative construction air quality impacts would not be significant with the implementation of Mitigation Measure C-1.

With respect to long-term cumulative operational impacts, the Project, in conjunction with nearby development projects, would not cause significant impacts, since they would generate only minimal on-site emissions of localized pollutants, and since they would not cause exceedances of CO air quality standards at roadways in the area, as described in Section V.C, Air Quality, of the Draft EIR.

With respect to cumulative regional air emissions, since the Project would create emissions beneath applicable SCAQMD regional emissions thresholds after mitigation, it is not considered to have a significant cumulative contribution to regional air quality impacts. Thus, cumulative regional impacts are also less than significant.

With implementation of Mitigation Measures C-1 through C-3 and through compliance with applicable regulations, the Project's air quality impacts would be less than significant.

Reference

For a complete discussion of the Project's impacts associated with air quality, see Section V.C, Air Quality, of the Draft EIR. See also Section 2, Responses to Comments, of the Final EIR.

Biological Resources

Description of Effects

Sensitive Species

Removal of natural habitat within the Project Site would contribute incrementally to the loss of natural habitats in the City of Los Angeles. Continuing urbanization displaces and destroys wildlife and permanently removes native plant communities. In particular, the quality of habitats within the Project Site has been diminished by former uses on the Project Site, and surrounding urbanization has largely isolated the property from nearby habitats in the Santa Monica Mountains. Based on these conditions, potential impacts to special status species are less than significant and no mitigation is required.

Implementation of the Proposed Project would result in the removal of 15 coast live oak trees as defined by the City of Los Angeles at the time the Tree Report was updated and the site was reevaluated in January 2015. An additional 13 trees, all non-native with the exception of three Mexican elderberry trees, would also be removed to accommodate the Project, for a total of 28 trees removed of the 199 trees on the Project Site. This would be considered a significant impact prior to mitigation.

Sensitive Natural Communities

A substantial portion of the on-site vegetation communities could be impacted due to removal or degradation during Project construction due to grading on-site and along San Feliciano Drive and from the development of residences and road installation. Remaining habitat following Project construction may be indirectly impacted due to invasion from installed landscape plants or increases in irrigation or fertilizer usage from new residential lawn or landscaping maintenance. Therefore, an impact to native trees and shrubs is potentially significant and mitigation is required.

Jurisdictional Resources

In order to address the jurisdictional status of the Project Site and resolve whether any jurisdictional area would be affected by the Proposed Project, CDFW staff met with TERACOR Resource Management (TERACOR) staff on August 12, 2016 at the Project Site. The site was evaluated during the walkover. It was agreed that the USGS blue line stream had been diverted and undergrounded and no longer flows across the Project Site. There was also a lack of evidence of surface waterflow on the site.

During the walkover with Department staff, there was lack of typical field evidence generally utilized to establish jurisdictional status and extent. These indicators include a number of characteristics associated with streams, and include the following: shelving superimposed on banks, sediment deposits, scour lines, water-stained leaves, and debris racks along a streamcourse. The biologists conducting the biological investigations for the Draft EIR also did not observe these or other jurisdictional characteristics, as discussed in the Biological Assessment Report (included in Appendix G of the Draft EIR).

Department staff, however, suggested that the feature in question may retain its jurisdictional status based on 1) stormflows generated on-site, 2) the presence of groundwater from the upstream canyon area associated with the blue line stream, 3) the oak woodland presence, and

4) the presence of a storm drain at the north end of the Project Site on San Feliciano Drive. However, no final conclusion regarding the jurisdictional status of this feature was reached during this site visit. The jurisdictional status will be considered further at the time a Preliminary Jurisdictional Determination and the Notification of Lake or Streambed Alteration is submitted as requested by the Department. Nonetheless, the Project Applicant must comply with the Department's recommendation and will submit a Preliminary Jurisdictional Determination and Notification for an LSA Agreement to the Department following completion of the CEQA process.

Conformance with Local Policies/Ordinances

The Proposed Project would preserve 171 mature trees, including 140 oaks, and require the removal of 28 trees, including 15 oaks on the Project Site. Section 46.00 et seq. of the Los Angeles Municipal Code (LAMC), and Los Angeles City Ordinance No. 177,404 set forth regulations for the preservation of certain protected species trees in the City and further provide that a protected species tree cannot be removed or relocated without first obtaining a permit from the Board of Public Works. In addition, the Proposed Project Site is within the Mulholland Scenic Parkway Specific Plan (MSPSP) and is thus subject to the regulations and requirements of the MSPSP. The MSPSP calls for the preservation of as many mature trees on a Project Site as possible and requires that trees that are removed be replaced as follows: a minimum of two oak trees (minimum of 36-inch box size) are to be planted for each one that is removed, any native tree removed must be replaced at a two for one ratio (minimum of 15-gallon size) with individuals of the same tree type, and any non-native tree removed must be replaced at a one for one ratio (minimum of 15-gallon size). Further, as required by Los Angeles City Ordinance No. 170,978, a comprehensive landscaping program would be implemented for the Proposed Project. Therefore, impacts to protected species trees, native trees and other mature non-native trees on the Project Site from Project construction may be considered potentially significant prior to regulatory compliance and mitigation.

Mitigation Measures

See Project Design Feature B-1 for landscape plan standards, Mitigation Measures B-8 through B-20 for the protection of existing trees, and Mitigation Measures D-1 through D-6 below.

D-1 – The 15 removed coast live oak trees shall be replaced with a minimum 36-inch box-size specimen coast live oaks at a minimum 2:1 ratio.

D-2 – Native trees and shrubs shall be utilized on-site in the landscape plan. Commercially available ornamental trees may be utilized on-site as long as 1) the species is not prohibited for installation by the City of Los Angeles Public Works Department along right-of-ways, and 2) the species has not been identified by the California Invasive Plant Council as an invasive risk in Southern California.

D-3 – Habitat alteration or removal shall be performed outside of the bird nesting season which extends approximately from March 15 through July 31. Should habitat need to be removed during bird nesting season, a detailed nesting survey must be performed by a qualified biologist to determine if active nests are present prior to removal of support resources.

D-4 – Construction fencing (orange safety fencing) shall be placed around the perimeter of the work site during periods of active construction work, including site grading. Periodic monitoring to insure that fence boundaries are maintained shall be conducted.

D-5 – Written and verbal instructions will be provided to all construction personnel on-site contractually obligating these personnel to respect the natural environment and to avoid, to the extent feasible, causing intentional harm to wildlife on-site during construction activity.

D-6 – A 1600 et seq. notification shall be prepared if the CDFW determines any on-site feature to be jurisdictional following submission of a preliminary jurisdictional determination. This Notification for an LSA Agreement will facilitate the determination of avoidance and mitigation measures such as, but not limited to, avoidance or construction best management practices if impacts to any CDFW jurisdictional drainages identified on the Project Site are determined by CDFW. If on-site features are concluded to be jurisdictional by CDFW and would be impacted by the Project, mitigation measures may include, but are not limited to protection in perpetuity and enhancement of on- or off-site mitigation lands that include drainages as negotiated under the LSA Agreement.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines Section 15091(a)(1)).

Rationale for Finding

With respect to sensitive species, implementation of Mitigation Measure B-1 would require a comprehensive landscape plan for the project, Mitigation Measures B-8 through B-20 would provide for additional protection of existing trees, and D-1 would replace the 15 removed coast live oak trees at a minimum 2:1 ratio on the Project Site. Review under the Mulholland Scenic Parkway Specific Plan may further increase the number of required replacement trees. Therefore, impacts would be reduced to a less than significant level, as these species would be replaced at an appropriate ratio and would be documented in a submitted landscape plan, and measures would be undertaken to prevent the further loss of trees on-site.

With respect to sensitive natural communities, implementation of Mitigation Measure B-1 and Mitigation Measures D-1 and D-2 would reduce this impact to a less than significant level by requiring a landscape plan and the planting of native trees and shrubs appropriate to the on-site vegetation community. In addition, regulatory compliance with the landscape and planting standards of the Mulholland Scenic Parkway Specific Plan would result in a further review of landscaping on the site.

With respect to jurisdictional resources, implementation of Mitigation Measure D-6 would facilitate the avoidance or minimization of impacts to any potential CDFW-identified jurisdictional resources present on the Project Site. Through this regulatory process, CDFW policies would be implemented with respect to jurisdictional resources and potential Project impacts would remain less than significant.

With respect to local policy/ordinance conformance, with implementation of Mitigation Measures D-1 through D-5 for tree replacement and limiting work to outside of nesting bird season, and through compliance with applicable regulations, the Project's impacts would be reduced to a less than significant level.

Reference

For a complete discussion of the Project's impacts associated with biological resources, see Section V.D, Biological Resources, of the Draft EIR. See also Section 2, Responses to Comments, of the Final EIR.

Cultural Resources

Description of Effects

Archaeological Resources

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources that presently exist within the project site. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that met the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if the Proposed Project were to affect archaeological resources that fall under either of these categories. According to the South Central Coastal Information Center (letter included in Appendix D to the Draft EIR), there are no known archaeological resources within the Project Site. However, a recorded archaeological site is located within the Project vicinity, approximately 400 feet to the south of the Project Site.

A Phase I Archaeological Survey of the Project Site was conducted by W&S Consultants, Inc. in 2004. This report is included as Appendix K to the Draft EIR. The Phase I survey concluded that no evidence of archaeological sites of any kind was found on the Project Site. However, the Project Site is archaeologically sensitive. Although impacts would be less than significant, Mitigation Measure A-1 has been added to address the potential for inadvertent discoveries.

Paleontological Resources

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project were to disturb paleontological resources or geologic features which presently exist within the project site. According to the Natural History Museum of Los Angeles County (letter included in Appendix D to the Draft EIR), there are no known paleontological resources within the Project Site. However, known paleontological resources have been found in the general vicinity.

According to the Paleontologic Resource Evaluation conducted for the Project Site (included as Appendix L to the Draft EIR), excavations during construction are unlikely to uncover significant vertebrate fossils. However, the Project Site is considered paleontologically sensitive. Although impacts would be less than significance, adherence to Mitigation Measures A-3 through A-7 will ensure that potential paleontological resources discovered on the site are not disturbed or destroyed and that impacts remain less than significant.

Human Remains

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains. The Project Site is located in a suburban area. The likelihood of encountering human remains on the site is minimal. According to the Native American Heritage Commission (letter included in Appendix B to the Draft EIR), the Sacred Lands File search did not indicate the presence of any resources within the Project Site. However, during the construction work and excavation of the Project Site, there is a possibility that human remains could be encountered. Although impacts would be less than significant, implementation of

Mitigation Measure A-8 would ensure that impacts with respect to human remains remain less than significant.

Tribal Cultural Resources

The City complied with the requirements of AB 52 by issuing notification letters concerning the Proposed Project to all California Native American Tribes that are traditionally and culturally affiliated with the Los Angeles area. The City did not receive any requests from Tribal organizations to initiate formal consultation regarding the Proposed Project. Although potential impacts to tribal cultural resources would be less than significant, implementation of Mitigation Measure A-9 would further ensure that inadvertent discoveries of such resources are addressed properly.

Mitigation Measures

A-1 – If any archaeological materials are encountered during the course of Project development, all further development activity shall be halted in the area of the discovery and:

- a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center located at California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
- b. The archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
- d. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center at California State University Fullerton.
- e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

A-3 – Prior to construction, the services of a qualified vertebrate paleontologist approved by the Los Angeles County Vertebrate Paleontology Department (LACM) and the City of Los Angeles shall be retained to implement a mitigation program during earth-moving activities associated with development of the parcel.

A-4 – The paleontologist shall develop a formal agreement with a recognized museum repository, such as the LACM, regarding the final disposition and permanent storage and maintenance of any fossil remains, as well as the archiving of associated specimen data and corresponding geologic and geographic site data, that might be recovered as a result of the mitigation program, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage.

A-5 – Earth-moving activities (particularly grading and trenching for pipelines) shall be monitored by a paleontologic construction monitor. Monitoring shall include the inspection of fresh exposures created by grading of the unnamed marine shale and in the younger alluvium to allow for the recovery of larger fossil remains. Monitoring will be conducted on a full-time basis in areas underlain by the marine shale, and a half-time basis once trenching has reached a depth 5 feet below previous grade in areas underlain by younger alluvium. As soon as practicable, the monitor shall recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock or sediment sample that can be recovered easily. As warranted, fossiliferous sediment samples shall be recovered from the younger alluvium and processed to allow for the recovery of smaller fossil remains (total weight of samples will not exceed 6,000 pounds) The location and proper geologic context of any fossil occurrence or sampling site shall be documented, as necessary. The monitor shall have the authority to divert grading temporarily around a fossil site until the fossil remains have been evaluated and, if warranted, the remains and/or a fossiliferous rock or sediment sample have been recovered.

A-6 – All fossil specimens recovered from the Project Site as a result of the mitigation program, including those recovered as the result of processing fossiliferous sediment samples, will be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. As appropriate, a sample of the marine shale will be submitted to a commercial laboratory for microfossil analysis; a sample of fossilized bone, shell, or wood from the younger alluvium will be submitted for carbon-14 dating analysis; and/or a sample of the alluvium will be submitted for pollen analysis.

A-7 – The monitor shall maintain daily monitoring logs that include the location where monitoring was conducted, the rock unit encountered, fossil specimens or samples recovered, and associated specimen or sample data and corresponding geologic and geographic site data. A final technical report of findings summarizing the results of the mitigation program shall be prepared by the paleontologist. The report shall be prepared in accordance with Society of Vertebrate Paleontology and museum repository requirements.

A-8 – In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- a. Stop immediately and contact the County Coroner.
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.
- d. The most likely descendant has 48 hours after being allowed access to the site to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendant does not make recommendations within 48 hours after being allowed access to the site, the owner shall reinter the remains in an area of the property secure from further disturbance.
- f. If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

A-9 – Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the Project Site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring.

Prior to the commencement of any ground disturbance activities at the Project Site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources.
2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the

- dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.
6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate.
 7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
 8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
 9. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines Section 15091(a)(1)).

Rationale for Finding

Available evidence indicates that archaeological resources, paleontological resources, human remains, or tribal cultural resources are not present at the Project Site. However, both archeological and paleontological finds have been discovered in the close vicinity, including an archeological site approximately 400 feet to the south of the Project Site. Therefore, due to the close proximity of the site to a previously discovered resource, the possibility exists that an inadvertent discovery of unknown or unexpected resources may occur during the earthwork phase of Project construction. In order to address this possibility, Mitigation Measures A-1 and A-3 through A-9 are being required to ensure that, in the event of such an unanticipated discovery, the cultural resources are properly handled, documented, and removed from the Project Site and that, where appropriate, tribal representatives are contacted and consulted. Implementation of these mitigation measures would ensure that impacts remain less than significant.

Reference

For a complete discussion of the Project's impacts associated with cultural resources, see Section V.A, Impacts Found to be Less Than Significant, of the Draft EIR and the cited Draft EIR appendices. See also Section 2, Responses to Comments, of the Final EIR.

Hazards and Hazardous Materials***Description of Effects******Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials in the Environment******Construction******Asbestos-Containing Materials***

Asbestos-Containing Materials (ACMs) Demolition of the buildings on site could release asbestos containing materials, if present in the structures. Exposure to workers or residents in the surrounding community to ACMs during demolition could be a significant impact. However, in accordance with the EPA's NESHAP regulation and SCAQMD's Rule 1403, all materials, which are identified as ACMs must be removed by a trained and licensed asbestos abatement contractor. Provided the removal and disposal of ACMs from the Project Site follows the various required guidelines, the Proposed Project would not create a significant hazard to the public or the environment.

Lead-Based Paint

Based on their age, the potential also exists for the on-site structures to contain lead-based paint. Exposure to workers to lead paint during demolition structures could be a significant impact. However, prior to demolition, a qualified lead-paint abatement consultant would be required to comply with applicable state and federal rules and regulations governing lead paint abatement. Provided that abatement rules and regulations are followed, hazardous materials impacts caused by exposure to lead-paint would not create a significant hazard to the public or the environment.

Construction Materials

The Project's construction would also involve the use of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. All of those materials would only be used in a short-term nature during construction activities. All potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would ensure that impacts would be less than significant. Any emission from the use of such materials would be minimal and localized to the Project Site. Since the Project's construction would comply with applicable regulations and would not expose persons to substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards, no impacts associated with the potential release of hazardous substances during the Project's construction would occur.

Oil Pipelines

There is a potential for the identified crude oil pipelines in the shoulder of Mulholland Drive to be ruptured during excavation and grading operations for the Proposed Project. Since such a rupture could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions (i.e., grading) involving the release of hazardous materials (i.e., crude oil) into the environment, this is a potentially significant impact. However, there are standard operating procedures for construction in the vicinity of known pipelines, generally consisting of notification and marking requirements, and including contacting Underground Service Alert of Southern California (Dig Alert) a minimum of two full working days (48-hours) prior to the commencement of earthmoving activities on the Project Site to obtain a listing of underground services and utilities.

Operation

Operations of the Project would consist of the typical and common activities associated with operation of a single-family residential development. No hazardous materials would be utilized during day-to-day operation of the Project other than typical housekeeping, vehicle, and landscape maintenance materials such as cleaning supplies, paints, fertilizers. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for transport, use, storage, and disposal of such products. Therefore, operation of the Project would not 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.

Mitigation Measure

F-3 – A minimum of two full working days (48-hours) prior to the commencement of earthmoving activities on the Project Site, the grading contractor shall contact Underground Service Alert of Southern California (Dig Alert) to obtain a listing of underground utilities in the vicinity of the Project Site. The location of all pipelines in the vicinity of proposed grading shall be clearly marked prior to commencement of grading activities.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines Section 15091(a)(1)).

Rationale for Finding

Via contractor compliance with Mitigation Measure F-3, the clear location and demarcation of nearby utilities would ensure that the Project's construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the potential risk pipeline rupture, and, as such, impacts would be less than significant.

Reference

For a complete discussion of the Project's impacts associated with oil pipelines, see Section V.F, Hazards and Hazardous Materials, of the Draft EIR. See also Section 2, Responses to Comments, of the Final EIR.

Noise

Description of Effects

Construction Noise

During construction, three basic types of activities would be expected to occur and generate noise. The first activity would involve the preparation of the site for grading by clearing the parcel of debris and vegetation. The second activity would involve the excavation and grading of portions of the Project Site to accommodate the building foundations for the new buildings that are being proposed. The third activity that would generate noise during construction would involve the physical construction and finishing of the new residential buildings.

Construction-related noise levels during excavation and grading site may reach approximately 78.6 dBA L_{eq} at the nearest residence (a noise increase of 18.1 dBA L_{eq}). Construction-related noise levels may reach approximately 72 dBA L_{eq} at the closest classroom building of Louisville High School (a noise increase of 1.4 dBA L_{eq}). Construction-related noise levels and dBA increase experienced at these single-family off-site noise-sensitive uses would exceed the City's "conditionally acceptable" exterior noise standard for single-family homes, and the construction noise levels associated with the Proposed Project would also exceed the City's noise standard of 75 dBA at 50 feet from construction and industrial machinery, as stated in Section 112.05 of the LAMC. Because construction noise levels are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period or by more than 10 dBA for more than one day, construction noise impacts would be significant without mitigation.

Construction Vibration

Construction activities would have the potential to impact the nearest off-site sensitive receptors to the Project Site, which includes the existing residential properties bordering the site along San Feliciano Drive and Mulholland Drive. In addition, the Louisville High School and convent located south of the site across Mulholland Drive may also be adversely affected by construction activities on the Project Site. The Federal Transit Administration has established vibration impact thresholds for sensitive buildings, residences, and institutional land uses. These thresholds include a threshold of 0.2 inches per second PPV at any non-engineered timber and masonry building at which building damage could occur.

The nearest off-site residential property is located along San Feliciano Drive, adjacent to the western boundary of the Project Site. As shown in Table V.H-12 of the Draft EIR, the vibration level that would be experienced by the residences in this complex would be approximately 0.124 inches per second PPV. In addition, the nearest off-site residential property to the Project Site located along Mulholland Drive is approximately 55 feet from the site's southwestern boundary. Based on this distance, Project construction-related vibration levels may reach approximately 0.027 inches per second PPV at this off-site residential property. Because the vibration levels experienced at both of these off-site properties would not exceed the FTA's recommended thresholds for building damage of 0.2 inches per second for non-engineered buildings, this impact would be less than significant.

As for the Louisville High School, the nearest classroom is located approximately 200 feet from the southern boundary of the Project Site. Consequently, the vibration level that would be experienced by the Louisville High School classroom would be approximately 0.004 inches per second PPV. The vibration levels at this location would not exceed the FTA's recommended thresholds for building damage of 0.2 inches per second for non-engineered buildings and this impact would be less than significant. In terms of human annoyance, the vibration levels experienced at off-site sensitive receptors could range from 60 VdB at Louisville High School to 90 VdB at the 4606 San Feliciano Drive residence. Pursuant to FTA guidance, the vibration impacts from construction of the Project would exceed the 80 VdB considered acceptable at this

sensitive receptor location for the single-family residences. However, any annoyance would be temporary and would not be evaluated against FTA standards that are generally applied to long-term operations. In addition, the construction activities associated with the Proposed Project would be required to comply with Section 41.40 of the LAMC, which prohibits exterior demolition and construction activities between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. As such, demolition and construction would not occur during recognized sleep hours.

Nevertheless, because sensitive single-family residential noise receptors may be in close proximity to active construction during early evening hours, mitigation measures to further reduce this less than significant impact have been incorporated.

Cumulative Impacts

As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and growth in the nearby area could potentially combine with the Proposed Project to result in cumulative noise impacts. Development of the Proposed Project in combination with other cumulative development projects in the surrounding area would result in an increase in construction-related and traffic-related noise in this area of the City. However, each potential cumulative development project would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In addition, each project would also be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool within 500 feet from a residential zone from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. With conformance with LAMC Sections 41.40 and 112.05, the cumulative construction noise impact would be less than significant.

Future construction associated with cumulative development in the area could result in a cumulatively significant impact with respect to temporary or periodic increases in ambient noise levels. Construction noise is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to the Proposed Project. However, the closest proposed development project to the Project Site is located 1.3 miles to the north, adjacent to the US 101 (Ventura) Freeway. At this distance, construction noise generated at each site would not be cumulatively considerable. As with the Proposed Project, this cumulative development project would be required to limit construction during the permitted hours designated in Section 41.40 of the LAMC and, thus, would not generate construction noise during recognized sleep hours for residences or on days that residents are most sensitive to exterior noise. Mitigation Measures H-4 through H-12 would serve to reduce the noise levels associated with construction at the Project Site to a less than significant level; as a result, construction noise levels would not exceed the thresholds in the *L.A. CEQA Threshold Guide*. Therefore, the cumulative impact of the Proposed Project associated with a temporary or periodic increase in ambient noise levels caused by the construction activities would be less than significant with mitigation.

Cumulative development in the City may result in the exposure of people to or the generation of excessive groundborne vibration. As mentioned above, the closest proposed project to the Project Site is located 1.3 miles to the north, and thus would not contribute to cumulative vibration impacts with the Proposed Project. Regardless, implementation of recommended Mitigation Measures H-11 and H-12 would serve to reduce the vibration levels associated with construction at the Project Site to the maximum extent feasible. Therefore, the cumulative impact contribution of the Proposed Project would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Proposed Project and other projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the Proposed Project to the future cumulative base traffic volumes in the Project vicinity. Cumulative development would increase local noise levels by a maximum of 0.2 dBA CNEL along several road segments in the area, inaudible increases to the human ear. Because none of the roadway segments would experience an increase in local noise levels by more than 5.0 dBA CNEL, the resulting cumulative impact would be less than significant.

With respect to stationary sources, the major stationary source of noise that would be introduced by cumulative development in the area would likely be HVAC equipment associated with the new developments. As discussed previously, the HVAC systems that are installed for new residential buildings would typically result in noise levels that average between 40 and 50 dBA L_{eq} at 50 feet from the equipment, while those for new commercial developments would generally produce noise levels of around 57 to 72 dBA CNEL at a distance of 50 feet. Depending on the distance these HVAC systems may be located from potential noise-sensitive uses at, or surrounding, these project sites, noise impacts at individual sites could be potentially significant. However, given that the only identified cumulative development site in the vicinity of the Proposed Project is located 1.3 miles away, and the fact that noise is a localized phenomenon, a significant increase in ambient noise from the operation of the HVAC systems associated with cumulative development in the vicinity would not occur. Thus, the cumulative stationary noise impact would be less than significant.

Mitigation Measures

H-4 – Construction and demolition activities shall be scheduled to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

H-5 – The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

H-6 – Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

H-7 – Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 150 feet from the adjacent, off-site residential buildings.

H-8 – All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance.

H-9 – Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) at 50 feet of distance, and capable of blocking the line-of-sight to the adjacent residences shall be installed.

H-10 – Two weeks prior to the commencement of construction at the Project Site, notification must be provided to the off-site residential uses located along Mulholland Drive and San Feliciano Drive, and to Louisville High School, disclosing the construction schedule, including the various

types of activities and equipment that would be occurring throughout the duration of the construction period.

H-11 – Construction staging areas and the operation of earthmoving equipment shall be located as far away from vibration-sensitive receptors as possible.

H-12 – Heavily loaded trucks used during construction shall be restricted to Mulholland Drive and Topanga Canyon Road, and shall be routed away from residential streets surrounding the Project Site.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines Section 15091(a)(1)).

Rationale for Finding

The Project's construction-related activities, although temporary, would potentially expose sensitive receptors or the surrounding area to noise levels in excess of the City's CEQA thresholds of significance. With incorporation of Mitigation Measures H-4 through H-12, impacts would be less than significant. Mitigation Measure H-9, for example, would install sound walls capable of reducing temporary construction noise levels at off-site receptors by at least 12 dBA. Mitigation Measure H-8 would ensure that powered construction equipment are properly outfitted with exhaust mufflers and other noise-reduction devices. Other mitigation measures would further reduce the Project's construction noise impact. The result of these mitigations would be maximum noise levels of 62.8-68.7 dBA L_{eq} (with noise increases of 1.3-4.8 dBA L_{eq}) at the nearest single-family residential sensitive noise receptors. These levels would then fall below the threshold levels of significance. Since the Proposed Project could lead to impacts associated with noise in excess of applicable standards, Mitigation Measures H-4 through H-12 shall be required to reduce those associated impacts to a less than significant level.

With respect to construction vibration impacts, implementation of Mitigation Measures H-11 and H-12 would serve to reduce the amount of vibration experienced at off-site noise-sensitive uses by requiring the location of construction staging and the operation of earthmoving equipment to be located as far away from vibration-sensitive receptors as possible, and for heavily loaded trucks to be routed away from the surrounding residential streets to the extent possible.

With the incorporation of these measures, construction noise and vibration impacts would be less than significant.

Reference

For a complete discussion of the Project's impacts associated with noise, see Section V.H, Noise, of the Draft EIR. See also Section 2, Responses to Comments, of the Final EIR.

VI. SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Project would not result in any significant and unavoidable impacts. Therefore, no Statement of Overriding Considerations is necessary.

VII. ALTERNATIVES

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The alternative analysis included in the Draft EIR, therefore, identified a reasonable range of project alternatives focused on avoiding or substantially reducing the project's significant impacts.

Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the project, reduce the significant unavoidable impacts of the project to a level that is less than significant, or avoid any significant effect the project would have on the environment.

Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that a project description shall contain "a statement of the objectives sought by the proposed project." In addition, Section 15124(b) of the State CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The objectives of the Proposed Project are as follows:

- To create a new residential community of 19 single-family homes without displacing existing housing.
- To help alleviate the current housing shortage by providing infill residential development on underutilized land.
- To provide housing in close proximity to commercial areas and recreational areas.
- To design the on-site circulation system to help ensure safe ingress and egress to and from the Project Site for existing and future area residents, and other motorists.
- To design a project that is consistent with the predominant character of the style of the neighborhood and that connects with the surrounding suburban environment and reflects neighborhood and market needs.
- To design landscape features that provide natural character and texture within the neighborhood suburban environment; that enhance the visual character of the development.
- To allow development of the site while minimizing tree removal and landform alteration.

Alternatives Analyzed in the Draft EIR and Final EIR

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting a project's basic objectives. Each decision-making body of the City finds that given the potential impacts of the Project, the Final EIR considered a reasonable range of alternatives to the Project to provide informed decision-making in accordance with Section 15126.6 of the CEQA Guidelines.

Based on the significant environmental impacts of the Project and the objectives established for the Project, the following alternatives to the Project were evaluated in the Final EIR:

- Alternative 1: No Project
- Alternative 2: Park Alternative

Alternative 1 - No Project

Description of Alternative

Under the No Project Alternative, the Project would not be implemented and the Project Site would remain in its existing condition. The No Project Alternative assumes the Related Project would move forward. No active use of the Project Site would occur under this alternative.

Impact Summary of Alternative

The No Project Alternative's impact would have no impacts on aesthetics, as the alternative would not create a change in the visual character of the Project Site or impact existing visual resources on-site. For the same reasons as the Project, the No Project Alternative would have no impact to agricultural and forestry resources. This Alternative would also have no impact with respect to air quality since as no demolition, grading, or construction would occur and no new vehicle trips would be generated under this Alternative. Alternative 1 would also have no impact with respect to biological resources as no tree removal or modification of the site would occur. Alternative 1 would have no impacts to significant historical, cultural or tribal resources since no demolition or other construction would occur. Alternative 1 would have no impact with respect to geology or soils.

Further, this Alternative would not result in increased GHG emissions, as it would not increase electricity and natural gas consumption, vehicle miles traveled, water use, or solid waste generation. Alternative 1 would have no impact to hazards and hazardous materials, since there would be no demolition or construction and the alternative would not have the potential to encounter asbestos and lead-based paint or oil pipelines at the Project Site. Alternative 1 would not involve any impacts to hydrology and water quality since no new development would occur. Alternative 1 would result in no impacts to land use and planning, as the alternative is consistent with existing zoning and land use plans. Alternative 1 would have no impact to mineral resources, as the Project Site is not located within a designated oil drilling area or a designed Mineral Resource Zone. Alternative 1 would have no impact with respect to noise, as no new sources of noise or vibration would be created because no demolition or construction would occur. Alternative 1 would have no impact to population and housing, as there would be no development would add population, housing, or employment to the Project Site. Alternative 1 would have no impact on public services, as no demand for public services would occur. Alternative 1 would result in no impacts to transportation and traffic, as no traffic would be generated. Alternative 1 would result in no impact with respect to utilities, as it would not lead to service demands related to wastewater, water, solid waste, electricity, or natural gas.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines Section 15091(a)(3)).

Rationale for Finding

No new development would occur under the No Project Alternative and the Project Site would remain largely vacant and unutilized. As such, Alternative 1 would not meet the underlying purpose of the Project or the project objectives. While the No Project Alternative would not result in any of the Project's significant but mitigated impacts, it would not satisfy any of the Project's objectives. Specifically, the No Project Alternative would not meet existing market demand for housing units within the Woodland Hills community area, on an in-fill site without displacing residents, and in proximity to commercial and recreational uses. In addition, regarding the City's planning goals and policies, the City has designated and zoned the property for low-density residential development and includes goals and policies for the minimization of grading and preservation of trees. The Project would provide a new residential subdivision designed in conformance with these policies. The No Project Alternative would not provide any new residential development to support citywide housing goals.

Accordingly, each decision making body of the City rejects the No Project as infeasible.

Reference

For a complete discussion of impacts associated with Alternative 1, see Section VII, Alternatives, of the Draft EIR.

Alternative 2 – Park Alternative

Description of Alternative

Alternative 2 envisions the 6.2-acre Project Site being acquired by a public agency and developed as a public park. According to the Santa Monica Mountains Conservancy, there is some possibility that the Conservancy, the Department of Recreation and Parks, or the Mountains Recreation and Conservation Authority (MRCA) could take over ownership and/or management of all but the northeastern one acre of the adjacent DWP's 5.91-acre Girard reservoir property. If one of these agencies were also to acquire the Project Site, which abuts almost 50 percent of the Girard Reservoir perimeter, a public park of approximately 11 acres could be created by combining the two properties. It is noted that the Park Alternative does not meet the Project Applicant's objectives. However, it was included in the Draft EIR in response to requests from the community for its assessment.

Because of the scenic value of the oak woodland adjacent to the Mulholland Drive Scenic Parkway, such a park would most likely not be developed for active recreation, but rather would be utilized as a wildlife refuge and for such passive recreational activities as hiking and bird watching. This alternative assumes that the extent of improvements on the Project Site's portion of the park would be limited to the demolition of the existing house, sheds, kennels and hardscape features, the removal of the surrounding chain-link fencing, the removal of non-native landscaping, and the subsequent restoration of the native habitat. While no new structures would be built on the park property, it is reasonable to assume that some landform alteration would occur on-site to provide access and parking. This alternative assumes that a graded and paved parking area would be located in the southwestern corner of the Project Site where the terrain is most level. Access would then be provided by a driveway on San Feliciano Drive. Like other small parks in the general vicinity, it is assumed that this park would be unstaffed, unlocked, and open from dawn to dusk.

Impact Summary of Alternative

Alternative 2's impacts related to aesthetics would be less than significant, as Alternative 2 would not involve the construction of structures visible within the protected viewshed of the Mulholland Drive Scenic Parkway and no scenic resources (such as protected trees) would be removed. Also, Alternative 2 would not cause any significant impacts associated with nighttime lighting. Alternative 2 would have no impact to agricultural and forestry resources, as the Project Site does not contain any agricultural or forestry uses. Construction and operation of Alternative 2 would not cause any significant impacts related to localized or regional air quality. Alternative 2 would also have a less-than-significant impact with respect to biological resources, as only non-native trees and shrubs would be removed. Alternative 2 would not cause any significant impacts to cultural, tribal or historical resources, and conditions of approval and regulatory measures would address any unknown resources encountered during construction. Alternative 2 would not result in significant geology/soils impacts as only minimal grading would be performed. With respect to GHG emissions, construction and operation of Alternative 2 would produce a less-than-significant impact.

Alternative 2 would not result in significant hazards/hazardous materials impacts. Alternative 2 would result in less than significant impacts to water hydrology and water quality since runoff from the Site does not discharge directly to a surface waterbody and all applicable regulations concerning water quality would be satisfied. Further, Alternative 2 would be consistent with applicable land use policies for the same reasons as the Project and be more compatible than the Project with the Mulholland Drive Scenic Parkway Specific Plan's intended purpose of preserving the aesthetic qualities of the scenic parkway.

Alternative 2's noise impacts attributable to construction and operation would be less than significant, and substantially less than those of the Project. Alternative 2 would not cause a significant impact with respect to population or housing growth as no residents or housing units would be present on-site. Alternative 2's impacts to public services would be less than significant with respect to fire protection, police protection, schools, parks and recreation, and libraries since Alternative 2 would not generate any demand for such services, and would help to meet area demand for parks and recreational facilities. Alternative 2 would generate substantially fewer daily vehicle trips than the Project. Alternative 2 would not generate a wastewater treatment demand and water usage, solid waste generation, and energy consumption associated with Alternative 2 would be substantially reduced as compared to the Project and less than significant.

In sum, Alternative 2 would avoid all of the Project's significant but mitigated impacts.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines Section 15091(a)(3)).

Rationale for Finding

Alternative 2 would not fully satisfy the Project objectives, although it would preserve the site's natural character and texture within the neighborhood suburban environment and would not result in tree removal or landform alteration. Specifically, the Park Alternative would not meet existing market demand for housing units within the Woodland Hills community area, on an in-fill site without displacing residents, and in proximity to commercial and recreational uses. In addition, regarding the City's planning goals and policies, the City has designated and zoned the property

for low-density residential development. The Project would provide a new residential subdivision designed in conformance with this designation and zoning. The Park Alternative would not provide any new residential development to support citywide housing goals.

Accordingly, each decision making body of the City rejects the Park Alternative as infeasible.

Reference

For a complete discussion of impacts associated with Alternative 2, see Section VII, Alternatives, of the Draft EIR.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. An environmentally superior alternative is an alternative to a project that would reduce and/or eliminate the significant, unavoidable environmental impacts associated with the project without creating other significant impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the project.

Alternative 1 (No Project Alternative) would have the fewest environmental impacts and would not result in any significant and unavoidable impacts. However, the CEQA Guidelines section 15126.6 states that if the No Project Alternative is the environmentally superior alternative, the lead agency must consider another environmentally superior alternative from the remaining list of alternatives considered.

Alternative 2 (Park Alternative) was selected as the Environmentally Superior Alternative because it involves less environmental disruption than the Project (less grading, less construction-related air quality and noise impacts, less intrusive visual quality impacts, fewer impacts to biological resources, fewer land use impacts and less potential for pipeline-related hazards). The Park Alternative, however, has been rejected because it fails to fully meet the Project objectives, there has been no commitment from the Department of Water and Power to release the 5.91-acre Girard Reservoir property for park purposes, and there has been no offer from any public agency or private organization to purchase the Project Site for park purposes.

Therefore, the Proposed Project can be considered the environmentally superior alternative because: (1) it allows for the logical development of the Project Site, utilizing the same property rights as other sites with the same zoning and in the same vicinity; (2) it minimizes grading and impacts to biological resources, including protected trees; (3) it preserves nearly one-half of the Project Site as natural open space; and (4) it would not create any significant and unavoidable environmental impacts.

Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible, and briefly explain the reasons underlying the lead agency's determination. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives can be rejected by the City for

specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, which make infeasible the project alternatives identified in the final EIR. Alternatives to the project that have been considered and rejected as infeasible include the following:

Reduced Density Project: In the Draft EIR for the Original Project, a 37-unit single-family condominium development, three alternatives were evaluated: (1) no project, (2) a reduced density 29-unit detached single-family home development, and (3) a park alternative. The current Proposed Project consists of a 19-unit detached single-family home development, which is substantially reduced from the reduced density alternative that was evaluated in the 2007 Draft EIR. For this reason, as well as concerns regarding the potential economic viability of a smaller development and the lack of significant and unavoidable environmental impacts resulting from the Proposed Project, a further reduced density alternative is not included in this Draft EIR. Also, as is noted in Section VI (General Impact Categories) of the Draft EIR, the Proposed Project would not result in any unavoidable significant impacts. The significant impacts of the Project in the areas of aesthetics, air quality, biological resources, and noise would be reduced to less than significant levels via the implementation of mitigation measures. Because any economically feasible development of the Project Site would likely also result in adverse impacts associated with these same environmental issue areas, as it would also require similar construction techniques and grading to infill the site to create accessible and flat pads for development, the only alternative that would be certain to reduce such impacts is one that does not include development of the site.

Non-Residential Project: Given that the Project Site is surrounded primarily by single-family residential uses and is currently zoned and designated for such uses in the General Plan, no alternative development including commercial, retail, or other non-residential uses was considered.

Alternative Off-Site Location: An alternative that would develop the Project on a different site was rejected as infeasible. Under such an alternative, the Project would be constructed on a site other than the Project Site. This alternative was deemed infeasible as the Project Applicant does not own or control another site of comparable size. Accordingly, any alternative site location would not meet the Project objectives.

VIII. OTHER CEQA FINDINGS

Summary of Significant and Unavoidable Impacts

Pursuant to Section 15126.2(b) of the CEQA Guidelines, the City finds that the Project would not result in significant and unavoidable environmental impacts.

Significant Irreversible Environmental Changes

Pursuant to section 15126.2(c) of the CEQA Guidelines, the City considered the potential significant irreversible environmental changes that could result from the Project. The Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during the Project's construction and would continue throughout its operational lifetime. Development of the Project 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 Site.

Demolition of the building on the Project Site would result in production of waste material. However, the Project would recycle and salvage demolition and construction debris, including asphalt, wood, drywall, metals, and other miscellaneous and composite materials. Proper separation of demolition debris would assist environmental clean-up and allow for proper disposal of hazardous materials that may be found within existing buildings. Further, the City passed an ordinance in 2010 that requires all mixed Construction and Demolition (“C&D”) waste generated within the City to be taken to certified C&D waste processors. Some of the City’s C&D facilities that reuse or recycle C&D waste have already reached a 100 percent recycling rate.

The Project’s construction would require consumption of resources that cannot be replenished or which may renew slowly as to be considered non-renewable, including certain types of lumber and other forest products, aggregate materials used in concrete and asphalt, metals, petrochemical construction materials, and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during operation of the Project. However, this resource consumption would be consistent with growth and anticipated change in the Los Angeles Region.

With respect to operation, the Project would be developed in a populated urban area. Additionally, the Project would incorporate sustainable design features to reduce the Project’s environmental impacts via compliance with the City’s Green Building Code.

As a result of the Project’s compliance with the applicable conservation and sustainable measures, no significant irreversible environmental changes would result from the Project.

Growth-Inducing Impacts

Pursuant to Section 15126.2(d) of the CEQA Guidelines, the City considered the Project’s potential growth-inducing impacts. Generally, a Project may foster or encourage population growth in a geographic area if it meets any of the following criteria: (i) economic expansion or growth (e.g., changes in revenue base, employment expansion, etc.); (ii) removal of an impediment to growth (e.g., establishment of an essential public service or the provision of new access to an area); (iii) establishment of a precedent-setting action (e.g., an innovation, a change in zoning, or general plan amendment approval); or (iv) development of or encroachment on an isolated adjacent area of open space (being distinct from an “infill” type of encroachment).

Although the Project would provide new residential uses, it would not necessitate the extension of roads or other infrastructure beyond that needed to serve the Project’s own needs. The Project would be developed in an urban area. Street access and utilities are fully built-out in the area.

The Project responds to the unmet housing demand in both the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area and the City of Los Angeles as a whole. Specifically, the Project would help achieve a portion of the household growth forecast for the City while also being consistent with regional policies to reduce sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled. Thus, while the Project does propose additional housing units, it would not substantially induce housing growth beyond forecasted levels.

The roadways and other infrastructure associated with the Project would not induce growth because they would only serve the Project. Infrastructure extensions would not be expanding into a new area as a result of the Project as the Project Site is completely surrounded by existing urban development.

Lastly, the Project Site, although largely undeveloped, is surrounded by existing urban development. Thus, development of the Project would not develop or encroach on an isolated adjacent area of open space, as distinguished from an “infill” type of encroachment.

For all those reasons, the Project would not result in a direct significant growth-inducing impact in the Project area.

IX. OTHER CEQA CONSIDERATIONS

1. The City, acting through the Department of City Planning, is the “Lead Agency” for the project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.
2. The EIR evaluated the following potential project and cumulative environmental impacts: aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation and traffic, utilities and service systems, energy, tribal cultural resources, alternatives, and other CEQA considerations. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The significant environmental impacts of the project and the alternatives were identified in the EIR.
3. The City finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the project. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review periods and responds to comments made during the public review periods.
4. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
5. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:
6. The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances,

significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

- The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
 - None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
 - The mitigation measures identified for the project were included in the Draft EIR and Final EIR. As revised, the final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.
7. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMP as adopted by the City serve that function. The MMP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the project and has been designed to ensure compliance with such measures during implementation of the project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.
 8. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the project.
 9. The custodian of the documents or other materials which constitute the record of proceedings upon which the City decision is based is the City of Los Angeles, Department of City Planning.
 10. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
 11. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the project.
 12. The EIR is a project EIR for purposes of environmental analysis of the project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and the other regulatory jurisdictions.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 67505, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) **THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision, and merger, of land is regulated pursuant to Article 7 of the Los Angeles Municipal Code (LAMC). The LAMC implements the goals, objectives, and policies of the General Plan, through zoning regulations, including Specific Plans.

Specifically, Los Angeles Municipal Code (LAMC) Section 17.06-B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the LAMC. The Vesting Tract Map has been filed to merge and resubdivide an approximately 6.2-acre (269,857 square-foot) site into 19 lots for single-family residences.

In addition to LAMC Section 17.05-B, Section 17.05-C requires that the vesting tentative tract map be designed in compliance with the zoning applicable to the project site. The General Plan, Specific Plans, and Zoning Code regulate, but are not limited to, the maximum permitted density, height, and the subdivision of land. The project site is located within the adopted Canoga Park – Winnetka Woodland Hills – West Hills Community Plan Community Plan area and is classified with the Low Residential land use designation with the corresponding zone of RE9, RS, R1, RU, RD6, and RD5. The project site is also located in the Mulholland Scenic Parkway Specific Plan. The Specific Plan does not have direct provisions relating to requirements for subdivision maps, although it does contain goals and provisions addressing subdivision design and improvements, as discussed below. The project site contains 6.2 acres and is zoned R1-1, requiring minimum lot sizes of 5,000 square feet.

The requested merger and resubdivision of the site into 19 lots would also include development of up to 19 residential structures, on lots ranging from approximately 8,000 to 25,600 square feet in size. This project is consistent with the General Plan and demonstrates compliance with Sections 17.06 of the Los Angeles Municipal Code as well as with the intent and purpose of the General Plan, with regard to density and use.

Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05-C and 17.06-B and is consistent with the applicable General Plan and Specific Plans.

(b) **THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term “design” as follows: “Design” means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the “Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects.”

Section 17.05-C of the Los Angeles Municipal Code enumerates design standards for Subdivisions and requires that each Tentative Map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05-C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (“net area”). LAMC Section 17.06-B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The map provides the required components of a tentative tract map.

The Tract Map subdivision design includes the merger and resubdivision of a 6.2-acre site into 19 lots and for single-family residences.

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including the Bureau of Engineering, Bureau of Sanitation, Bureau of Street Lighting, Department of Building and Safety, Grading Division and Zoning Division, Bureau of Street Lighting, Fire Department, Department of Building and Safety, Department of Transportation, and Department of Recreation and Parks) have reviewed the map and found the subdivision design satisfactory, and have imposed improvement requirements and/or conditions of approval. Bureau of Engineering requires improvements to San Feliciano Drive and Mulholland Drive in accordance with the City’s Street Standards and the Mulholland Scenic Parkway Specific Plan. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project’s sewerage needs. Fire and traffic access, as well as site grading, have been reviewed and deemed appropriate. Additional traffic safety measures for adjacent roadways and have been included for traffic and pedestrian safety.

The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

Further, the Community Plan’s Low Residential Land Use Designation and R1-1 zone allow for residential development subject to a minimum lot area of 5,000 square feet and a minimum lot width of 50 feet. The Tract Map provides lot areas and lot widths greater than the minimum.

The Mulholland Scenic Parkway Specific Plan also includes applicable goals and provisions for the design and improvement of subdivisions, including standards for the protection of native trees, the minimization of grading, and the minimization of driveway and private street access into the Mulholland Drive right-of-way. In addition, the Specific Plan Design Review Board may advise the Advisory Agency on the layout and design of subdivisions. Specific considerations have been

taken into the design of the tract map to avoid the removal of trees from the site, and to minimize grading and driveways.

The site contains 199 existing trees (including 166 protected trees), and 28 trees (including 15 protected trees) would be removed in order to develop the project. This includes a Tract Map design which takes primary access from a private street off of San Feliciano Drive at a location where there would be minimal impacts to existing trees, positioning the building pads in areas to minimize tree removal, and the preservation of the most prominent tree groupings on the site, specifically along Mulholland Drive at the intersection with Mulholland Highway. Currently, the site contains 3.7 acres of coast live oak woodland vegetation communities, and under the Tract Map design, 3.5 acres would remain intact. Furthermore, a majority of the trees to be removed have been rated as unhealthy or dead trees, and trees that will be removed are required to be replaced at a minimum 2:1 ratio on-site with 36"-box trees.

The Tract Map would also require grading of the site, including 3,040 cubic yards (c.y.) of cut and 7,240 c.y. of fill, resulting in a net of 4,200 c.y. of soil import. Due to previous site disturbance and fill on the site, the proposed grading, fill, and recompaction of soils is necessary to create stable and safe geological conditions for the private street and development of the site. Soil movement has been balanced in consideration of other Specific Plan objectives, such as those for the preservation of trees and vegetation. In addition, the Grading Division of the Department of Building and Safety has reviewed and approved the Tract Map's proposed grading for conformance with City standards and the Specific Plan.

In regard to driveways, the Tract Map has been designed to meet City driveway and private street standards, and includes one entrance from Mulholland Drive (serving four lots), one entrance from San Feliciano Drive (serving three lots), and one private street from San Feliciano Drive (to serve the remaining 12 lots). The central private street was designed as an efficient solution to provide access to the greatest number of lots in the subdivision within the flatter and less tree-dense portion of the lot. The private street also serves as a central access to these lots and therefore also reduces curb cuts from the adjacent right-of-way. In lieu of extending the private street south into the site into the higher and steeper portion of the site, which would have increased grading and the potential for tree removal, a single entrance was provided along Mulholland Drive to serve the four southernmost residential lots. Similarly, a single entrance was provided for the easternmost lots on San Feliciano Drive, which were clustered and situated to minimize tree removal.

The design and improvement of the Tract Map is intended to balance the various goals of the General Plan and Specific Plan, especially as they relate to street and driveway design, grading, and protection of tree. Therefore, as conditioned, the design and improvement of the proposed subdivision would be consistent with the intent and purpose of the applicable General Plan and Specific Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The project site is primarily undeveloped and is currently surrounded with a chain link fence. On the project site there is a vacant two-story single-family residence with a shed and kennel. The project site is physically suitable for the proposed type of development. The elevation within the site varies as the site is located on the northern foothills of the Santa Monica Mountains. The southern portion of the site is at a slightly higher elevation than the northern portion of the site, where the elevation slightly decreases moving south to north. The project site is not located in the Alquist-Priolo Fault Zone, earthquake induced landslide, fault-rupture hazard zone, methane zone, or flood zone. However, the project site is located in the City of Los Angeles Hillside Area

and State of California liquefaction zone. According to the memo from the Department of Building and Safety, Grading Division, dated November 21, 2017, it is recommended that a mat foundation be used for lots 5 through 19 in order to mitigate the earthquake induced settlements. The memo also states that the requirements of the 2017 City of Los Angeles Building Code have been satisfied and that the soil and grading of the project site are acceptable once the conditions outlined in the memo are incorporated.

The site is also within a Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department. According to a memo from the Fire Department, dated January 17, 2017, the project site is suitable for the proposed type of development, pending the compliance of all the conditions stated in the memo. Furthermore, the project will be required to meet all developmental regulations pertaining to fire hazard regulations as part of the California Building Code and Municipal Codes.

The subject site does not contain any known hazards (i.e., toxic waste, oil wells etc.). In addition, the environmental analysis conducted for the project found that the tract map and development of the project would not result in any significant impacts in terms of geological or seismic impacts, hazards and hazardous materials, and fire safety. The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division and Fire Department prior to the recordation of the map and issuance of any permits. Therefore, the project site is physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur. The adopted Community Plan designates the subject site for Low Residential land uses, which allows for single-family residential uses. The corresponding R1 Zone and Height District 1 applying to the subject site permits a residential density of one dwelling unit per 5,000 square feet of lot area. The site contains 269,857 square feet of land prior to dedication and proposes lot sizes ranging from approximately 8,000 to 25,600 square feet in area. Therefore, the project's proposed density is consistent with the general provisions and area requirements of the Planning and Zoning Code.

Surrounding uses include single-family residences, the former Girard Reservoir and the City of Los Angeles Department of Water and Power Pumping Station, Louisville High School, a two-story shopping center, and a two-story commercial office building, and surface parking. The Project's density is appropriately scaled and situated given the uses in the surrounding area. The subject site is located in the Hillside Area of the City and has slightly varying elevation levels throughout the irregular shape of the lot. The site is in a developed area with adequate infrastructure. The area is easily accessible via improved streets and highways. The environmental review conducted by the Department of City Planning (Case No. ENV-2005-2301-EIR), establishes that the physical characteristics of the site and the proposed density of development are generally consistent with existing development and single-family residential character of the surrounding community.

Furthermore, any potential single-family residence will be subject to the standards of the Municipal Code and the Mulholland Scenic Parkway Specific Plan. The maximum floor area to be developed on each lot will be determined by the Baseline Hillside Ordinance. The final height, massing, floor area, and design of each individual residence will be reviewed through a public hearing process by the Mulholland Specific Plan Design Review Board and the Director of City Planning for

conformance with the standards of the Specific Plan, including guidance relating to neighborhood compatibility. Through this process, building heights and residential floor area may potentially be further reduced.

Therefore, the project site is physically suitable for the proposed density of development.

- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Environmental Impact Report (EIR) prepared for the project identifies no substantial environmental damage or adverse impacts on fish or wildlife resources. The project site, as well as the surrounding area, are developed with a mix of uses, including single-family residences, a school, and commercial/office buildings. However, the project site contains 3.7 acres of coast live oak woodland vegetation communities, including some that is mixed with ornamental trees and vegetation. Under the Tract Map improvements, approximately 3.5 of the 3.7 acres containing most of the site's oak canopy would remain intact. Specifically, of the 199 trees (including 166 protected trees) located on-site, 28 trees (including 15 coast live oaks) are expected to be removed, and would be required to be replaced at a 2:1 ratio on-site with 36"-box trees, consistent with the City's protected tree ordinance and the Mulholland Scenic Parkway Specific Plan.

Additional mitigation measures for tree preservation are included in the Mitigation Monitoring Program for the project (Exhibit B), which is included as a Tract Map condition of approval. These includes measures such as: fencing off the driplines of all trees within 50 feet of the construction or grading areas, utilizing only hand digging (non-mechanical) methods near the protected drip lines, a prohibition of installing utilities, irrigation lines, landscaping, or grade changes within the protected oak driplines, and protection of trees with special mulch.

In addition, as is discussed in the Draft EIR for the Tract Map (in Section V.D, Biological Resources at page V.D-19), although mammals and reptiles may currently cross over Mulholland Drive between the Project Site and the relatively natural habitat areas on the school and park property to the south of Mulholland Drive, the Project Site does not function as part of a true wildlife corridor since wildlife dispersal across the Project Site is currently compromised by vehicle traffic on Mulholland Drive. In addition, the Project Site does not act to connect two significant or large core habitat areas; rather, the Project Site is a relatively small habitat island mostly surrounded by suburban development.

Construction impacts relating to birds and wildlife are discussed in the Draft EIR (Section V.D, pages V.D-17 through V.D-19) and mitigation measures are identified to reduce such impacts to below a level of significance. Nonetheless, it is acknowledged that any development activity on the Project Site has the potential to disturb birds and wildlife that currently utilize the property. It is also acknowledged that such impacts would largely be temporary rather than permanent, as the biota on-site would support recolonization of the Site by wildlife following the completion of construction activities and the implementation of the required landscaping plan and tree replacement.

The subdivision design and improvements are consistent with the existing development of the area. There are no habitat conservation plans or natural community conservation plans which presently govern any portion of the project site or vicinity. The environmental review for the Project identifies no significant and unavoidable environmental impacts and no substantial impacts on fish or wildlife resources. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE TYPE OF IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The project is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. However, the project is located in State of California liquefaction zone. According to the memo from the Department of Building and Safety – Grading Division, dated November 21, 2017, the Department of Building and Safety has proposed the use of mat foundations for lots 5 through 19 of the project site as a mitigation measure and acknowledges that the requirements of the 2017 City of Los Angeles Building Code have been satisfied. Additionally, the memo has imposed conditions to ensure that the soil foundation of the project site is suitable and would not cause serious public health problems for the project.

In addition, the Bureau of Sanitation, Wastewater Collection System Division issued a letter dated April 24, 2018, stating that they reviewed the existing sewer and storm drain lines serving the tract, and determined that there will be no potential problems to these City structures or potential maintenance problems. The Environmental Impact Report (EIR) fully analyzed the impacts of both construction and operation of the project on the existing public utility and sewer systems, facilities and services and determined that impacts are less than significant. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant. No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(g) THE DESIGN OF THE SUBDIVISION AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are no recorded instruments identifying easements encumbering the project site for the purpose of providing public access. The site is surrounded by private properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. In addition, the Bureau of Engineering did not indicate in their report dated May 25, 2016 that the proposed improvements would conflict with any easements. The project site is enclosed by a fence and does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed. The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation. The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 67505.

VINCENT P. BERTONI, AICP
Advisory Agency



Debbie Lawrence
Deputy Advisory Agency

DL:MZ:ja

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Figueroa Plaza
201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012
213 482-7077

Marvin Braude San Fernando Valley
Development Service Center
6262 Van Nuys Blvd., Room 251
Van Nuys, CA 91401
818 374-5050

West Los Angeles
Development Service Center
1828 Sawtelle Blvd., 2nd Floor
Los Angeles, CA 90025
310 231-2901

Forms are also available on-line at <http://planning.lacity.org>.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call Development Services Center staff at (213) 482-7077, (818) 374-5050, or (310) 231-2901.

VESTING TENTATIVE TRACT MAP NO. 67505

22255 MULHOLLAND DRIVE

GRAPHIC SCALE: 1"=40'

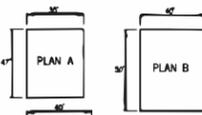
Exhibit 2-A
Retaining Walls
November 1, 2019
VTT-67505-1A



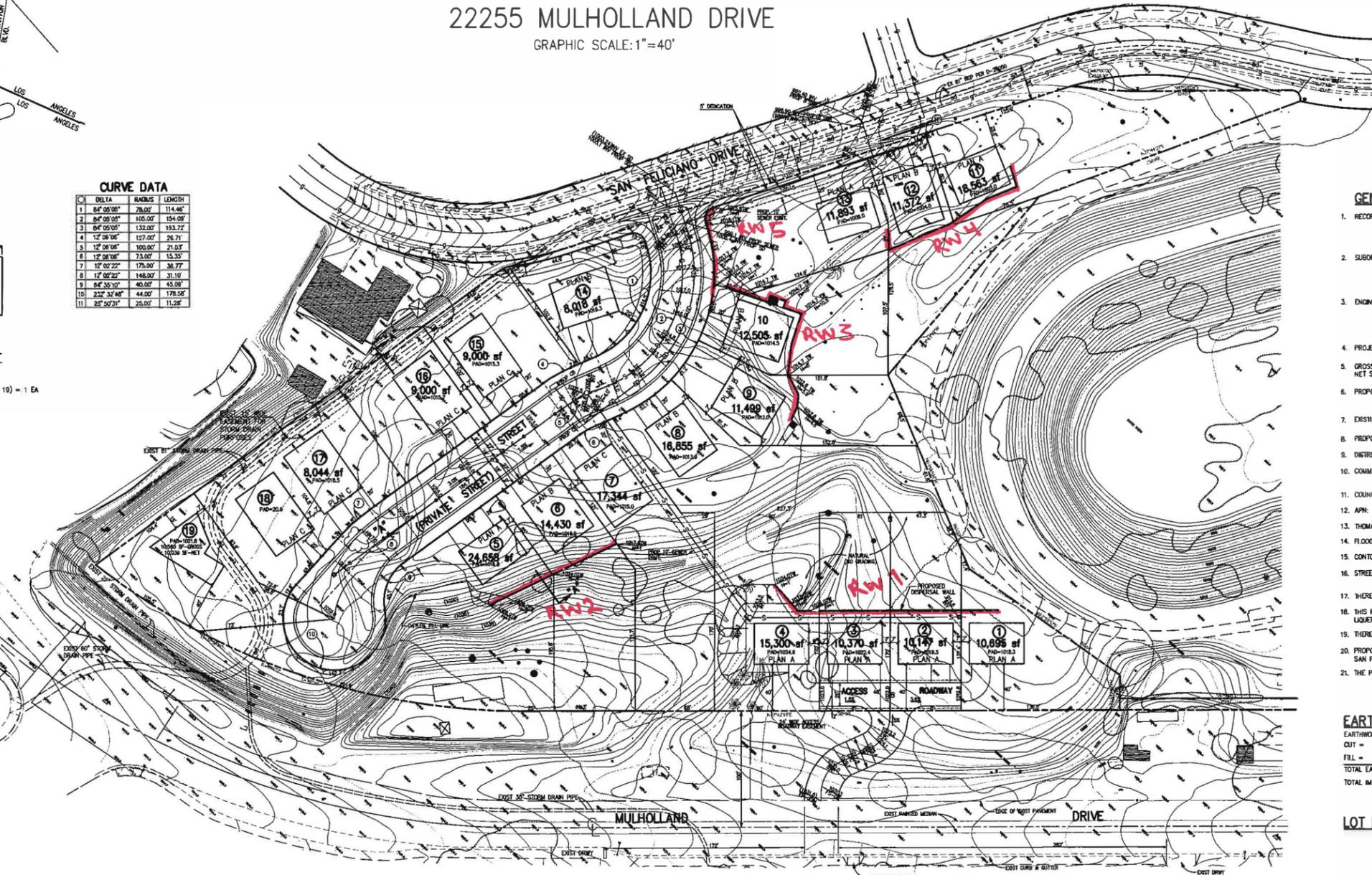
VICINITY MAP
NOT TO SCALE

CURVE DATA

NO.	DELTA	RADIUS	LENGTH
1	84° 05' 05"	78.00'	114.46'
2	84° 05' 05"	105.00'	154.09'
3	84° 05' 05"	132.00'	193.72'
4	12° 06' 06"	127.00'	26.71'
5	12° 06' 06"	100.00'	21.03'
6	12° 06' 06"	73.00'	15.35'
7	12° 02' 22"	175.00'	36.77'
8	12° 02' 22"	148.00'	31.16'
9	84° 30' 10"	40.00'	43.09'
10	232° 32' 48"	44.00'	178.56'
11	97° 46' 21"	25.00'	11.28'



UNIT COUNT
PLAN A = 8 EA
PLAN B = 8 EA
PLAN C = 5 EA
SPEC HOME (LOT 19) = 1 EA



GENERAL NOTES:

- RECORD OWNER: SAN FELICIANO HOLDING COMPANY, LLC
6363 MILSHIRE BLVD., SUITE 600
LOS ANGELES, CA 90048
(323) 858-1511
- SUBDIVIDER: HARRIDGE DEVELOPMENT GROUP
6363 MILSHIRE BLVD., SUITE 600
LOS ANGELES, CA 90048
(323) 858-1511
- ENGINEER: WINSTON ENGINEERING, INC.
6355 TOPANGA CANYON BLVD., SUITE 411
WOODLAND HILLS, CA 91367
818 226-0444 OFFICE 818 226-0448 FAX
- PROJECT ADDRESS: 22255 MULHOLLAND DRIVE, WOODLAND HILLS, CA 91364
- GROSS SITE AREA: 289,897 SQ FT (6.62 ACRES)
NET SITE AREA: 237,798 SQ FT (5.49 ACRES)
- PROPOSED DEVELOPMENT AREA: 18 SINGLE FAMILY RESIDENTIAL DWELLING UNITS WITH 36 PARKING SPACES.
- EXISTING ZONE: R-1
- PROPOSED ZONE: R-1
- DISTRICT MAP: 185 B 101
- COMMUNITY PLANNING AREA: CANOGA PARK - WINNETKA WOODLAND HILLS - WEST HILLS
- COUNCIL DISTRICT: COUNCIL DISTRICT 3
- APN: 2076-023-019
- THOMAS GUIDE: LA 559-J5
- FLOOD ZONE: NOT IN A FLOOD ZONE
- CONTOUR INTERVAL: 1 FT
- STREET DESTINATION: MULHOLLAND DRIVE - MAJOR HIGHWAY
SAN FELICIANO DRIVE - COLLECTOR
- THERE ARE PROTECTED TREES ON SITE. SEE TREE REPORT FOR TREES TO BE REMOVED.
- THIS PROPERTY IS LOCATED IN THE MOUNTAIN & FIRE DISTRICT, HILLSIDE AND LIQUEFACTION AREAS.
- THERE ARE NO POTENTIAL HAZARDOUS AREAS ON SITE.
- PROPOSED SEWAGE DISPOSAL TO EXISTING SANITARY SEWER LOCATED IN SAN FELICIANO DRIVE.
- THE PROJECT IS LOCATED IN THE MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA.

EARTHWORK GRADING SUMMARY:

EARTHWORK -

CUT	=	3,040 CY ±
FILL	=	7,240 CY ±
TOTAL EARTHWORK	=	10,280 CY ±
TOTAL IMPORT	=	4,200 CY ±

LOT INFORMATION LEGEND:

LOT NUMBER

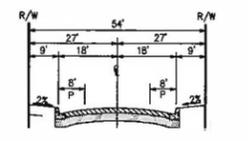
LEGAL DESCRIPTION:

PARCEL 1:
THAT PORTION OF LOT 1083 OF TRACT NO. 1000, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19, PAGE 1 ET SEQ. OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF LOT 1077 OF TRACT NO. 6170, AS PER MAP RECORDED IN BOOK 75, PAGE 6, EXCSD., OF SAID MAPS; THENCE SOUTH 6°11' WEST 59.84 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 300 FEET; THENCE SOUTHERLY ALONG SAID CURVE 59.83 FEET TO THE MOST NORTHERLY CORNER OF THE LAND DESCRIBED IN PARCEL 1 IN THE DEED TO THE CITY OF LOS ANGELES RECORDED IN BOOK 10853, PAGE 54, OFFICIAL RECORDS; THENCE CONTINUING SOUTHWEST ALONG SAID CURVE 221.87 FEET TO THE NORTHEASTERLY TERMINUS OF THAT CERTAIN COURSE RECITED IN SAID DEED AS HAVING A BEARING OF NORTH 27°42' 23" EAST AND A LENGTH OF 238.91 FEET; THENCE TANGENT TO SAID CURVE SOUTH 50°25' WEST 30 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 316.608 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE 178.80 FEET TO THE TRUE POINT OF BEGINNING, A RADIAL LINE TO SAID TRUE POINT OF BEGINNING BEARS NORTH 82°10' 10" WEST; THENCE CONTINUING SOUTHWESTERLY ALONG SAID CURVE 77.00 FEET; THENCE TANGENT TO SAID LAST MENTIONED CURVE SOUTH 13°59' 00" WEST 325.00 FEET; THENCE SOUTH 21°51' 30" WEST 69.89 FEET; THENCE SOUTH 28°50' 18" WEST 431.84 FEET TO A POINT IN THE NORTHERLY LINE OF MULHOLLAND HIGHWAY 200 FEET WIDE, AS DESCRIBED IN DEED TO THE CITY OF LOS ANGELES RECORDED IN BOOK 3462, PAGE 41, OFFICIAL RECORDS; SAID LAST MENTIONED POINT BEING IN A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 599.72 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 4°21' 32" EAST, THENCE NORTHEASTERLY ALONG SAID CURVE 397.09 FEET; THENCE TANGENT TO SAID LAST MENTIONED CURVE AND ALONG THE NORTHWESTERLY LINE OF SAID MULHOLLAND HIGHWAY, NORTH 47°42' 13" EAST 810.85 FEET, MORE OR LESS, TO THE INTERSECTION OF THE SOUTHEASTERLY PROLONGATION OF THAT CERTAIN COURSE RECITED IN SAID DEED TO THE CITY OF LOS ANGELES RECORDED IN BOOK 10853, PAGE 54, OFFICIAL RECORDS, AS HAVING A BEARING OF NORTH 42°17' 47" WEST AND A LENGTH OF 60 FEET; THENCE TO AND ALONG THE SOUTHERLY AND WESTERLY BOUNDARY OF THE LAND DESCRIBED IN SAID LAST MENTIONED DEED, THE FOLLOWING COURSE: NORTH 42°17' 47" WEST 30 FEET; THENCE SOUTH 82°55' 50" WEST 158.46 FEET; THENCE NORTH 85°00' 10" WEST 160.00 FEET; THENCE NORTH 1°43' 40" WEST 200.00 FEET; THENCE NORTH 27°42' 23" EAST 44.15 FEET TO A LINE WHICH BEARS SOUTH 82°10' 10" EAST FROM THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID WESTERLY LINE, NORTH 82°10' 10" WEST 65.28 FEET TO THE TRUE POINT OF BEGINNING.

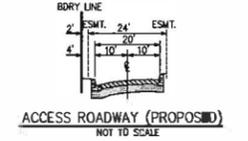
PARCEL 2:
THAT PORTION OF LOT 1083 OF TRACT NO. 1000, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19, PAGES 1 TO 34, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
BEGINNING AT THE SOUTHWEST CORNER OF LOT 1077 OF TRACT NO. 6170, AS PER MAP RECORDED IN BOOK 75, PAGE 6, OF MAPS, RECORDS OF SAID COUNTY; THENCE SOUTH 6°11' WEST 59.84 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 300 FEET; THENCE SOUTHERLY ALONG SAID CURVE 59.83 FEET TO THE MOST NORTHERLY CORNER OF THE LAND DESCRIBED IN PARCEL 1 IN THE DEED TO THE CITY OF LOS ANGELES RECORDED IN BOOK 10853, PAGE 54, OFFICIAL RECORDS; THENCE CONTINUING SOUTHWEST ALONG SAID CURVE 221.87 FEET TO THE NORTHEASTERLY TERMINUS OF THAT CERTAIN COURSE RECITED IN SAID DEED AS HAVING A BEARING OF NORTH 27°42' 23" EAST AND A LENGTH OF 238.91 FEET; THENCE TANGENT TO SAID CURVE SOUTH 50°25' WEST 30 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 316.608 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE 178.80 FEET TO THE TRUE POINT OF BEGINNING, A RADIAL LINE TO SAID TRUE POINT OF BEGINNING BEARS NORTH 82°10' 10" WEST; THENCE CONTINUING SOUTHWESTERLY ALONG SAID CURVE 77 FEET; THENCE TANGENT TO SAID LAST MENTIONED CURVE SOUTH 13°59' 00" WEST 325.00 FEET; THENCE SOUTH 21°51' 30" WEST 69.89 FEET; THENCE SOUTH 28°50' 18" WEST 431.84 FEET TO A POINT IN THE NORTHERLY LINE OF MULHOLLAND HIGHWAY 200 FEET WIDE, AS DESCRIBED IN DEED TO THE CITY OF LOS ANGELES RECORDED IN BOOK 3462, PAGE 41, OFFICIAL RECORDS; SAID LAST MENTIONED POINT BEING IN A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 599.72 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 4°21' 32" EAST, THENCE NORTHEASTERLY ALONG SAID CURVE 397.09 FEET; THENCE TANGENT TO SAID LAST MENTIONED CURVE AND ALONG THE NORTHWESTERLY LINE OF SAID MULHOLLAND HIGHWAY, NORTH 47°42' 13" EAST 810.85 FEET, MORE OR LESS, TO THE INTERSECTION OF THE SOUTHEASTERLY PROLONGATION OF THAT CERTAIN COURSE RECITED IN SAID DEED TO THE CITY OF LOS ANGELES RECORDED IN BOOK 10853, PAGE 54, OFFICIAL RECORDS, AS HAVING A BEARING OF NORTH 42°17' 47" WEST AND A LENGTH OF 60 FEET; THENCE TO AND ALONG THE SOUTHERLY AND WESTERLY BOUNDARY OF THE LAND DESCRIBED IN SAID LAST MENTIONED DEED, THE FOLLOWING COURSE: NORTH 42°17' 47" WEST 30 FEET; THENCE SOUTH 82°55' 50" WEST 158.46 FEET; THENCE NORTH 85°00' 10" WEST 160.00 FEET; THENCE NORTH 1°43' 40" WEST 200.00 FEET; THENCE NORTH 27°42' 23" EAST 44.15 FEET TO A LINE WHICH BEARS SOUTH 82°10' 10" EAST FROM THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID WESTERLY LINE, NORTH 82°10' 10" WEST 65.28 FEET TO THE TRUE POINT OF BEGINNING.

LINE OF THE LAND OF NORTH THE FOLLOWING COURSES: SOUTH 13°59' 00" WEST 325.00 FEET; THENCE SOUTH 21°51' 30" WEST 69.89 FEET; THENCE SOUTH 28°50' 18" WEST 431.84 FEET TO A POINT IN THE NORTHWESTERLY LINE OF MULHOLLAND DRIVE 200 FEET WIDE, SAID POINT BEING ALSO THE MOST SOUTHERLY CORNER OF THE LAND OF NORTH; THENCE NORTH 11°52' 40" EAST 431.79 FEET; THENCE NORTH 30°07' 30" EAST 513.80 FEET TO A POINT IN A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 338.302 FEET; A RADIAL TO SAID POINT BEARS SOUTH 32°25' EAST; THENCE NORTHEASTERLY ALONG SAID CURVE, 59.045 FEET; THENCE TANGENT TO SAID CURVE, NORTH 47°25' EAST 129.03 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 7.82 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE 13.64 FEET TO THE POINT OF BEGINNING.

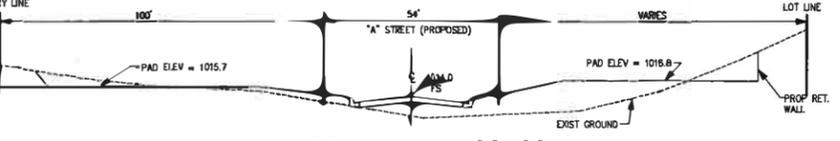
EASEMENT DATA, EXCEPTIONS & EXCLUSIONS:
PER PRELIMINARY TITLE REPORT ISSUED BY LAWYERS TITLE, ORDER NO. 09507428-27 DATED JULY 31, 2008 AT 7:30 AM.
GEOGRAPHICALLY LOCATABLE ITEMS FROM SAID TITLE REPORT (SUCH AS EASEMENTS) WHICH EFFECT THE TITLE TO THE SUBJECT PROPERTY ARE NUMERICALLY KEYS TO SAID REPORT AND ARE AS FOLLOWS:
ITEM 2: PURPOSE: POLE LINES AND CONDUITS IN FAVOR OF: TITLE INSURANCE AND TRUST COMPANY RECORDING DATE: BOOK 15926, PAGE 304 OR. AFFECTS: ENTIRE PARCEL 1
ITEM 4: PURPOSE: POLES, CONDUITS IN FAVOR OF: CITY OF LOS ANGELES DEPARTMENT OF WATER AND POWER RECORDING DATE: BOOK 16025, PAGE 175 OR. AFFECTS: AS SHOWN HEREON
ITEM 6: PURPOSE: COVERED STORM DRAIN IN FAVOR OF: LOS ANGELES COUNTY FLOOD CONTROL RECORDING DATE: MAY 22, 1970 AS INST. NO. 2087, O.R. AFFECTS: AS SHOWN HEREON



"A" STREET (PROPOSED PRIVATE STREET)
NOT TO SCALE



ACCESS ROADWAY (PROPOSED)
NOT TO SCALE



TYPICAL GRADING SECTION "A" - "A"
NOT TO SCALE

LEGEND:

- TRACT BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RETAINING WALL
- EASEMENT LINE (W-WIDTH)
- PROPOSED STORM DRAIN
- PROPOSED SANITARY SEWER
- PROPOSED CONTOUR
- EXISTING CONTOUR
- EXISTING SANITARY SEWER
- EXISTING STORM DRAIN
- EXISTING GAS LINE
- EXISTING WATER LINE
- STREET LIGHT
- TRAFFIC SIGNAL W/STREET LIGHT
- FIRE HYDRANT
- GAS/WATER METER
- GAS/WATER VALVE
- SIGNAGE
- PROPOSED SLOPE
- TREE

LOT No.	LOT AREA (NET)		PAD AREA	
	SQ. FT.	ACRES	SQ. FT.	ACRES
1	10,695	0.23	1,645	0.04
2	10,147	0.23	1,645	0.04
3	10,370	0.24	1,645	0.04
4	15,300	0.35	1,645	0.04
5	24,658	0.57	1,645	0.04
6	14,430	0.33	2,000	0.05
7	17,344	0.40	2,400	0.06
8	16,855	0.39	2,000	0.05
9	10,176	0.25	2,000	0.05
10	8,209	0.19	2,000	0.05
11	18,563	0.43	1,645	0.04
12	8,003	0.18	2,000	0.05
13	20,341	0.47	1,645	0.04
14	8,018	0.18	2,000	0.05
15	9,000	0.21	2,400	0.06
16	9,000	0.21	2,400	0.06
17	8,044	0.18	2,400	0.06
18	8,066	0.19	2,400	0.06
19	10,039	0.23	1,740	0.04
TOTAL	237,798	5.46	37,255	0.86

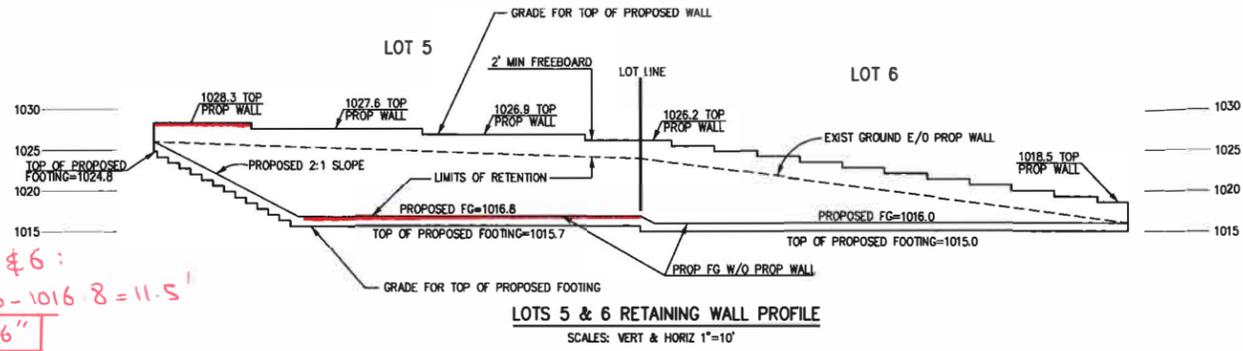


PREPARED BY:
WESTCON ENGINEERING, INC.
LAND PLANNING ENGINEERING, LAND SURVEYING
6355 TOPANGA CANYON BLVD., SUITE 345
WOODLAND HILLS, CA 91367
818 226-0444 OFFICE 818 226-0448 FAX
E-MAIL: info@westcon.com

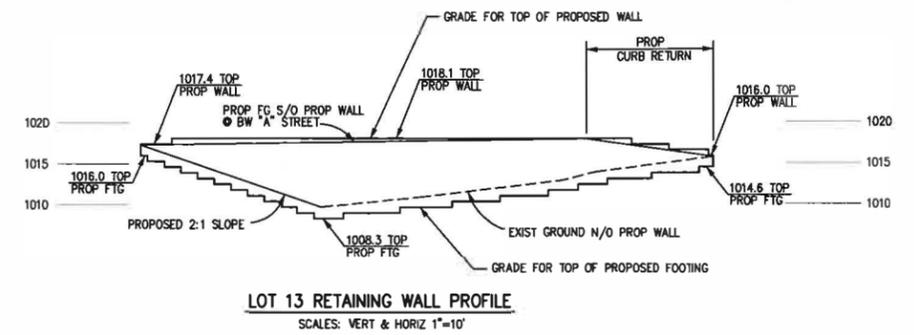
REV.	DATE	DESCRIPTION	DATE	APP'D	BENCH MARK:
1/24/13		ADDED CURVE DATA, DIMINISHED REVERSE CURVE ON "A" ST., REVISED ENGINEER INFO			LOS ANGELES COUNTY PUBLIC WORKS SURVEY
4/10/13		ADDED "PRIVATE STREET" TO "A" STREET, REDESIGNED PROPOSED STORM DRAIN			ENHANC
4/14/15		REVISED DRIVEWAY LOCATION LOTS 11 & 12, REVISED SETBACK ON LOT 13 FROM 13 TO 16', REVISED SETBACK ON LOT 4 FROM 7 TO 9'			MALIBU QUAD 1988 (ADJ.) BN NUMBER: Y10438
4/08/16		REMOVE ACCELERATION AND DECELERATION LANE SIGN, MULHOLLAND DR., PROVIDE DRIVE WITHIN TRACT AND ADDED COMMUNITY DRIVE FOR LOTS 11, 12 AND 13			DPW BN TAG W/CS 1M S/O BCR @ SW COR MULHOLLAND DR & MULHOLLAND HWY 27M @ SW Q/L, INT.

VESTING TENTATIVE TRACT MAP FOR SUBDIVISION PURPOSES:
VESTING TENTATIVE TRACT MAP
TRACT NO. 67505
DS VENTURES, LLC
IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

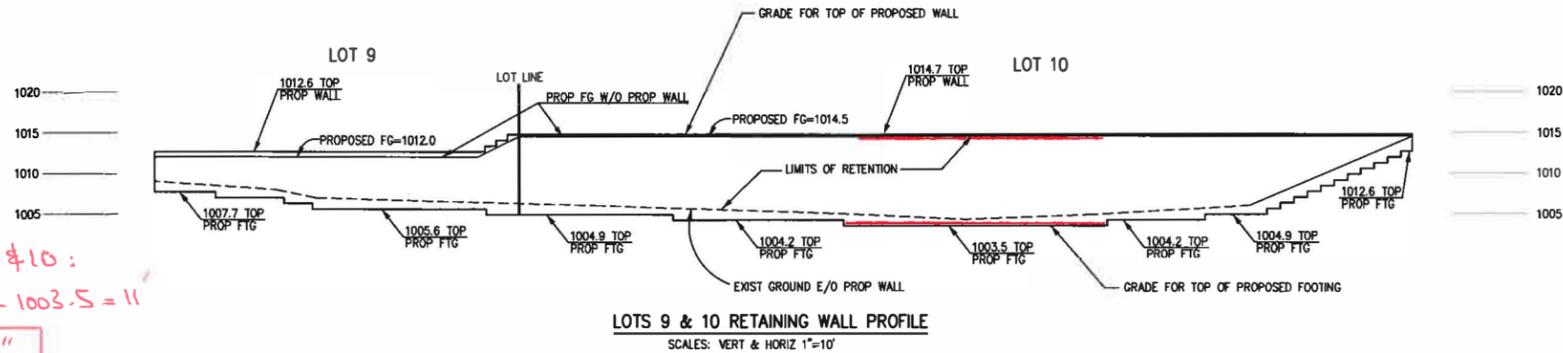
DATE: AUG. 21, 2009
SCALE: 1"=40'
JOB NO. _____ OF _____ SHEETS
DESIGNED BY: _____
DRAFTED BY: _____
CHECKED BY: _____



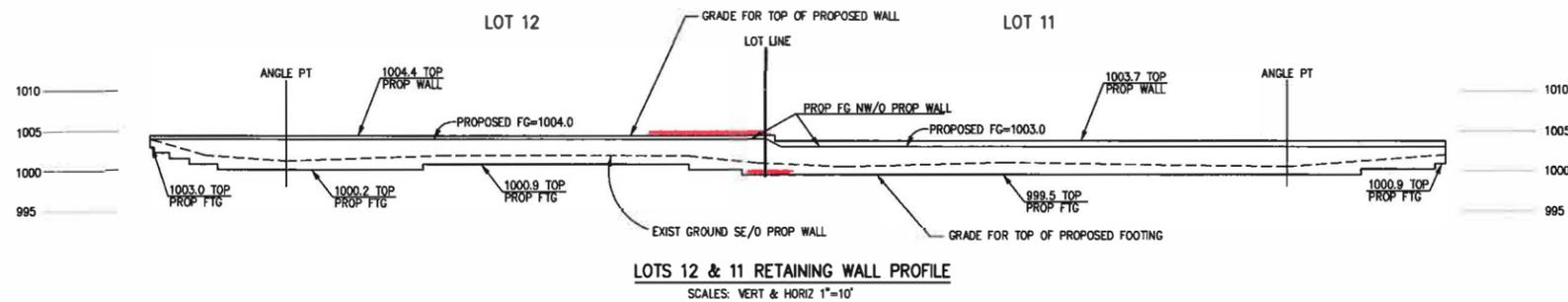
LOTS 5 & 6:
 $1028.3 - 1016.8 = 11.5'$
 H: 11' 6"



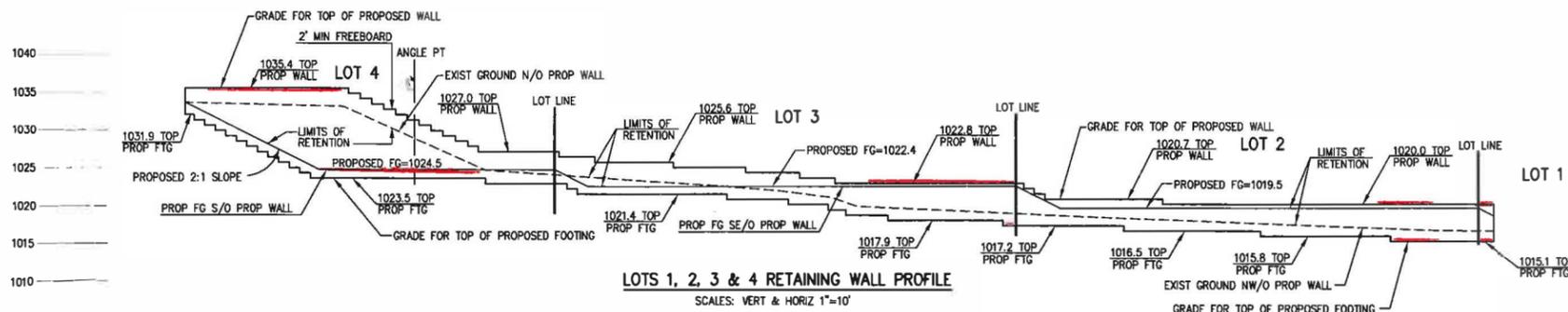
LOT 13: $1021.1 - 1008.3 = 9.8'$
 H: 9' 10"



LOTS 9 & 10:
 $1014.7 - 1003.5 = 11'$
 H: 11' 0"



LOTS 11 & 12:
 $1004.0 - 999.5 = 4.5'$
 H: 4' 6"



LOTS 1, 2, 3 & 4:
 LOT 1: $1020.0 - 1015.1 = 4.9'$ H: 4' 11" LOT 1
 LOT 2: $1020.0 - 1015.1 = 4.9'$ H: 4' 11" LOT 2
 LOT 3: $1022.8 - 1017.2 = 5.6'$ H: 5' 7" LOT 3
 LOT 4: $1035.4 - 1024.5 = 10.9'$ H: 10' 11" LOT 4

Exhibit A- Retaining Walls
ZA-2007-1255-ZAD
Stamp date: November 1, 2019

DATE	REVISIONS



PLAN PREPARED UNDER THE DIRECTION OF:
 RICHARD F. PRUTZ R.C.E. 19335

PREPARED BY:
WESTCON ENGINEERING, INC.
 LAND PLANNING ENGINEERING, LAND SURVEYING
 6363 WILSHIRE BLVD., #600
 LOS ANGELES, CA 90048

PREPARED FOR:
HARRIDGE DEVELOPMENT GROUP
 6363 WILSHIRE BLVD., #600
 LOS ANGELES, CA 90048

PROJECT:
 VESTING TENTATIVE TRACT MAP NO. 67505
 22255 MULHOLLAND DRIVE, WOODLAND HILLS, CA.
 WALL PROFILES

W.O. 15-602
 SCALE: SEE PLAN
 DATE: 10/31/19
 SHEET 1 OF 1

ASSOCIATE ZONING ADMINISTRATORS

JACK CHIANG
HENRY CHU
THEODORE L. IRVING
FRANKLIN N. QUON
CHARLES J. RAUSCH JR.
FERNANDO TOVAR
DAVID S. WEINTRAUB
MAYA E. ZAITZEVSKY



ERIC GARCETTI
MAYOR

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

November 1, 2019

Joel Miller
M & M Nicholson Partners (A)
3530 Mound View Ave,
Studio City, CA 91604

Marc Antoni
Harridge San Feliciano, LLC (O)
6363 Wilshire Blvd, Suite 600
Los Angeles, CA 90031

DS Ventures, LLC (R)
8383 Wilshire Blvd, Suite 1010
Los Angeles, CA 90017

CASE NO.: ZA-2007-1255-ZAD
ZONING ADMINISTRATOR'S
DETERMINATION

Address: 22241-22255 Mulholland Drive

Related Case: VTT-67505

Community Plan: Canoga Park-Winnetka-
Woodland Hills-West Hills

Zone: R1-1

D. M.: 165B101

C. D.: 3 - Blumenfield

CEQA: ENV-2005-2301-EIR (Sch. No.
2005111054)

Legal Description: Lot 1083, ARB 7,8 , Tract
1000

FIND, based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Vesting Tentative Tract Map No. 67505 Project Environmental Impact Report No. ENV-2005-2301-EIR (SCH No. 2005111054), certified on November 1, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 X.7, I hereby APPROVE:

A determination to allow Lot 13 approved pursuant to VTT-67505, to include a retaining wall 70 feet in length and up to eight feet in height, in lieu of the three and one-half feet height limit for fences and walls within the required front yard in an R zone otherwise permitted by Section 12.22 C.20(f)(2).

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 X.26, I hereby APPROVE:

A determination to allow five retaining walls on one lot with a maximum height of 11 feet 6 inches from proposed finished grade, in lieu of the maximum one retaining wall per lot with a maximum height of 12 feet or maximum two retaining walls

provided a minimum horizontal distance between walls of three feet and maximum wall height of 10 feet otherwise permitted by LAMC Section 12.21 C 8. After recordation of final map and subdivision into 19 lots, the project will be consistent with the zoning code provisions, and no lot will have more than one retaining wall.

Upon the following additional terms and conditions:

CONDITIONS OF APPROVAL

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
6. Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center for attachment to the subject case file.
7. Approved is the construction of five retaining walls on the project site prior to tract map recordation as shown in Exhibit "A" and in the table below, subject to the following maximum retaining wall heights:

Retaining Wall	Retaining Wall Location	Maximum Height from existing grade	Maximum Height from proposed grade
1	Lots 1-4	8 feet	10 feet 11 inches
2	Lots 5-6	9 feet	11 feet 6 inches
3	Lots 9-10	10 feet 6 inches	11 feet
4	Lots 11-12	6 feet	4 feet 6 inches
5	Lot 13	8 feet	9 feet 10 inches

8. **Landscaping.** For retaining walls of eight feet or greater in height, the applicant must submit a landscape plan designed to completely hide the retaining wall from view within a reasonable amount of time. The landscape plan shall be subject to the approval of the Director of Planning in accordance with Sections [12.40](#) through [12.43](#) of this Code and any Landscape Guidelines established by the City Planning Commission. All retaining walls shall be fully screened with vegetation, in compliance with the **Mulholland Scenic Parkway Specific Plan**.

9. The project shall comply with the conditions required in the LADBS Grading Division’s Soils Approval Letter dated November 21, 2017 (LOG # 97648-02) and any subsequent LADBS requirements. All conditions of the geology, soils and grading approval shall be incorporated and printed on the plans submitted for plan check.

10. Prior to the issuance of any grading permit, retaining wall permit, or tree removal permit, the project shall comply with any necessary and applicable review required by the **Mulholland Scenic Parkway Specific Plan**.

11. **Mitigation Monitoring Program Implementation.** The Mitigation Monitoring Program (MMP), attached as “Exhibit B” and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

12. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant’s compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the

Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

13. **Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

14. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within three years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent upon you to advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides:

“A variance, conditional use, adjustment, public benefit or other quasi-judicial approval, or any conditional approval granted by the Director, pursuant to the authority of this chapter shall become effective upon utilization of any portion of the privilege, and the owner and applicant shall immediately comply with its Conditions. The violation of any valid Condition imposed by the Director, Zoning Administrator, Area Planning Commission, City Planning Commission or City Council in connection with the granting of any action taken pursuant to the authority of this chapter, shall constitute a violation of this chapter and shall be subject to the same penalties as any other violation of this Code.”

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$2,500 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any Condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Municipal Code. The Zoning Administrator's determination in this matter will become effective after **November 18, 2019**, unless an appeal therefrom is filed with the Department of City Planning. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections and incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Zoning Administrator's action, and

received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. **Forms are available on-line at <http://planning.lacity.org>**. Public offices are located at:

Figueroa Plaza
201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012
213 482-7077

Marvin Braude San Fernando Valley
Development Service Center
6262 Van Nuys Blvd., Room 251
Van Nuys, CA 91401
818 374-5050

West Los Angeles
Development Service Center
1828 Sawtelle Blvd., 2nd Floor
Los Angeles, CA 90025
310 231-2901

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

NOTICE

The applicant is further advised that all subsequent contact with this office regarding this determination must be with the Development Services Center. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, and the statements made at the joint public hearing before the Deputy Advisory Agency Zoning Administrator on October 2, 2018, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find as follows:

BACKGROUND

The subject property is 6.2-acre Project Site located at 22241-22255 Mulholland Drive in the City of Los Angeles, within the community of Woodland Hills. The irregularly shaped Project Site is bound by San Feliciano Drive to the north and west and Mulholland Drive to the south and southeast. The Girard Reservoir (drained in 1989 and currently empty) is adjacent to and northeast of the Project Site. The site is zoned R1-1, which is a single-family residential zone with a minimum lot size requirement of 5,000 square feet, which permits a building height of up to 33 feet.

The applicant is proposing a 19-lot subdivision of an irregularly-shaped 6.2-acre site, and the subsequent development of 19 single-family residences. Each residence would be comprised of three or four bedrooms and a two-car garage. The maximum height of each building would be limited to two stories or 33 feet, and each residence would be required to be built and designed pursuant to the established regulations and design guidelines of the Mulholland Scenic Parkway Specific Plan. Development on the site would be primarily focused along a new private street, extending from San Feliciano Drive into the Project

Site and terminating in a cul-de-sac. Twelve residences would be accessed from this private street, and three residences would have direct access off San Feliciano Drive. In addition, a separate entrance would extend from Mulholland Drive into the Project Site to provide access to the remaining four residences.

Grading for the Project would involve the excavation (cut) of approximately 3,040 cubic yards. All excavated material would be used as fill on the Project Site. The proposed grading would require approximately 7,240 cubic yards of fill to balance the site, resulting in the proposed import of 4,200 cubic yards of material to the site. The Project would also utilize five retaining walls ranging from 0.5 to 11'6" feet in height in lieu of slopes, to reduce the amount of on-site grading and number of impacted coast live oak trees.

Previous zoning related actions on the site/in the area include:

On-Site Related Cases:

TT-61553 and APCSV-2005-2381-ZC-SPE - On February 29, 2008, an application for a 37-unit condominium development in the RD6 zone was withdrawn from review.

VTT-67505 and APCSV-2007-1255-HD-SPE-ZAA-ZAD: A tract map and zone change were filed in 2007, proposing a subdivision for the development of 29 single-family residences, a zone change to R1-1D to include "D" development limitations for residential floor area and lot coverage, an exception to the Mulholland Scenic Parkway Specific Plan's ("Specific Plan") viewshed regulations, and deviations from the setback and retaining wall standards of the Municipal Code. Following public hearings in February 2009 and June 2009, the project was placed on hold pending further revisions.

An updated application for a reduced project was submitted in May 2015, and the requests for the zone change, deviations from the Specific Plan, and deviations from setback standards were withdrawn, resulting in an updated case number to ZA-2007-1255-ZAD. The current requests include a Vesting Tentative Tract Map for the subdivision of the lot and development of 19 single-family residences, a new private street, a haul route for the import of soil, and deviations from the front yard fence height limits and the retaining wall standards of the Municipal Code.

Off-Site Related Cases:

None

Public Hearing and Correspondence:

A joint public hearing was conducted on October 2, 2018 in Van Nuys for Case No. VTT-67505 and the proposed ZA entitlements. At the hearing, the applicant provided additional information regarding the project and over 40 individuals spoke in opposition to the project, including representatives from the Woodland Hills Warner Center Neighborhood Council, Santa Monica Mountains Conservancy, Save Oak Savanna, and Cooper Ecological Monitoring, as well as local residents.

In addition, one letter of support and approximately 200 letters of opposition were

received in regards to the subdivision and development of the site, including letters from the Woodland Hills Warner Center Neighborhood Council, Santa Monica Mountains Conservancy, Save Oak Savanna, and Louisville High School. In response to the environmental analysis disclosed for the project, over 40 additional letters of opposition were submitted, including letters from the Santa Monica Mountains Conservancy, Save Oak Savanna, and local residents. General comments on the project's environmental impacts were also provided by the California Department of Fish and Wildlife (CDFW), Los Angeles Department of Water and Power (LADWP), Los Angeles Fire Department (LAFD), and Louisville High School. Public comments concerning the project are summarized below:

- The subdivision and development are inconsistent with the neighborhood character.
- The project should be reduced in density, height, and massing.
- The proposed access driveways and the private street are dangerous due to the curve and grade of San Feliciano Drive.
- The project will negatively impact the oak savannah on-site through the direct removal of protected trees and indirect impacts such as grading and changes in hydrology which may impact the remaining oak trees.
- The project will impede on the wildlife corridor.
- Construction will cause noise, dust, air pollution, and traffic.
- Hazardous pipelines run along Mulholland Drive and may be impacted by the development.
- The Environmental Impact Report is deficient.

In response to these concerns, following are staff responses:

Neighborhood Compatibility

Although building plans are not required for the subdivision of land for single-family lot purposes, the environmental analysis for the project limits the scope of development on the site. Therefore, the residences are limited to a maximum of 33 feet in height and are also limited to a maximum two-story height as part of the subdivision. Also, in accordance with the analysis of the Environmental Impact Report, second dwelling units or accessory dwelling units are prohibited on each lot per the Tract Map conditions.

Any potential single-family residence will be subject to the standards of the Municipal Code and the Specific Plan. The maximum floor area to be developed on each lot will be determined by the Baseline Hillside Ordinance. The final height, massing, floor area, and design of each individual residence will be reviewed through a public hearing process by the Mulholland Specific Plan Design Review Board and the Director of City Planning for conformance with the standards of the Specific Plan, including guidance relating to neighborhood compatibility. Through this process, building heights and residential floor area may potentially be further reduced.

San Feliciano Drive

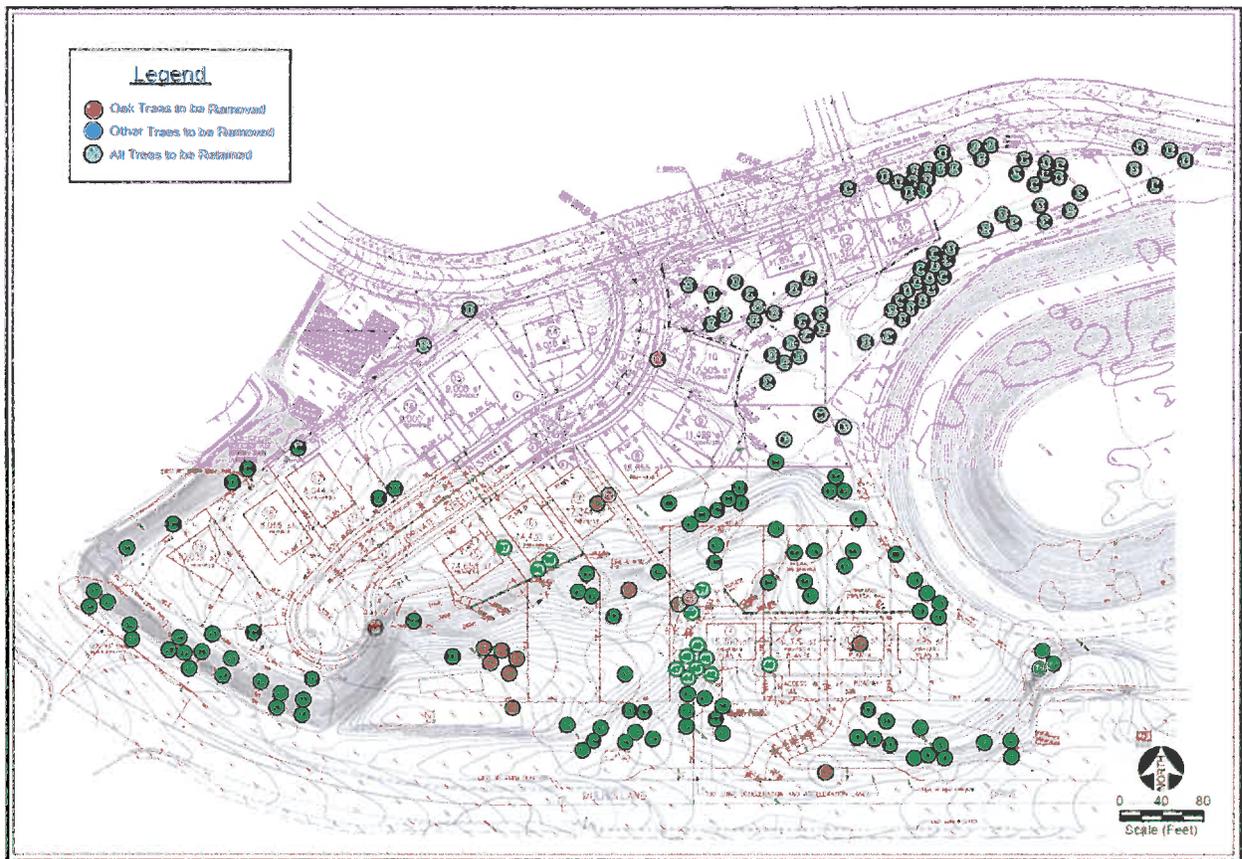
In response to public comments, a site distance analysis was conducted to analyze roadway visibility near the project entrance at San Feliciano. As a result, the red curb on the southeast corner of the internal Project roadway and San Feliciano Drive intersection will be extended by 25 feet to ensure that the project street entrance is visible from

westbound San Feliciano Drive (see Project Design Feature I-1 of Exhibit B – Mitigation Monitoring Program).

Tree Impacts

A majority of the existing trees on the site would be maintained, including the grouping of trees on the south of the property along Mulholland Drive near the intersection with Mulholland Highway, and tree groupings along the north end of the property adjacent to the City of Los Angeles Department of Water and Power (DWP) property. Currently, the site contains 3.7 acres of coast live oak woodland vegetation communities, including some that is mixed with ornamental trees and vegetation. Under the Project, approximately 3.5 of the 3.7 acres containing most of the site’s oak canopy would remain intact. Specifically, of the 199 trees (including 166 protected trees) located on-site, 28 trees (including 15 coast live oaks) are expected to be removed, and would be required to be replaced at a 2:1 ratio on-site with 36"-box trees, consistent with the City’s protected tree ordinance and the Mulholland Specific Plan.

A diagram of the impacted trees is viewable on page 115 of the Draft EIR and is shown here:



Additional mitigation measures for tree preservation were included in the Mitigation Monitoring Program for the project (see Exhibit B). These include measures such as:

- Fencing off the driplines of all trees within 50 feet of the construction or grading areas
- Utilizing only hand digging (non-mechanical) methods near the protected drip lines

- A prohibition of installing utilities, irrigation lines, landscaping, or grade changes within the protected oak driplines,
- Protection of trees with special mulch, etc.

In addition, a subsequent review by the project Arborist of the Hydrology Report determined that no additional significant indirect impacts would occur to the remaining trees due to changes in topography, as no significant changes to hydrology on the site would occur.

Wildlife Corridor

As is discussed in the Draft EIR (in Section V.D, Biological Resources at page V.D-19), although mammals and reptiles may currently cross over Mulholland Drive between the Project Site and the relatively natural habitat areas on the school and park property to the south of Mulholland Drive, the Project Site does not function as part of a true wildlife corridor since wildlife dispersal across the Project Site is currently compromised by vehicle traffic on Mulholland Drive. In addition, the Project Site does not act to connect two significant or large core habitat areas; rather, the Project Site is a relatively small habitat island mostly surrounded by suburban development.

Construction impacts relating to birds and wildlife are discussed in the Draft EIR (Section V.D, pages V.D-17 through V.D-19) and mitigation measures are identified to reduce such impacts to below a level of significance. Nonetheless, it is acknowledged that any development activity on the Project Site has the potential to disturb birds and wildlife that currently utilize the property. It is also acknowledged that such impacts would largely be temporary rather than permanent, as the biota on-site would support recolonization of the Site by wildlife following the completion of construction activities and the implementation of the required landscaping plan and tree replacement. Therefore, the EIR adequately discloses and mitigates potential impacts to wildlife.

Construction

Impacts related to construction noise, dust, air emissions, and traffic were all adequately disclosed and analyzed in the environmental analysis for the project, and were determined to be less than significant.

Grading

Grading for the Project would involve the excavation (cut) of approximately 3,040 cubic yards. All excavated material would be used as fill on the Project Site. The proposed grading would require approximately 7,240 cubic yards of fill to balance the site, resulting in the proposed import of 4,200 cubic yards of material to the site. The approved Haul Route limits hauling activities to between 9:00 AM and 3:00 PM to avoid peak travel times and school drop-off and pick-up times. It is estimated that this soil import activity would take approximately fourteen days. The Project's geology and soils report, retaining wall plans, and Haul Route have been adequately prepared and reviewed by the Department of Building and Safety, Grading Division and Department of Transportation, and will be subject to all applicable grading and safety regulations. Grading and the use of retaining walls has been minimized on the site as feasible and no significant impacts in terms of geological and soil hazards would result from this Project.

Environmental Impact Concerns

Public comments regarding the Draft Environmental Impact Report (EIR) for the project are addressed in further detail in the Final EIR:

<https://planning.lacity.org/eir/VTT67505/feir/FEIR%20VTT67505%20Project.html>

FINDINGS

OVER-IN HEIGHT WALL IN FRONT YARD

In order for a deviation from the zoning regulations to be granted, all of the legally mandated findings delineated in LAMC Section 12.24 X must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

- 1. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The subject property an irregular-shaped approximately 6.2-acre hillside site located at 22241-22255 Mulholland Drive in the City of Los Angeles, within the community of Woodland Hills. The project proposes the subdivision of the lot and development of 19 single-family residences, a new private street and two new entrances into the site, a haul route for the import of soil, the removal of 28 trees (including 15 protected trees), and the preservation of approximately 3.5 of 3.7 acres of coast live oak woodland vegetation communities on-site. The residential subdivision has been designed to position the building pads and retaining wall locations and heights in areas to minimize grading and tree removal, and for the preservation of the most prominent tree groupings on the site, specifically along Mulholland Drive at the intersection with Mulholland Highway. This subdivision design necessitates the construction of retaining walls, including one retaining wall on Lot 13 which exceeds the standard 3 ½ foot height limit in the front yard setback.

Approval of the requested determination would allow for an over-in-height retaining wall to be located along San Feliciano Drive and along the proposed private street on the northwestern boundary of Lot 13, and has a varying height of one to eight feet. The retaining wall is necessary to allow for the private street entrance into the subdivision to serve 12 of the residences. During the subdivision design process, alternative locations for a private street entrance were investigated and the current proposed location for the private street would require less grading and impacts to protected trees than other options. As shown on Exhibit A, a private street entrance from Mulholland Drive would be less desirable, as it would require significantly more grading, and an entrance further east along San Feliciano Drive would also be problematic, as it would require the removal of a cluster of protected trees in order to accommodate the width of a private street. In lieu of these options, narrower single entrances to a portion of the residences in the subdivision were provided at these locations. These considerations, coupled with policies of the General Plan and Mulholland Scenic Parkway Specific Plan which encourage the minimization of grading and protection of biological resources, therefore resulted in the current subdivision design, proposed private street location, and the need for the over-in-height retaining wall.

The construction of the 19 single-family residences would enhance the built environment, as this development would be compatible with the surrounding

neighborhood, including adjacent single-family residences, a school, a vacant LADWP property, and a two-story commercial shopping center. The request to allow for an over-in-height wall will serve a benefit to the community by minimizing grading and preserving on-site vegetation and protected tree species. In addition, the construction of the development is subject to numerous mitigation measures and conditions of approval required under the tract map and this approval. As conditioned, the residential development will benefit the City by incrementally increasing the for-sale housing stock and improving the project's design, while preserving a majority of the site's biological features. Thus the project will enhance the built environment in the surrounding Woodland Hills neighborhood.

2. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.**

Project Features

The project site is located in a hillside area, and contains a vacant single-family residence on a 6.2-acre site. The project proposes the development of 19 single-family dwellings, each with a maximum height of 33 feet (2 stories), on lots averaging approximately 12,500 square feet of lot area. In order to preserve as many trees as possible on the site, lot lines and building pads have been designed to protect trees and minimize grading throughout the site. This necessitates the construction of retaining walls, including one retaining wall on Lot 13 which exceeds the standard 3 ½ foot height limit in the front yard setback, and has a varying height of one to eight feet.

The site contains 199 existing trees (including 166 protected trees), and 28 trees (including 15 protected trees) would be removed in order to develop the project. This includes a subdivision design which takes primary access from a private street off of San Feliciano Drive at a location where there would be minimal impacts to existing trees, positioning the building pads and retaining wall locations and heights in areas to minimize tree removal, and the preservation of the most prominent tree groupings on the site, specifically along Mulholland Drive at the intersection with Mulholland Highway. Currently, the site contains 3.7 acres of coast live oak woodland vegetation communities, and under the subdivision design with the use of retaining walls, 3.5 acres would remain intact. Furthermore, a majority of the trees to be removed have been rated as unhealthy or dead trees, and trees that will be removed are required to be replaced at a minimum 2:1 ratio on-site with 36"-box trees.

Development of the site would also require grading of the site, including 3,040 cubic yards (c.y.) of cut and 7,240 c.y. of fill, resulting in a net of 4,200 c.y. of soil import. Due to previous site disturbance and fill on the site, the proposed grading, fill, and recompaction of soils is necessary to create stable and safe geological conditions for the private street and development of the site. Soil movement and the use of retaining walls (including locations and height) have been balanced in

consideration of other objectives, such as those for the preservation of trees and vegetation. In addition, the Grading Division of the Department of Building and Safety has reviewed and approved the proposed grading and use of retaining walls for conformance with City standards.

In regard to site access, the project has been designed to meet City driveway and private street standards, and includes one entrance from Mulholland Drive (serving four lots), one entrance from San Feliciano Drive (serving three lots), and one private street from San Feliciano Drive (to serve the remaining 12 lots). The central private street was designed as an efficient solution to provide access to the greatest number of lots in the subdivision within the flatter and less tree-dense portions of the lot. The private street also serves as a central access to these lots and therefore also reduces curb cuts from the adjacent right-of-way. In lieu of extending the private street south into the site to the higher and steeper portion, a single entrance was provided along Mulholland Drive to serve the four southernmost residential lots. An extended private street design would have otherwise increased grading, the use of retaining walls, and the potential for tree removal. Similarly, a single entrance was provided for the easternmost lots on San Feliciano Drive, which were clustered and situated to minimize grading, use of retaining walls, and tree removal.

Neighborhood Compatibility

Surrounding uses include single-family residences, the former Girard Reservoir and the City of Los Angeles Department of Water and Power Pumping Station (currently vacant site), Louisville High School, a two-story shopping center, and a two-story commercial office building, and surface parking. The Project's density is appropriately scaled and situated given the uses in the surrounding area. The subject site is located in the Hillside Area of the City and has slightly varying elevation levels throughout the irregular shape of the lot, and the amount of grading and use and height of retaining walls is appropriate and compatible with adjacent developments.

Furthermore, any potential single-family residence developed on the site will be subject to the standards of the Municipal Code and the Mulholland Scenic Parkway Specific Plan. The maximum floor area to be developed on each lot will be determined by the Baseline Hillside Ordinance. The final height, massing, floor area, and design of each individual residence, as well as design of retaining walls, will be reviewed through a public hearing process by the Mulholland Specific Plan Design Review Board and the Director of City Planning for conformance with the standards of the Specific Plan, including guidance relating to neighborhood compatibility. Through this process, building heights and residential floor area may potentially be further reduced, and additional screening conditions may be imposed for the retaining wall design.

Therefore, the physical characteristics of the site and the proposed retaining walls are generally compatible with existing development and the single-family residential character of the surrounding community.

Adverse Effects and Public Health, Welfare, and Safety

Regarding adverse effects or impacts to public health, welfare, and safety, the Environmental Impact Report (EIR) prepared for the project identifies no substantial environmental damage or adverse impacts on the surrounding properties, public health, welfare, and safety. The project site, as well as the surrounding area, are developed with a mix of uses, including single-family residences, a school, and commercial/office buildings. Under the project's improvements, approximately 3.5 of the 3.7 acres containing coast live oak woodland vegetation communities and most of the site's oak canopy would remain intact, and 28 of the existing 199 trees would be removed and replaced at a minimum 2:1 ratio on-site. In addition, as is discussed in the Draft EIR for the project (in Section V.D, Biological Resources at page V.D-19), the Project Site does not function as part of a wildlife corridor and the Project Site is a relatively small habitat island mostly surrounded by suburban development. Nonetheless, additional mitigation measures for tree preservation and for construction impacts relating to birds and wildlife are included in the Mitigation Monitoring Program for the project (Exhibit B), which is included as a condition of approval. The retaining walls would further serve to minimize grading on-site and therefore also minimize impacts to trees and wildlife.

Furthermore, the proposed project and retaining walls are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management). The project is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. However, the project is located in State of California liquefaction zone. According to the memo from the Department of Building and Safety – Grading Division, dated November 21, 2017, the Department of Building and Safety has proposed the use of mat foundations for Lots 5 through 19 of the project site as a mitigation measure and acknowledges that the requirements of the City of Los Angeles Building Code have been satisfied. Additionally, the memo has imposed conditions to ensure that the soil foundation of the project site is suitable and would not cause serious public health problems for the project. No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site, and the use and height of retaining walls. Therefore, the design of the subdivision and the proposed retaining walls are not likely to adversely affect or degrade surrounding properties or cause public health or safety problems.

3. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.**

The General Plan sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban

form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Elements of the General Plan establish goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. The majority of the policies derived from these elements are in the form of LAMC requirements. Except for the entitlement described herein, the project does not propose to deviate from any other LAMC requirements. The General Plan is comprised of the Framework Element, seven state-mandated elements, and four additional elements adopted by the City Council. The Framework Element establishes the broad overall policy and direction for the General Plan. Objective 3.5 of the Framework Elements states: "ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development."

The Housing Element of the General Plan further promotes the development and preservation and enhancement of quality residential neighborhoods. The project is consistent with the following:

- Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs.
- Objective 1.5: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

The Land Use Element of the City's General Plan divides the City into 35 Community Plan areas. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan designates the subject property Low Residential with corresponding zones of RE9, RS, R1, RU, RD5 and RD6. The Community Plan also contains residential policies applicable to hillside developments located in the Community Plan.

Policy 1-5.1: Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

Policy 1-5.3: Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.

Policy 1-5.4: Require that any proposed development be designed to enhance and be compatible with adjacent development.

The proposed project is consistent with the density and use designations in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. The Community Plan designates the project site as Low Residential, with a corresponding R1-1 zone, subject to a minimum lot area of 5,000 square feet and a minimum lot width of 50 feet. The proposed residential subdivision of a 6.2-acre

lot into 19 single-family lots provides lot areas and lot widths greater than the minimum required by the land use designation and zoning.

In addition, a central goal of the Community Plan is the need to preserve existing residential neighborhoods. The proposed project at 19-lots on 6.2 acres is developed with homes and lot sizes similar to the surrounding neighborhood. The goal is further emphasized in the Community Plan's objectives which seek to preserve and enhance the character and integrity of existing single-family neighborhoods. The proposed development will be compatible with the adjacent single-family dwellings and will preserve and enhance the character of the area by utilizing retaining walls to minimize grading and reduce the number of impacted coast live oak trees, and implementing landscaping to screen both the retaining walls and reduce visibility of the single-family residences. The project and retaining walls would not adversely affect the characteristics of this area or the General Plan.

Further, the proposed project is consistent with the purpose, intent and provisions of the Mulholland Scenic Parkway Specific Plan, which encourages projects to minimize grading, removal of trees, and other disturbance to the natural topography. In order to preserve as many trees as possible on the site, lot lines and building pads have been designed to protect trees and minimize grading around protected trees. This necessitates the construction of retaining walls in a total of five locations across the site, including one which exceeds the standard 3 ½ foot height limit in a front yard setback. Without retaining walls, grading on several lots would potentially damage several protected trees.

The design and improvement of the residential subdivision is intended to balance the various goals of the General Plan and Specific Plan, especially as they relate to site design, grading, and protection of trees. Therefore, as conditioned, the design and improvement of the proposed subdivision, including grading and retaining walls, would be consistent with the intent and purpose of the applicable General Plan and Specific Plan.

4. **The environmental effects and appropriateness of materials, design and location of any proposed fence or wall, including any detrimental effects on the view which may be enjoyed by the occupants of adjoining properties, and security to the subject property which the fence or wall would provide.**

The design of this project was carefully considered to provide an appropriate infill development which would complement the surrounding area (in terms of land use, architecture, and density) while addressing the need to preserve existing protected trees on the property. The front setback retaining wall height regulations are unnecessarily restrictive to this type of development considering the number of protected trees on the site and the intent of the Zoning Code to allow property to be developed consistent with the density parameters in the Community Plan. In order to most efficiently use the lot area, a front setback wall height adjustments is needed for one of the 19 lots as part of the subdivision. The retaining wall would not block any scenic vista or scenic views of adjacent properties and would not

create security issues. Regarding adverse effects or impacts to scenic views, public health, welfare, and safety, the Environmental Impact Report (EIR) prepared for the project identifies no substantial environmental damage or adverse impacts on the surrounding properties, scenic views, public health, welfare, and safety.

The strict application of the retaining wall height regulations would directly impact the quality of the proposed project because it would require the removal of additional protected trees on the site. One general purpose of the zoning regulations is to protect the public health, welfare safety, and the proposed retaining wall height adjustment does not impair this guideline.

RETAINING WALLS (NUMBER AND HEIGHT)

In order for a deviation from the zoning regulations to be granted, all of the legally mandated findings delineated in LAMC Section 12.28 C.4 must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

- 5. **While site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.**

The project proposes the subdivision of the lot and development of 19 single-family residences, a new private street and two new entrances into the site, a haul route for the import of soil, the removal of 28 trees (including 15 protected trees), and the preservation of approximately 3.5 of 3.7 acres of coast live oak woodland vegetation communities on-site. The residential subdivision has been designed to position the building pads and retaining wall locations and heights in areas to minimize grading and tree removal, and for the preservation of the most prominent tree groupings on the site, specifically along Mulholland Drive at the intersection with Mulholland Highway. This subdivision design necessitates the construction of retaining walls, including five retaining walls on the site up to heights of 10 feet 6 inches.

Maximum number of retaining walls

LAMC Section 12.24X.26 authorizes the ZA, upon formal application, to permit retaining walls in the hillside areas that exceed the maximum number allowed under Section 12.21 C.8(a), subject to the procedures set forth in Section 12.28C.1 through 5. The undeveloped site is in an essentially natural condition, consisting of a fairly uniform sloping, grass-covered hillside. The retaining walls proposed are necessary to create a building pads, minimize grading, protect existing trees, and to preserve undisturbed natural areas. The Project would utilize five retaining walls ranging up to 10 feet 6 inches in height.

The zoning regulations permit a maximum of two walls with a height of 10 feet. The larger and more steeply sloped the property is, the more difficult it is to develop

a hillside property with only two retaining walls. The Project Site would need to be graded to prepare the site for a subdivision of the site. However, building pads for the subdivision can't be constructed without exceeding the maximum number of retaining walls. However, after recordation of final map and subdivision into 19 lots, the project will be consistent with the zoning code provisions, and no lot will have more than one retaining wall. Therefore, it will be in compliance with the LAMC regulations. The property's large, irregular shape, steep slopes along Mulholland Drive and portions of San Feliciano, and locations of protected tree groupings, makes strict adherence to the retaining wall regulations impractical and infeasible. The retaining walls will be covered with landscaping which is consistent with the intent of the regulations to reduce the visual mass of retaining walls. The design of the subdivision and use of retaining walls will result in less grading and fewer tree impacts, and will eventually comply with the regulation once the tract map records, which is consistent with the intent of the regulations.

Height

LAMC Section 12.21 C.8 requires a maximum of one retaining wall per lot with a maximum height of 12 feet or 2 retaining walls provided a minimum horizontal distance between walls of 3 feet and maximum wall height of 10 feet. There are special circumstances unique to the subject property when compared to surrounding properties in the same zone and vicinity.

Approval of the requested determination would allow for a retaining wall up to 10 feet 6 inches above existing grade to be located Lots 9 and 10. The retaining wall is necessary to allow for the preservation of a cluster of protected trees in order to accommodate both building pads for Lots 9 and 10 and the width of the private street. These considerations, coupled with policies of the General Plan and Mulholland Scenic Parkway Specific Plan which encourage the minimization of grading and protection of biological resources, therefore resulted in the current subdivision design, proposed private street location, and the need for the over-in-height retaining wall.

Therefore, while the unique size of the project site, topography, and site characteristics necessitating level areas for building pads and a private street, make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations, and the retaining walls will serve to minimize grading on the site and protect biological resources.

- 6. **In light of the project as a whole including any mitigation measures imposed, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.**

Project Features

The project site is located in a hillside area, and contains a vacant single-family

residence on a 6.2-acre site. The project proposes the development of 19 single-family dwellings, each with a maximum height of 33 feet (2 stories), on lots averaging approximately 12,500 square feet of lot area. In order to preserve as many trees as possible on the site, lot lines and building pads have been designed to protect trees and minimize grading throughout the site. This necessitates the construction of five retaining walls, including a retaining wall which exceeds the standard 10 foot height limit, and has a varying height of up to 10 feet 6 inches.

The site contains 199 existing trees (including 166 protected trees), and 28 trees (including 15 protected trees) would be removed in order to develop the project. This includes a subdivision design which takes primary access from a private street off of San Feliciano Drive at a location where there would be minimal impacts to existing trees, positioning the building pads and retaining wall locations and heights in areas to minimize tree removal, and the preservation of the most prominent tree groupings on the site, specifically along Mulholland Drive at the intersection with Mulholland Highway. Currently, the site contains 3.7 acres of coast live oak woodland vegetation communities, and under the subdivision design with the use of retaining walls, 3.5 acres would remain intact. Furthermore, a majority of the trees to be removed have been rated as unhealthy or dead trees, and trees that will be removed are required to be replaced at a minimum 2:1 ratio on-site with 36"-box trees.

Development of the site would also require grading of the site, including 3,040 cubic yards (c.y.) of cut and 7,240 c.y. of fill, resulting in a net of 4,200 c.y. of soil import. Due to previous site disturbance and fill on the site, the proposed grading, fill, and recompaction of soils is necessary to create stable and safe geological conditions for the private street and development of the site. Soil movement and the use of retaining walls (including locations and height) have been balanced in consideration of other objectives, such as those for the preservation of trees and vegetation. In addition, the Grading Division of the Department of Building and Safety has reviewed and approved the proposed grading and use of retaining walls for conformance with City standards.

In regard to site access, the project has been designed to meet City driveway and private street standards, and includes one entrance from Mulholland Drive (serving four lots), one entrance from San Feliciano Drive (serving three lots), and one private street from San Feliciano Drive (to serve the remaining 12 lots). The central private street was designed as an efficient solution to provide access to the greatest number of lots in the subdivision within the flatter and less tree-dense portions of the lot. The private street also serves as a central access to these lots and therefore also reduces curb cuts from the adjacent right-of-way. In lieu of extending the private street south into the site to the higher and steeper portion, a single entrance was provided along Mulholland Drive to serve the four southernmost residential lots. An extended private street design would have otherwise increased grading, the use of retaining walls, and the potential for tree removal. Similarly, a single entrance was provided for the easternmost lots on San Feliciano Drive, which were clustered and situated to minimize grading, use of retaining walls, and tree removal.

Neighborhood Compatibility

Surrounding uses include single-family residences, the former Girard Reservoir and the City of Los Angeles Department of Water and Power Pumping Station (currently vacant site), Louisville High School, a two-story shopping center, and a two-story commercial office building, and surface parking. The Project's density is appropriately scaled and situated given the uses in the surrounding area. The subject site is located in the Hillside Area of the City and has slightly varying elevation levels throughout the irregular shape of the lot, and the amount of grading and use and height of retaining walls is appropriate and compatible with adjacent developments.

Furthermore, any potential single-family residence developed on the site will be subject to the standards of the Municipal Code and the Mulholland Scenic Parkway Specific Plan. The maximum floor area to be developed on each lot will be determined by the Baseline Hillside Ordinance. The final height, massing, floor area, and design of each individual residence, as well as design of retaining walls, will be reviewed through a public hearing process by the Mulholland Specific Plan Design Review Board and the Director of City Planning for conformance with the standards of the Specific Plan, including guidance relating to neighborhood compatibility. Through this process, building heights and residential floor area may potentially be further reduced, and additional screening conditions may be imposed for the retaining wall design.

Therefore, the physical characteristics of the site and the proposed retaining walls are generally compatible with existing development and the single-family residential character of the surrounding community.

Adverse Effects and Public Health, Welfare, and Safety

Regarding adverse effects or impacts to public health, welfare, and safety, the Environmental Impact Report (EIR) prepared for the project identifies no substantial environmental damage or adverse impacts on the surrounding properties, public health, welfare, and safety. The project site, as well as the surrounding area, are developed with a mix of uses, including single-family residences, a school, and commercial/office buildings. Under the project's improvements, approximately 3.5 of the 3.7 acres containing coast live oak woodland vegetation communities and most of the site's oak canopy would remain intact, and 28 of the existing 199 trees would be removed and replaced at a minimum 2:1 ratio on-site. In addition, as is discussed in the Draft EIR for the project (in Section V.D, Biological Resources at page V.D-19), the Project Site does not function as part of a wildlife corridor and the Project Site is a relatively small habitat island mostly surrounded by suburban development. Nonetheless, additional mitigation measures for tree preservation and for construction impacts relating to birds and wildlife are included in the Mitigation Monitoring Program for the project (Exhibit B), which is included as a condition of approval. The retaining walls would further serve to minimize grading on-site and therefore also minimize impacts to trees and wildlife.

Furthermore, the proposed project and retaining walls are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management). The project is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. However, the project is located in State of California liquefaction zone. According to the memo from the Department of Building and Safety – Grading Division, dated November 21, 2017, the Department of Building and Safety has proposed the use of mat foundations for Lots 5 through 19 of the project site as a mitigation measure and acknowledges that the requirements of the City of Los Angeles Building Code have been satisfied. Additionally, the memo has imposed conditions to ensure that the soil foundation of the project site is suitable and would not cause serious public health problems for the project. No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site, and the use and height of retaining walls. Therefore, the design of the subdivision and the proposed retaining walls are not likely to adversely affect or degrade surrounding properties or cause public health or safety problems.

7. **The project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The General Plan sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Elements of the General Plan establish goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. The majority of the policies derived from these elements are in the form of LAMC requirements. Except for the entitlement described herein, the project does not propose to deviate from any other LAMC requirements. The General Plan is comprised of the Framework Element, seven state-mandated elements, and four additional elements adopted by the City Council. The Framework Element establishes the broad overall policy and direction for the General Plan. Objective 3.5 of the Framework Elements states: “ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.”

The Housing Element of the General Plan further promotes the development and preservation and enhancement of quality residential neighborhoods. The project is consistent with the following:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.5: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

The Land Use Element of the City's General Plan divides the City into 35 Community Plan areas. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan designates the subject property Low Residential with corresponding zones of RE9, RS, R1, RU, RD5 and RD6. The Community Plan also contains residential policies applicable to hillside developments located in the Community Plan.

Policy 1-5.1: Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

Policy 1-5.3: Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.

Policy 1-5.4: Require that any proposed development be designed to enhance and be compatible with adjacent development.

The proposed project is consistent with the density and use designations in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. The Community Plan designates the project site as Low Residential, with a corresponding R1-1 zone, subject to a minimum lot area of 5,000 square feet and a minimum lot width of 50 feet. The proposed residential subdivision of a 6.2-acre lot into 19 single-family lots provides lot areas and lot widths greater than the minimum required by the land use designation and zoning.

In addition, a central goal of the Community Plan is the need to preserve existing residential neighborhoods. The proposed project at 19-lots on 6.2 acres is developed with homes and lot sizes similar to the surrounding neighborhood. The goal is further emphasized in the Community Plan's objectives which seek to preserve and enhance the character and integrity of existing single-family neighborhoods. The proposed development will be compatible with the adjacent single-family dwellings and will preserve and enhance the character of the area by utilizing retaining walls to minimize grading and reduce the number of impacted coast live oak trees, and implementing landscaping to screen both the retaining walls and reduce visibility of the single-family residences. The project and retaining walls would not adversely affect the characteristics of this area or the General Plan.

Further, the proposed project is consistent with the purpose, intent and provisions of the Mulholland Scenic Parkway Specific Plan, which encourages projects to minimize grading, removal of trees, and other disturbance to the natural

topography. In order to preserve as many trees as possible on the site, lot lines and building pads have been designed to protect trees and minimize grading around protected trees. This necessitates the construction of retaining walls in a total of five locations across the site, including one which exceeds the standard 10 foot height limit. Without retaining walls, grading on several lots would potentially damage several protected trees.

The design and improvement of the residential subdivision is intended to balance the various goals of the General Plan and Specific Plan, especially as they relate to site design, grading, and protection of trees. Therefore, as conditioned, the design and improvement of the proposed subdivision, including grading and retaining walls, would be consistent with the intent and purpose of the applicable General Plan and Specific Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of implementation of Vesting Tentative Tract Map No. 67505 Project by preparing an environmental impact report (EIR) (Case No. ENV-2005-2301-EIR/SCH No. 2005111054). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The Vesting Tentative Tract Map No. 67505 Project EIR, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the Vesting Tentative Tract Map No. 67505 Project (Project), located at 22241-22255 Mulholland Drive (Site or Project Site). The Project is a subdivision of a 6.2-acre property (two parcels) into 19 lots and the subsequent development of 19 detached, single-family residences. Each residence would have three to four bedrooms and a two-car garage, and a maximum height of two stories or 36 feet. The project would construct a new private street from San Feliciano Drive to access 12 of the homes, one new entrance on San Feliciano Drive to access three of the homes, and one new entrance off of Mulholland Drive to access the remaining four homes. The Project includes demolition and removal of one existing vacant single-family residence with its associated structures, grading of 7,240 cubic yards of soil, and the removal of 28 (15 protected) trees..

The Draft EIR was circulated for a 45-day public comment period from March 17, 2016 to May 2, 2016. The Final EIR was then distributed on August 30, 2018. The Advisory Agency certified the EIR on November 1, 2019 ("Certified EIR") in conjunction with the approval of the Project (VTT-67505). In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings and a mitigation monitoring program. The Advisory Agency adopted the mitigation monitoring program in the EIR as a condition of approval. All mitigation measures in the previously adopted Mitigation Monitoring Program attached as Exhibit "B", are imposed on the project through Conditions of Approval, Conditions No. 11, 12, and 13, to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the Project approval. There are no substantial changes to the Project, and the Project is substantially the same as the approved Project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the Project's conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required for the Project, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the

project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number). The Draft and Final EIR are also available at the following Library Branches:

- Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Woodland Hills Branch Library, 22200 Ventura Boulevard, Woodland Hills, CA 91364
- Platt Branch Library, 23600 Victory Boulevard, Woodland Hills, CA 91367

Inquiries regarding this matter shall be directed to Milena Zasadzien at (213) 847-3636.



DAVID S. WEINTRAUB
Associate Zoning Administrator

DW:MZ:ja

Attachments:

Exhibit A – Retaining Wall Plans
Exhibit B – Mitigation Monitoring Program

cc: Councilmember Bob Blumenfield
Third District
Adjoining Property Owners

1. MITIGATION AND MONITORING PROGRAM

1.1 INTRODUCTION

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

1.2 ORGANIZATION

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency : the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

1.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

1.4 PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

1.5 MITIGATION MONITORING PROGRAM

Aesthetics

Project Design Features

B-1 The Project Applicant shall prepare and implement a Landscape Plan. The Landscape Plan shall provide planting and maintenance guidance for common landscaped areas, slopes, and undeveloped building pads. The Project Applicant shall be responsible for the Plan's implementation until the individual homes are occupied by residents who will take over landscape maintenance responsibilities. The Landscape Plan shall be subject to the review and approval by the Mulholland Scenic Parkway Specific Plan Design Review Board and the City of Los Angeles' Planning Department prior to issuance of the grading permit. Landscaping and irrigation for each lot shall be fully installed prior to the issuance of the Certificate of Occupancy for the residence on any individual lot. Major features of the landscape plan shall include:

- 1) A listing of plant species appropriate for use for both temporary slope stabilization purposes and long-term landscaping designs for common slope and private yard areas. The plan shall emphasize the use of drought-tolerant, fire retardant, native plant species. Only non-invasive non-native plant species shall be included in the listing of acceptable planting materials. In addition, wherever practical, plants which are relatively pest resistant and which require a minimum of added nutrients shall be utilized in landscaping;
- 2) Retention of a landscape contractor thoroughly familiar with the provisions of the Landscape Plan for ongoing implementation of the Landscape Plan;
- 3) Preservation and protection of existing trees and shrubs, wherever possible. Procedures for the care and maintenance of native trees retained on the Project Site shall be specified, and shall include supplemental irrigation for trees located along the existing fill slope supporting Mulholland Drive (including the areas in which Tree Nos. 18-35, 186, and 192 are located) during the rainy season. The Project Applicant shall provide protected tree maintenance information to the purchasers of individual homes within the Proposed Project; and
- 4) Utilization of a design that achieves the total screening of Project homes from the Mulholland Drive public right-of-way through the planting of new native trees and shrubs.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Pre-construction and Construction

Monitoring Frequency: Once, at plan check; Once, prior to issuance of any Certificate

of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

- B-2** Lighting within the Project Site shall focus illumination downward and into the Project Site. A combination of shielding, screening, and directing the lighting away from off-site areas shall be utilized to minimize "spill-over" effects onto adjacent roadways, properties and open space areas. Wherever possible, lighting fixtures shall be located on the shielded side of the visual barriers.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-3** Lighting fixtures that cut off light directed to the sky shall be installed in combination with an expanded tree canopy to minimize atmospheric light pollution.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-4** The use of exterior up-lighting fixtures for building facades and trees shall be prohibited. Only down-lighting for exterior-building mounted fixtures shall be permitted.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

B-5 Use of "glowing" fixtures that would be visible from adjacent properties or public roads shall be prohibited. A glowing fixture is a lantern style fixture, or any fixture that allows light through its vertical components.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

B-7 All roofs visible from Mulholland Drive shall be surfaced with non-reflective materials.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Mitigation Measures

B-11 The replacement trees shall be planted in the newly landscaped areas of the Project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during planting

Action Indicating Compliance: Field inspection sign-off

B-12 The preserved trees, especially the protected species trees, within 50 feet of the proposed construction areas shall be fenced with a temporary chain-link (or similar) protective fence at their driplines (or at the location of approved encroachment) prior to the start of any on-site grading. This fencing shall remain intact until the City of Los Angeles' Planning Department or Urban Forestry Division, Bureau of Street Services allows it to be removed or relocated.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-13** All footing excavations within the driplines shall be dug by hand work only, to a maximum depth of 5 feet (or to a depth that CAL-OSHA, OSHA or local codes allow). Any excavation below the approved depth may be done with acceptable machinery. All footings within the preserved tree driplines shall be of “post type” rather than of “continuous type” to lessen potential root damage.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-14** No other on-site protected species trees shall be encroached upon within their driplines other than those identified in the Horticultural Tree Report in Appendix G of the Draft EIR.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-15** No over-excavation outside of any cut and/or fill slopes (“tops” or “toes”) for the proposed construction shall occur within the dripline of any on-site oak trees, unless required by the Project’s structural engineer and approved by the Department of Building and Safety Grading Division, Department of City Planning, and Urban Forestry Division, Bureau of Street Services.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-16** No landscape, irrigation lines, utility lines, and/or grade changes shall be designed and/or installed within the dripline of any protected trees, unless approved by the Department of City Planning Department or Urban Forestry Division, Bureau of Street Services.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-17** The bare areas within the driplines of any on-site or overhanging protected trees, or within 50 feet of approved grading/construction near protected trees shall be covered with an insect and disease free organic mulch (minimum depth of 2 inches thick and no closer than 6 inches from their trunks and extending to approximately 10 feet outside the dripline).

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-18** Mature protected trees to be retained shall be examined by a qualified arborist prior to the start of construction. Some of the Project's saved protected trees are in need of minor dead wood removal. No major structural pruning shall be permitted. A qualified arborist shall complete all dead wood removal and/or pruning.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-19** During construction, examination of the trees to be retained shall be performed monthly by a qualified arborist to ensure that they are being adequately protected and maintained. Prior to the issuance of a Certificate of Occupancy for each residence, a qualified arborist shall certify in a "letter of compliance" that all concerned tree policies have been adhered to.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-20** Copies of the Horticultural Tree Report for the Project, the City's Protected Tree ordinance, and the Mulholland Scenic Parkway Specific Plan shall be maintained on-site during all Project construction.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-21** All Project homes shall incorporate earth-tone palettes and non-reflective, naturalistic building materials for exterior surfaces.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Pre-Construction

Monitoring Frequency: Plan Review

Action Indicating Compliance: Plan Approval

B-22 All public utilities shall be situated underground.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Plan Review

Action Indicating Compliance: Plan Approval

AIR QUALITY

Mitigation Measures

C-1 All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

C-2 The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required. If the City determines that 2010 model year or newer diesel trucks cannot be obtained, the City shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements in their place.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

- C-3** At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided to the City.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign off

BIOLOGICAL RESOURCES

Mitigation Measures

- D-1** The 15 removed coast live oak trees shall be replaced with a minimum 36-inch box-size specimen coast live oaks at a minimum 2:1 ratio.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during planting

Action Indicating Compliance: Field inspection sign-off

- D-2** Native trees and shrubs shall be utilized on-site in the landscape plan. Commercially available ornamental trees may be utilized on-site as long as 1) the species is not prohibited for installation by the City of Los Angeles Public Works Department along right-of-ways, and 2) the species has not been identified by the California Invasive Plant Council as an invasive risk in Southern California.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Landscape Plan Review

Action Indicating Compliance: Landscape Plan Approval

- D-3** Habitat alteration or removal shall be performed outside of the bird nesting season which extends approximately from March 15 through July 31. Should habitat need to be removed during bird nesting season, a detailed nesting survey must be performed by a qualified biologist to determine if active nests are present prior to removal of support resources.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction and Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- D-4** Construction fencing (orange safety fencing) shall be placed around the perimeter of the work site during periods of active construction work, including site grading. Periodic monitoring to insure that fence boundaries are maintained shall be conducted.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- D-5** Written and verbal instructions will be provided to all construction personnel on-site contractually obligating these personnel to respect the natural environment and to avoid, to the extent feasible, causing intentional harm to hyd on-site during construction activity.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- D-6** A 1600 et seq. notification shall be prepared if the CDFW determines any on-site feature to be jurisdictional following submission of a preliminary jurisdictional determination. This Notification for an LSA Agreement will facilitate the determination of avoidance and mitigation measures such as, but not limited to, avoidance or construction best management practices if impacts to any CDFW jurisdictional drainages identified on the Project Site are determined by CDFW. If on-site features are concluded to be jurisdictional by CDFW and would be impacted by the Project, mitigation measures may include, but are not limited to protection in perpetuity and enhancement of on- or off-site mitigation lands that include drainages as negotiated under the LSA Agreement.

Enforcement Agency: Los Angeles Department of Building and Safety; California Department of Fish and Wildlife

Monitoring Agency: Los Angeles Department of Building and Safety; California Department of Fish and Wildlife

Monitoring Phase: Pre-Construction

Monitoring Frequency: Prior to issuance of a Grading Permit

Action Indicating Compliance: Grading Permit issuance

Project Design Features

- D-7** Prior to the start of demolition activities at the Project Site, the Project Applicant shall contract with a pest control/pest extermination company to perform a survey of potential rodent issues on the Project Site. This survey will consist of setting traps for a period of time to establish whether or not a rodent problem exists. If a rodent problem is found, remediation shall begin approximately one month prior to the start of any demolition.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Once, prior to start of demolition activities

Monitoring Frequency: Once, at notification

Action Indicating Compliance: Demolition approval

CULTURAL RESOURCES

Mitigation Measures

- A-1** If any archaeological materials are encountered during the course of Project development, all further development activity shall be halted in the area of the discovery and:
- a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center located at California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - b. The archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
 - d. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center at California State University Fullerton.
 - e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
 - f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

Action Indicating Compliance: Field inspection sign-off

- A-3** Prior to construction, the services of a qualified vertebrate paleontologist approved by the Los Angeles County Vertebrate Paleontology Department (LACM) and the City of Los Angeles shall be retained to implement a mitigation program during earth-moving activities associated with development of the parcel.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to start of construction

Action Indicating Compliance: Field inspection sign-off

- A-4** The paleontologist shall develop a formal agreement with a recognized museum repository, such as the LACM, regarding the final disposition and permanent storage and maintenance of any fossil remains, as well as the archiving of associated specimen data and corresponding geologic and geographic site data, that might be recovered as a result of the mitigation program, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to start of construction

Action Indicating Compliance: Field inspection sign-off

- A-5** Earth-moving activities (particularly grading and trenching for pipelines) shall be monitored by a paleontologic construction monitor. Monitoring shall include the inspection of fresh exposures created by grading of the unnamed marine shale and in the younger alluvium to allow for the recovery of larger fossil remains. Monitoring will be conducted on a full-time basis in areas underlain by the marine shale, and a half-time basis once trenching has reached a depth 5 feet below previous grade in areas underlain by younger alluvium. As soon as practicable, the monitor shall recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock or sediment sample that can be recovered easily. As warranted, fossiliferous sediment samples shall be recovered from the younger alluvium and processed to allow for the recovery of smaller fossil remains (total weight of samples will not exceed 6,000 pounds). The location and proper geologic context of any fossil occurrence or sampling site shall be documented, as necessary. The monitor shall have the authority to divert grading temporarily around a fossil site until the fossil remains have been evaluated and, if warranted, the remains and/or a fossiliferous rock or sediment sample have been recovered.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- A-6** All fossil specimens recovered from the Project Site as a result of the mitigation program, including those recovered as the result of processing fossiliferous sediment samples, will be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. As appropriate, a sample of the marine shale will be submitted to a commercial laboratory for microfossil analysis; a sample of fossilized bone, shell, or wood from the younger alluvium will be submitted for carbon-14 dating analysis; and/or a sample of the alluvium will be submitted for pollen analysis.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

Action Indicating Compliance: Field inspection sign-off

- A-7** The monitor shall maintain daily monitoring logs that include the location where monitoring was conducted, the rock unit encountered, fossil specimens or samples recovered, and associated specimen or sample data and corresponding geologic and geographic site data. A final technical report of findings summarizing the results of the mitigation program shall be prepared by the paleontologist. The report shall be prepared in accordance with Society of Vertebrate Paleontology and museum repository requirements.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection and, for final report, once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off

- A-8** In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- a. Stop immediately and contact the County Coroner.
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.
- d. The most likely descendant has 48 hours after being allowed access to the site to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendant does not make recommendations within 48 hours after being allowed access to the site, the owner shall reinter the remains in an area of the property secure from further disturbance.
- f. If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

A-9 Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring.

Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources.
2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource;

or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measures

- F-3** A minimum of two full working days (48-hours) prior to the commencement of earthmoving activities on the Project Site, the grading contractor shall contact Underground Service Alert of Southern California (Dig Alert) to obtain a listing of underground utilities in the

vicinity of the Project Site. The location of all pipelines in the vicinity of proposed grading shall be clearly marked prior to commencement of grading activities.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, prior to issuance of Grading Permit

Action Indicating Compliance: Grading Permit issuance

NOISE

Mitigation Measures

H-4 Construction and demolition activities shall be scheduled to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-5 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-6 Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen

propagation of noise from such activities towards these land uses to the maximum extent possible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-7 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 150 feet from the adjacent, off-site residential buildings.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-8 All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

H-9 Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) at 50 feet of distance, and capable of blocking the line-of-sight to the adjacent residences shall be installed.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

- H-10** Two weeks prior to the commencement of construction at the Project Site, notification must be provided to the off-site residential uses located along Mulholland Drive and San Feliciano Drive, and to Louisville High School, disclosing the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Two weeks prior to construction

Monitoring Frequency: Once, at notification

Action Indicating Compliance: Contractor sign-off

- H-11** Construction staging areas and the operation of earthmoving equipment shall be located as far away from vibration-sensitive receptors as possible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- H-12** Heavily loaded trucks used during construction shall be restricted to Mulholland Drive and Topanga Canyon Road, and shall be routed away from residential streets surrounding the Project Site.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

TRANSPORTATION/TRAFFIC

Project Design Features

I-1 To ensure that vehicles using the Project internal roadway are visible from westbound San Feliciano Drive, the red curb on the southeast corner of the internal Project roadway and San Feliciano Drive intersection will be extended. The red curb shall be continued for 25 feet along the straight curb on the south side of San Feliciano Drive to the east of the intersection.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy

Action Indicating Compliance: LADOT approval and issuance of Certificate of Occupancy

1. MITIGATION AND MONITORING PROGRAM

1.1 INTRODUCTION

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

1.2 ORGANIZATION

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency : the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

1.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

1.4 PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

1.5 MITIGATION MONITORING PROGRAM

Aesthetics

Project Design Features

B-1 The Project Applicant shall prepare and implement a Landscape Plan. The Landscape Plan shall provide planting and maintenance guidance for common landscaped areas, slopes, and undeveloped building pads. The Project Applicant shall be responsible for the Plan's implementation until the individual homes are occupied by residents who will take over landscape maintenance responsibilities. The Landscape Plan shall be subject to the review and approval by the Mulholland Scenic Parkway Specific Plan Design Review Board and the City of Los Angeles' Planning Department prior to issuance of the grading permit. Landscaping and irrigation for each lot shall be fully installed prior to the issuance of the Certificate of Occupancy for the residence on any individual lot. Major features of the landscape plan shall include:

- 1) A listing of plant species appropriate for use for both temporary slope stabilization purposes and long-term landscaping designs for common slope and private yard areas. The plan shall emphasize the use of drought-tolerant, fire retardant, native plant species. Only non-invasive non-native plant species shall be included in the listing of acceptable planting materials. In addition, wherever practical, plants which are relatively pest resistant and which require a minimum of added nutrients shall be utilized in landscaping;
- 2) Retention of a landscape contractor thoroughly familiar with the provisions of the Landscape Plan for ongoing implementation of the Landscape Plan;
- 3) Preservation and protection of existing trees and shrubs, wherever possible. Procedures for the care and maintenance of native trees retained on the Project Site shall be specified, and shall include supplemental irrigation for trees located along the existing fill slope supporting Mulholland Drive (including the areas in which Tree Nos. 18-35, 186, and 192 are located) during the rainy season. The Project Applicant shall provide protected tree maintenance information to the purchasers of individual homes within the Proposed Project; and
- 4) Utilization of a design that achieves the total screening of Project homes from the Mulholland Drive public right-of-way through the planting of new native trees and shrubs.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Pre-construction and Construction

Monitoring Frequency: Once, at plan check; Once, prior to issuance of any Certificate

of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

- B-2** Lighting within the Project Site shall focus illumination downward and into the Project Site. A combination of shielding, screening, and directing the lighting away from off-site areas shall be utilized to minimize "spill-over" effects onto adjacent roadways, properties and open space areas. Wherever possible, lighting fixtures shall be located on the shielded side of the visual barriers.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-3** Lighting fixtures that cut off light directed to the sky shall be installed in combination with an expanded tree canopy to minimize atmospheric light pollution.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-4** The use of exterior up-lighting fixtures for building facades and trees shall be prohibited. Only down-lighting for exterior-building mounted fixtures shall be permitted.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

B-5 Use of "glowing" fixtures that would be visible from adjacent properties or public roads shall be prohibited. A glowing fixture is a lantern style fixture, or any fixture that allows light through its vertical components.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

B-7 All roofs visible from Mulholland Drive shall be surfaced with non-reflective materials.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Mitigation Measures

B-11 The replacement trees shall be planted in the newly landscaped areas of the Project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during planting

Action Indicating Compliance: Field inspection sign-off

B-12 The preserved trees, especially the protected species trees, within 50 feet of the proposed construction areas shall be fenced with a temporary chain-link (or similar) protective fence at their driplines (or at the location of approved encroachment) prior to the start of any on-site grading. This fencing shall remain intact until the City of Los Angeles' Planning Department or Urban Forestry Division, Bureau of Street Services allows it to be removed or relocated.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-13** All footing excavations within the driplines shall be dug by hand work only, to a maximum depth of 5 feet (or to a depth that CAL-OSHA, OSHA or local codes allow). Any excavation below the approved depth may be done with acceptable machinery. All footings within the preserved tree driplines shall be of “post type” rather than of “continuous type” to lessen potential root damage.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-14** No other on-site protected species trees shall be encroached upon within their driplines other than those identified in the Horticultural Tree Report in Appendix G of the Draft EIR.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-15** No over-excavation outside of any cut and/or fill slopes (“tops” or “toes”) for the proposed construction shall occur within the dripline of any on-site oak trees, unless required by the Project’s structural engineer and approved by the Department of Building and Safety Grading Division, Department of City Planning, and Urban Forestry Division, Bureau of Street Services.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-16** No landscape, irrigation lines, utility lines, and/or grade changes shall be designed and/or installed within the dripline of any protected trees, unless approved by the Department of City Planning Department or Urban Forestry Division, Bureau of Street Services.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-17** The bare areas within the driplines of any on-site or overhanging protected trees, or within 50 feet of approved grading/construction near protected trees shall be covered with an insect and disease free organic mulch (minimum depth of 2 inches thick and no closer than 6 inches from their trunks and extending to approximately 10 feet outside the dripline).

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-18** Mature protected trees to be retained shall be examined by a qualified arborist prior to the start of construction. Some of the Project's saved protected trees are in need of minor dead wood removal. No major structural pruning shall be permitted. A qualified arborist shall complete all dead wood removal and/or pruning.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-19** During construction, examination of the trees to be retained shall be performed monthly by a qualified arborist to ensure that they are being adequately protected and maintained. Prior to the issuance of a Certificate of Occupancy for each residence, a qualified arborist shall certify in a "letter of compliance" that all concerned tree policies have been adhered to.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-20** Copies of the Horticultural Tree Report for the Project, the City's Protected Tree ordinance, and the Mulholland Scenic Parkway Specific Plan shall be maintained on-site during all Project construction.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- B-21** All Project homes shall incorporate earth-tone palettes and non-reflective, naturalistic building materials for exterior surfaces.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Pre-Construction

Monitoring Frequency: Plan Review

Action Indicating Compliance: Plan Approval

B-22 All public utilities shall be situated underground.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Plan Review

Action Indicating Compliance: Plan Approval

AIR QUALITY

Mitigation Measures

C-1 All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

C-2 The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required. If the City determines that 2010 model year or newer diesel trucks cannot be obtained, the City shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements in their place.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

- C-3** At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided to the City.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety, Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign off

BIOLOGICAL RESOURCES

Mitigation Measures

- D-1** The 15 removed coast live oak trees shall be replaced with a minimum 36-inch box-size specimen coast live oaks at a minimum 2:1 ratio.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during planting

Action Indicating Compliance: Field inspection sign-off

- D-2** Native trees and shrubs shall be utilized on-site in the landscape plan. Commercially available ornamental trees may be utilized on-site as long as 1) the species is not prohibited for installation by the City of Los Angeles Public Works Department along right-of-ways, and 2) the species has not been identified by the California Invasive Plant Council as an invasive risk in Southern California.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Landscape Plan Review

Action Indicating Compliance: Landscape Plan Approval

- D-3** Habitat alteration or removal shall be performed outside of the bird nesting season which extends approximately from March 15 through July 31. Should habitat need to be removed during bird nesting season, a detailed nesting survey must be performed by a qualified biologist to determine if active nests are present prior to removal of support resources.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction and Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- D-4** Construction fencing (orange safety fencing) shall be placed around the perimeter of the work site during periods of active construction work, including site grading. Periodic monitoring to insure that fence boundaries are maintained shall be conducted.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- D-5** Written and verbal instructions will be provided to all construction personnel on-site contractually obligating these personnel to respect the natural environment and to avoid, to the extent feasible, causing intentional harm to hyd on-site during construction activity.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- D-6** A 1600 et seq. notification shall be prepared if the CDFW determines any on-site feature to be jurisdictional following submission of a preliminary jurisdictional determination. This Notification for an LSA Agreement will facilitate the determination of avoidance and mitigation measures such as, but not limited to, avoidance or construction best management practices if impacts to any CDFW jurisdictional drainages identified on the Project Site are determined by CDFW. If on-site features are concluded to be jurisdictional by CDFW and would be impacted by the Project, mitigation measures may include, but are not limited to protection in perpetuity and enhancement of on- or off-site mitigation lands that include drainages as negotiated under the LSA Agreement.

Enforcement Agency: Los Angeles Department of Building and Safety; California Department of Fish and Wildlife

Monitoring Agency: Los Angeles Department of Building and Safety; California Department of Fish and Wildlife

Monitoring Phase: Pre-Construction

Monitoring Frequency: Prior to issuance of a Grading Permit

Action Indicating Compliance: Grading Permit issuance

Project Design Features

- D-7** Prior to the start of demolition activities at the Project Site, the Project Applicant shall contract with a pest control/pest extermination company to perform a survey of potential rodent issues on the Project Site. This survey will consist of setting traps for a period of time to establish whether or not a rodent problem exists. If a rodent problem is found, remediation shall begin approximately one month prior to the start of any demolition.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Once, prior to start of demolition activities

Monitoring Frequency: Once, at notification

Action Indicating Compliance: Demolition approval

CULTURAL RESOURCES

Mitigation Measures

- A-1** If any archaeological materials are encountered during the course of Project development, all further development activity shall be halted in the area of the discovery and:
- a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center located at California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - b. The archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
 - d. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center at California State University Fullerton.
 - e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
 - f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

Action Indicating Compliance: Field inspection sign-off

- A-3** Prior to construction, the services of a qualified vertebrate paleontologist approved by the Los Angeles County Vertebrate Paleontology Department (LACM) and the City of Los Angeles shall be retained to implement a mitigation program during earth-moving activities associated with development of the parcel.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to start of construction

Action Indicating Compliance: Field inspection sign-off

- A-4** The paleontologist shall develop a formal agreement with a recognized museum repository, such as the LACM, regarding the final disposition and permanent storage and maintenance of any fossil remains, as well as the archiving of associated specimen data and corresponding geologic and geographic site data, that might be recovered as a result of the mitigation program, and the level of treatment (preparation, identification, curation, cataloging) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to start of construction

Action Indicating Compliance: Field inspection sign-off

- A-5** Earth-moving activities (particularly grading and trenching for pipelines) shall be monitored by a paleontologic construction monitor. Monitoring shall include the inspection of fresh exposures created by grading of the unnamed marine shale and in the younger alluvium to allow for the recovery of larger fossil remains. Monitoring will be conducted on a full-time basis in areas underlain by the marine shale, and a half-time basis once trenching has reached a depth 5 feet below previous grade in areas underlain by younger alluvium. As soon as practicable, the monitor shall recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock or sediment sample that can be recovered easily. As warranted, fossiliferous sediment samples shall be recovered from the younger alluvium and processed to allow for the recovery of smaller fossil remains (total weight of samples will not exceed 6,000 pounds). The location and proper geologic context of any fossil occurrence or sampling site shall be documented, as necessary. The monitor shall have the authority to divert grading temporarily around a fossil site until the fossil remains have been evaluated and, if warranted, the remains and/or a fossiliferous rock or sediment sample have been recovered.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- A-6** All fossil specimens recovered from the Project Site as a result of the mitigation program, including those recovered as the result of processing fossiliferous sediment samples, will be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. As appropriate, a sample of the marine shale will be submitted to a commercial laboratory for microfossil analysis; a sample of fossilized bone, shell, or wood from the younger alluvium will be submitted for carbon-14 dating analysis; and/or a sample of the alluvium will be submitted for pollen analysis.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

Action Indicating Compliance: Field inspection sign-off

- A-7** The monitor shall maintain daily monitoring logs that include the location where monitoring was conducted, the rock unit encountered, fossil specimens or samples recovered, and associated specimen or sample data and corresponding geologic and geographic site data. A final technical report of findings summarizing the results of the mitigation program shall be prepared by the paleontologist. The report shall be prepared in accordance with Society of Vertebrate Paleontology and museum repository requirements.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection and, for final report, once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off

- A-8** In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- a. Stop immediately and contact the County Coroner.
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.
- d. The most likely descendant has 48 hours after being allowed access to the site to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendant does not make recommendations within 48 hours after being allowed access to the site, the owner shall reinter the remains in an area of the property secure from further disturbance.
- f. If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

A-9 Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring.

Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources.
2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource;

or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measures

- F-3** A minimum of two full working days (48-hours) prior to the commencement of earthmoving activities on the Project Site, the grading contractor shall contact Underground Service Alert of Southern California (Dig Alert) to obtain a listing of underground utilities in the

vicinity of the Project Site. The location of all pipelines in the vicinity of proposed grading shall be clearly marked prior to commencement of grading activities.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, prior to issuance of Grading Permit

Action Indicating Compliance: Grading Permit issuance

NOISE

Mitigation Measures

H-4 Construction and demolition activities shall be scheduled to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-5 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-6 Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen

propagation of noise from such activities towards these land uses to the maximum extent possible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-7 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 150 feet from the adjacent, off-site residential buildings.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

H-8 All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

H-9 Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) at 50 feet of distance, and capable of blocking the line-of-sight to the adjacent residences shall be installed.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

- H-10** Two weeks prior to the commencement of construction at the Project Site, notification must be provided to the off-site residential uses located along Mulholland Drive and San Feliciano Drive, and to Louisville High School, disclosing the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Two weeks prior to construction

Monitoring Frequency: Once, at notification

Action Indicating Compliance: Contractor sign-off

- H-11** Construction staging areas and the operation of earthmoving equipment shall be located as far away from vibration-sensitive receptors as possible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

- H-12** Heavily loaded trucks used during construction shall be restricted to Mulholland Drive and Topanga Canyon Road, and shall be routed away from residential streets surrounding the Project Site.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

TRANSPORTATION/TRAFFIC

Project Design Features

I-1 To ensure that vehicles using the Project internal roadway are visible from westbound San Feliciano Drive, the red curb on the southeast corner of the internal Project roadway and San Feliciano Drive intersection will be extended. The red curb shall be continued for 25 feet along the straight curb on the south side of San Feliciano Drive to the east of the intersection.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy

Action Indicating Compliance: LADOT approval and issuance of Certificate of Occupancy



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October 18, 2018

[via email: Milena.zasadzien@lacity.org]

Milena Zasadzien

City of Los Angeles

Department of City Planning

221 N. Figueroa Street, Suite 1350

Los Angeles, CA 90012

Re: Responses to Comments on the Final EIR for the Vesting Tentative Tract Map No. 67505 Project (ENV-2005-2301-EIR)

Dear Ms. Zasadzien:

On behalf of Harridge San Feliciano, LLC (the “Project Applicant”), the following responses address some of the comments that were submitted following publication of the Final EIR for the above-referenced project (the “Project”). The Project’s Final EIR was published on August 30, 2018, and the Advisory Agency hearing was held on October 2, 2018. In particular, two of the comment letters submitted to the City regarding the Project contain numerous assertions concerning the adequacy of the EIR and associated technical studies: the letter from Paul Edelman of the Santa Monica Mountains Conservancy and the letter from Carlos and Ellie Duque. This letter responds to these two comment letters.

The EIR was prepared in accordance with CEQA, the State CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide, and other applicable City requirements with respect to describing the existing environmental conditions that constitute the baseline for determining the significance of the Project’s potential impacts, identifying the Project’s potentially significant adverse environmental impacts, identifying mitigation measures to address any potentially significant impacts of the Project, and determining whether the identified mitigation measures would reduce the Project’s potential impacts to less than significant levels. For the reasons detailed in the responses below, neither of these two letters contains significant new information or substantial evidence of a new significant impact or an increase in the severity of any impact disclosed in the EIR or otherwise identifies required additional CEQA review or analysis. Therefore, the EIR prepared for the Project is adequate, and the City (Lead Agency) is justified in certifying the EIR pursuant to Section 15090 of the State CEQA Guidelines.

The following two comment letters are addressed below:

- Comment Letter 1 – Paul Edelman, Santa Monica Mountains Conservancy
- Comment Letter 2 – Carlos and Ellie Duque

Exhibit 3
Supplemental Responses
October 18, 2018
VTT-67505-1A

Each comment has been summarized below and an individual response has been provided directly below each comment. Copies of the comment letters [with bracketed annotations to coincide with the comment and response numbers below] are provided herein as Attachment A.

COMMENT LETTER NO. 1

Paul Edelman, Deputy Director
Santa Monica Mountains Conservancy
5750 Ramirez Canyon Road
Malibu, CA 90265

Comment No. SMMC-1

The Santa Monica Mountains Conservancy (Conservancy) as the primary State planning agency for the area is on record opposing each and every proposed project and Environmental Impact Report to date on the subject property and continues with that position for the proposed 19 home project and FEIR. The project footprint exceeds the physical constraints of site and is not reflective of a project that protects the scenic, physical, and biotic attributes of the Mulholland Scenic Corridor.

Response to Comment No. SMMC-1

The commenter introduces his organization, and expresses an opinion regarding the merits of the Proposed Project, but the comment does not state a specific concern or question regarding the sufficiency of the EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The Project would not exceed the physical constraints of the Project Site and, with implementation of the required Mitigation Measures identified in the EIR, all of the Project's impacts would be reduced to a less-than-significant level.

Comment No. SMMC-2

The Final Environmental Impact Report (FEIR) fails to provide decision makers with an adequate assessment of the site's unique biological and visual qualities and its values as a public resource. The FEIR is deficient for not addressing the project being in the Santa Monica Mountains National Recreation Area and the Santa Monica Mountains Zone.

Response to Comment No. SMMC-2

The EIR provides a complete description of the Project Site's visual resources in Section V.B (Aesthetics), which description is supported by substantial evidence. Similarly, the EIR provides a complete description of the Project Site's biological resources in Section V.D (Biological Resources), which description is also supported by substantial evidence. Section III (Environmental Setting) of the EIR describes the Project Site as being located within the Santa Monica Mountains. The boundary of the Santa Monica Mountains National Recreation Area (SMMNRA) is located along the portion of Mulholland Drive that is adjacent to the Project Site, although some maps do appear to show it paralleling this roadway a short distance to the north/northwest, which would place it passing through a portion of

the Project Site. Regardless of its precise location, private residential properties such as the Proposed Project are located throughout the SMMNRA. Additionally, neither the Conservancy nor the SMMNRA provided comment on the Draft EIR indicating the boundary location with respect to the Project Site or identifying additional analytical criteria to be considered in the EIR with respect to the SMMNRA. The commenter fails to identify any specific “deficiency” of the EIR with respect to the SMMNRA, or any specific failure of the EIR to adequately assess the Project Site’s biological resources, visual qualities or “values as a public resource.”

Comment No. SMMC-3

Mulholland Scenic Parkway Visual Impacts

The project would construct a dense and tall mass of light and development along a unique natural section of the Mulholland Scenic Parkway west of Topanga Canyon Boulevard. Currently oak trees would mask some of that development. However, if drought, insects, or other factors such as changes in drainage patterns caused by the development resulted in the loss of one or two of these mature trees, the proposed houses would stick out like sore thumbs. The only way to alleviate this mass of development is to reduce it (less houses and one story houses) and move it westward away from the DWP's Girard Reservoir property.

Response to Comment No. SMMC-3

The commenter offers his opinion on the merits of the Project, and speculates on how development could create adverse conditions on the Project Site that could then result in tree loss. However, unsubstantiated opinion and speculation do not constitute substantial evidence. State CEQA Guidelines Section 15384. The commenter also describes the portion of Mulholland Drive adjacent to the Project Site as a “unique natural section”. However, this portion of Mulholland Drive is largely suburban based upon the nearby and adjacent land uses, which include visible surface parking areas for the private parochial school, partially visible surface parking areas, and multi-family residential buildings along the south side of Mulholland Drive, and visible fencing and single-family residences and natural wooded areas along the north side of Mulholland Drive. Additionally, a substantial amount of ambient lighting is already present at this location in the form of both street lighting and lighting associated with the commercial development at the southwest corner of Mulholland Drive and Mulholland Highway. Most of the Project lighting visible from Mulholland Drive would be diffuse and indirect.

Moreover, the Project would maintain a majority of the existing vegetation along Mulholland Drive adjacent to the Project Site, and, although some trees would be removed, these trees would be replaced under required mitigation at a minimum 2:1 ratio, with additional measures prescribed for the establishment, growth, and maintenance of these trees. Revegetation of the developed area would also be required under the Project landscape plan. The EIR concludes that the viewshed along this portion of the parkway has already been degraded and the impact of the Project would be less than significant with implementation of the required mitigation measures.

Further, as required by the Los Angeles Municipal Code, following completion of Project construction, the Project Applicant shall post a cash bond or other assurances acceptable the Bureau of Engineering in

consultation with the Urban Forestry Division and the Advisory Agency guaranteeing the survival of the trees to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date the bond is posted or from the date such trees are replaced or relocated, whichever is longer. The amount of the bond is to be determined by the City Engineer in consultation with the Advisory Agency and the City's Chief Forester. Following the Project Applicant's fulfillment of this requirement, the protected species on the Project Site will remain under the protection of the Municipal Code and subject to all the provisions therein with oversight and enforcement by the Urban Forestry Division, as well as those protections set forth under the Mulholland Scenic Corridor Specific Plan.

Comment No. SMMC-4

The proposed project would erect a virtual wall of four, side-by-side, 36-foot-tall houses along the Mulholland Scenic Parkway interrupting public views of the multi-acre, naturally vegetated Girard Reservoir property. That visual interruption would include a new 200-foot-long paved and striped traffic lane in the foreground as well as an approximately 100 foot long driveway through oak-lined City-owned right-of-way. The FEIR fails to address the visual impacts of this proposed acceleration and deceleration lane. Such a new asphalt surface that is almost the length of a football field, combined with four 36-foot-tall houses, in a scenic vista that provides public visual relief is a project that fails to meet the objectives of the Mulholland Specific Plan. There is a strong difference of opinion between the FEIR preparer (for profit entity) and the Conservancy with its expert staff, the majority of the community, the Neighborhood Council, and Louisville High School on the severity of visual impacts.

Response to Comment No. SMMC-4

The acceleration/deceleration lane referenced by the commenter has been removed from the design of the Proposed Project and would no longer be implemented.

Comment No. SMMC-5

Page 2-28 of the Final Environmental Impact Report states, "Removing the four proposed lots along Mulholland Drive would not substantially change the impacts of the Project with respect to biological resources or aesthetics." That statement is categorically incorrect. Removing even the two easternmost houses along Mulholland Drive would provide a quality view to the north and would allow for a wide habitat linkage between Alizondo Park and the Girard Reservoir. Currently wildlife access to the Girard Reservoir property from Alizondo Park requires traversing where lots 1 and 2 are located on the vesting tract map. That is another reason why lots 1 and 2 should be eliminated from the grading and development footprint.

Response to Comment No. SMMC-5

The comment disagrees with a conclusion in the Final EIR, which conclusion is supported by substantial evidence. As is illustrated on Figure V.G-4 of the Draft EIR, removing the two easternmost Project lots off of Mulholland Drive would have little effect on the availability of northerly vistas due to the presence of the existing tree canopy that would remain following Project construction. Alizondo Park is located

approximately 1,000 feet to the east of the Project Site along the very busy Mulholland Drive. As is discussed at length in the Final EIR, no significant wildlife corridor exists connecting areas south of Mulholland Drive to the areas north of it, including the Project Site and the Girard Reservoir.

Comment No. SMMC-6

The FEIR fails to show how pedestrians will be able to safely navigate travel along the length of the proposed acceleration and deceleration lane.

Response to Comment No. SMMC-6

The proposed acceleration/deceleration lane has been removed from the design of the Project and would no longer be implemented.

Comment No. SMMC-7

The FEIR is deficient for not addressing the probability of the City requiring street lighting and/or driveway lighting along the proposed acceleration and deceleration lane complex. Street lighting would have an adverse effect on wildlife use of both the subject property and the Girard Reservoir property. It would also hinder wildlife movement into the property from the south side of Mulholland Drive. Decision makers cannot adequately assess the project's visual and biological impacts without such information.

Response to Comment No. SMMC-7

The proposed acceleration/deceleration lane has been removed from the design of the Project and would no longer be implemented. Additionally, street lighting currently exists along this section of Mulholland Drive. No additional street lighting is being proposed in association with the Project.

Comment No. SMMC-8

The FEIR is further deficient for not disclosing that grading is proposed with 200 feet of Alizondo Park which has significance in Mulholland Scenic Parkway Specific Plan Guidelines.

Response to Comment No. SMMC-8

The distance between the Project Site and the Alizondo Drive Park on the south side of Mulholland Drive east of the Project Site is approximately 220 feet at its closest point (see Attachment B). Additionally, grading on the Project Site for the Proposed Project would be set farther back, resulting in a greater distance between the graded area and the Park. Therefore, no findings related to proximity to parkland would have to be made under the MSPSP for the Project.

Comment No. SMMC-9

Inadequate Range of Alternative Projects

The following conclusion on Page 2-27 of the Final Environmental Impact Report states

"Since any economically feasible and legally permissible development of the Project Site would likely also result in adverse impacts associated with these same environmental issue areas, the only alternative that would be certain to reduce such impacts is one that does not include development of the site. Such an alternative was evaluated in the Draft EIR (Alternative 1)."

The City cannot approve a FEIR that does not include a second feasible development alternative. Past CEQA documents-particularly those over ten years old-are not part of the current FEIR. The FEIR shall remain deficient until a supplemental document with a second feasible less damaging alternative is circulated for public review. That alternative could be a minimum oak tree removal alternative for example. Oak tree removal permits are fully discretionary actions.

Response to Comment No. SMMC-9

CEQA requires that, in addition to identifying feasible mitigation measures, an EIR analyze a reasonable range of alternatives to a proposed project that would reduce its significant impacts while at the same time attain most of the basic project objectives. The EIR concludes that the Project would have no significant and unavoidable impacts after implementation of feasible mitigation measures. These conclusions are supported by substantial evidence. The opinion of the commenter that there are significant and unavoidable impacts is not supported by substantial evidence.

The project objectives are focused on providing infill residential development that will not displace existing housing, that is sensitively and safely planned and that is close to commercial and recreational areas. As the EIR explains, the Project Site is zoned and designated for residential development; therefore, commercial, retail or other non-residential development for the Project Site would not be feasible alternative development scenarios, given the land use restrictions and the project objectives.

Moreover, this Project already presents a refinement of a previously proposed larger residential project that was analyzed in an earlier Draft EIR. The Draft EIR for that original project, which proposed a 37-unit single-family condominium development, analyzed three alternatives, including a reduced density alternative with 29 detached single-family homes, as well as a park. The current Project proposes just 19 detached single-family homes, so the Project that is analyzed in depth in the current EIR is a reduced density alternative to the original project. As such, the City has already considered several residential development alternatives for the Project Site.

"[T]here is no rule specifying a particular number of alternatives that must be included [in an EIR]. 'CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its facts, which in turn must be reviewed in light of the statutory purpose.'" *San Franciscans for Livable Neighborhoods v. City and County of SF* (2018) 26 CA5th 596, citing *Mount Shasta Bioregional Ecology Center v. County of Siskiyou* (2012) 210 CA4th 184, 199), both of which upheld EIRs that analyzed one or essentially only one alternative – the no project alternative. "There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." State CEQA Guidelines Section 15126.6(a).

This EIR analyzes both (1) the no project alternative and (2) a park alternative, recognizing the zoning and designation on the Project Site and the fact that the Project would have no significant and unavoidable impacts with implementation of mitigation measures. Therefore, substantial evidence supports the EIR's conclusion that the two alternatives analyzed, (1) the no project alternative, and (2) a park alternative, constitute a reasonable range of alternatives for the Project.

Comment No. SMMC-10

The Conservancy contends that the loss of fifteen Protected Status trees coupled with the insertion of 19 thirty-six-foot tall houses in the context of a rich oak woodland and savannah habitat that harbors seven Sensitive Status species is an unavoidable significant adverse impact. The FEIR range of alternatives is deficient for not including an alternative that includes even 18 houses that reduces the direct removal of the number of Protected Status trees by 50 percent.

Response to Comment No. SMMC-10

The comment disputes one of the biological impact conclusions in the EIR, and asserts that an additional alternative should have been analyzed. Section V.D, Biological Resources, of the Draft EIR analyzes the Project's potential impacts on biological resources, including, without limitation, due to the removal of 15 coast live oak trees from the Project Site (four of which are dead), and concludes based on substantial evidence that, with the identified mitigation measures, impacts would be less than significant. Regarding the range of alternatives, see Response to Comment No. SMMC-9 above.

Comment No. SMMC-11

Is the Planning Department requiring the Developer to have lot size average of 11,000 to 12,000 square feet in an area zoned for 5,000 square foot minimum lots? If that Planning Department requirement is the case, the FEIR is deficient in not adequately disclosing such a constraint to decision makers and the public. If that Planning Department direction put an artificial constraint on the range of alternatives selected, then the FEIR is further deficient. In any case a reduction in the number of homes would be consistent with such a minimum lot size average.

Response to Comment No. SMMC-11

The requirements of the Los Angeles Municipal Code (LAMC) for the R1-1 Zone prescribe a minimum 5,000 square foot lot. However, the Project must also be consistent with the surrounding neighborhood. The lots in the surrounding neighborhood are approximately 10,000-15,000 square feet. The Project's compatibility with the surrounding neighborhood is discussed in Section V.G, Land Use and Planning, of the Draft EIR.

Further, a reduction in the number of homes would not render the Project any more consistent with the minimum average lot size. The minimum average lot size is 5,000 square feet. The Project Site is approximately 270,000 square feet. 270,000 square feet divided by 5,000 is 54. Thus, 54 lots, which is significantly more than 19 lots, could be developed on the Project Site.

Comment No. SMMC-12

To date on this project has the Planning Department refused consideration of any flag lot considerations? Such unexplained Planning Department restrictions greatly limit the configuration of less ecologically and visually damaging alternate projects. If there is no such limitation on lot size (other than the 5,000 square foot minimum) or on flag lots, then clearly less damaging alternatives must be explored.

Response to Comment No. SMMC-12

See Response to Comment No. SMMC-11 above. Further, as stated above, the Draft EIR concludes, based on substantial evidence, that the Project would have no significant and unavoidable impacts. Specifically, the Draft EIR concludes that the Project's potential impacts to aesthetics and biological resources would be less than significant with mitigation.

Comment No. SMMC-13

On the same note, if the City does not legally require full public street standards for a private street, why could not FEIR alternatives include a more narrow street with single loaded parking and a sidewalk on one side? Such a reduced width street could reduce the project grading footprint. A reduced project grading footprint could reduce the amount of imported soil, quantity, length and height of retaining walls, alteration of drainage patterns, impervious surface, permanent fire department-required brush clearance in the DWP's Girard Reservoir, and impacts to oak tree root zones.

Response to Comment No. SMMC-13

As noted at the Advisory Agency hearing by Georgic Avenassian (City of Los Angeles Bureau of Engineering), the private street is required to be built to full public street standards. As such, an alternative with a narrower street is not feasible.

Comment No. SMMC-14

The argument that a reduced grading footprint project necessitates less housing stock is a false argument. Nothing in the General Plan or any building code or CEQA guarantees a minimum house size or pad size or non-stepped pad. The project could have houses with smaller footprints on smaller pads with the same number of bedrooms and bathrooms-just smaller rooms. In no way would homes with smaller bedrooms and living rooms not achieve any of the defined Project Objectives.

Response to Comment No. SMMC-14

There are an endless number of potential Project permutations that could have been considered. The Draft EIR concludes, based on substantial evidence, that, with the identified mitigation measures, the impacts of the Proposed Project would be less than significant. Regarding the range of alternatives, see Response to Comment No. SMMC-9 above.

Comment No. SMMC-15

As proposed, VTTM No. 67505 has seven of nineteen lots with 9,000 or less square feet. As long as a tract has nineteen lots and the total tract acreage does not change, some lots could be reduced to 5,000 square feet and the remaining lots correspondingly increased in size without expanding their pad areas. The whole disturbance footprint can then be contracted without a loss of homes. Decision makers should see such a less damaging alternative fully analyzed in an EIR. The public views along Mulholland Drive and the habitat complex comprised of the DWP Girard Reservoir property and the subject property, must not be substantially and unduly diminished to provide larger homes and larger flat pads to a private party.

Response to Comment No. SMMC-15

The commenter expresses an opinion regarding the design of the Proposed Project, but the comment does not state a specific concern or question regarding the sufficiency of the EIR in identifying and analyzing the environmental impacts of the Project. As analyzed in the Draft EIR, the Proposed Project would not substantially diminish public views or habitat and, with implementation of the required Mitigation Measures identified in the EIR, the Project's impacts would be reduced to a less-than-significant level.

Comment No. SMMC-16

Virtually every aspect of the property is unique in regard to development constraints. To work within these constraints the City must be flexible with building codes such that a flat land subdivision is not forced onto hilly oak savannah terrain. Such flexibility does not reduce housing stock or number of bedrooms. It reduces and avoids adverse impacts to biological and visual resources.

Response to Comment No. SMMC-16

The commenter provides an unsubstantiated opinion on what he believes represents unique development constraints, but does not comment on an environmental issue addressed in the EIR. Unsubstantiated opinion does not constitute substantial evidence. State CEQA Guidelines Section 15384.

Comment No. SMMC-17

The Developer might reject a less damaging project based on asserted economic infeasibility. However the flawed FEIR fails to even provide a less damaging development alternative. Decision makers have not been provided a reasonable range of alternatives for a project in the sensitive Inner Corridor of the Mulholland Scenic Parkway Specific Plan area. The FEIR discussion is deficient for not addressing how the City is not obligated to approve a project with profits at a level deemed adequate by the Developer. If there are unmitigable significant impacts, the City can approve a project with less homes than the zoning allows. For example the Developer and the Conservancy discussed an alternative plan with 14 homes that the Developer rejected. Those plans removed the two easternmost houses (and their grading footprints) along Mulholland Drive and the three houses north of the project entrance on San Feliciano Avenue. Such a 14 home project greatly reduces oak tree impacts, visual impacts, and habitat connectivity impacts. It represents an economically reasonable use of the land.

Response to Comment No. SMMC-17

The comment objects to the range of alternatives analyzed in the EIR, and speculates as to why additional alternatives were not analyzed. See Response to Comment No. SMMC-9 above. Again, the Draft EIR concludes, based on substantial evidence, that the Project would have no significant and unavoidable impacts.

Comment No. SMMC-18

People will still buy the houses in a more organic setting. If the Developer claims they cannot make enough money, then put in the record actual documentation-such as a detailed economic analysis. Avoidable impacts to biological and visual resources should not be ignored on the reasoning that a project approval is obligated to inflate a Developer's profit when a reasonable profit can be made on the less impacting projects. The City has zero data to determine the profitability of the project versus other alternatives in the record. Until the past few years developers have assumed that the residual land value of residential development was approximately 38 percent of total value. In the current City of Los Angeles conditions, where raw land is at a premium, the new industry assumption is that the residual land value is 50 percent of the total value. Based on the overall increase in land values since 2015, coupled with the development of raw land, the profitability of any project on the subject property has increased appreciably over the past three years.

Response to Comment No. SMMC-18

See Responses to Comment Nos. SMMC-9 and SMMC-17 above. Again, the Draft EIR concludes, based on substantial evidence, that the Project would have no significant and unavoidable impacts.

Comment No. SMMC-19

Home value is not wholly based on square footage and street width. Factors such adjacency to both public and private open space, oak trees, and topography also affect value. A reduced density development provides these value increasing elements.

Response to Comment No. SMMC-19

With respect to the comment regarding a reduced density alternative, see Response to Comment No. SMMC-9 above. Otherwise, the commenter is merely providing an unsubstantiated opinion on what he believes increases value of a lot/home, not a comment on an environmental issue addressed in the EIR. Unsubstantiated opinion does not constitute substantial evidence. State CEQA Guidelines Section 15384.

Comment No. SMMC-20

Biological Significance and Fragility of Existing Approximately Eleven-Acre Habitat Area

The subject property and the DWP Girard Reservoir property is a unique 11-acre peninsula of high quality habitat with extremely limited distribution and strong connectivity to Santa Monica Mountains core habitat area. The FEIR is deficient because it does not recognize the ecological capacity of the

subject property in combination with the Girard Reservoir property. In lieu of existing development, heavily-traveled roadways, and highly disturbed areas-as described in the FEIR--the Project Site supports seven Special Status species confirmed by a California Department of Fish and Wildlife field visit and is a wholly unique suburban wildlife refuge within the Santa Monica Mountains National Recreation Area.

Response to Comment No. SMMC-20

Contrary to the comment's assertion that the Project Site contains high quality habitat, the Project Site is only accessible to more mobile forms of wildlife that can traverse the urban landscape with "biologically dangerous" autos, dogs, people, herbicide and pesticide applications, and other related hazards. It is incorrect to assert that the Project Site maintains "strong connectivity" as suggested in the comment. Strong connectivity would consist of wide, broad, uninterrupted corridors of native habitat connecting larger habitat cores. Most of the former habitat areas in the lower slopes of this area of the Santa Monica Mountains are gone, and are now comprised of residential neighborhoods, schools, public roadways and related suburban uses.

The comment refers to the site as a "peninsula." However, this is a mischaracterization. The Project Site is more an of island in biogeographic terms. It is surrounded on all sides by single-family residential housing, and a busy relatively high-speed roadway (Mulholland Drive).

As described in the Draft EIR, many coast live oak trees remain in the adjacent neighborhood, and on the Project Site, and most of the bird species that can be found on the Project Site can also be found in the trees on nearby home and school lots. The urban landscape, including relictual native habitat on the Project Site, cannot support the breadth of diversity and suites of species necessary to retain a healthy ecosystem. The alterations documented by geotechnical and hydrological investigations on-site have removed, demolished or over-covered native substrates and natural hydrology which are critical to maintaining higher value habitat. The Project Site maintains moderately low biological value due to the absence of these critical ecological characteristics. The City-owned, former Girard basin, used as an example of high-quality habitat, was constructed in a former canyon area that has been filled and graded completely.

Comment No. SMMC-21

The project proposes a flat land style residential project with single elevation flat pads in an area with variable terrain and drainage in a setting chocked with mature coast live oak trees. The site supports seven Special Status species and is a unique example of valley floor oak woodland that has all but otherwise been eliminated in the southern San Fernando Valley. The Conservancy challenges the FEIR conclusions that the proposed 19-unit project would not result in unavoidable significant adverse biological and visual impacts. This post mitigation determination of level of significance represents a wide disagreement between experts.

Response to Comment No. SMMC-21

The comment disagrees with the Draft EIR's conclusions that, with the implementation of the identified mitigation measures, the Project would have less than significant impacts. The Draft EIR's conclusions are supported by the substantial evidence discussed within it and contained in its appendices and its citations and references. Despite historic past grading operations that modified, through cut and fill operations, much of the former canyon and adjoining secondary and tertiary ridgelines which characterize the general area, the Project Site does still support a number of oak trees. Approximately 90 percent of the 155 coast live oak trees, or 93 percent of the living trees since four of the coast live oak trees are dead as reported in Section V.B, Aesthetics of the Draft EIR, will be conserved on-site and protected under the City's Oak Tree Ordinance.

Four special status species were detected on the Project Site, however, the City's CEQA Threshold guidelines require assessment at the population level, not at the individual animal level. Therefore, any direct or indirect effects to these individual animals cannot be deemed to be significant adverse species impacts. Additionally, it is unlikely the 6.2-acre site and former basin area actually supports these birds within the confines of the site. Rather, it is much more likely these birds are foraging and seeking support resources for roosting and nesting within a larger tree canopy area in natural habitats that are found farther south and upslope of the Project Site. As such, Project development likely would not adversely affect even these individuals.

The Project Site is not "a unique example of valley floor oak woodland". In fact, the topographic map found in Exhibit 2 of the General Biological Assessment shows that the Project Site is squarely situated within a topographically diverse area comprising a former canyon which lies above the valley floor. Further, the Project Site has been heavily disturbed over many decades through grading, hydrological diversion, and grazing. As such, the comment overstates the existing state and importance of the Project Site.

Comment No. SMMC-22

The City of Los Angeles never certifies any CEQA documents that conclude any project will have significant unavoidable biological impacts. For example the Planning Department was well on its way to recommending certification of an FEIR for the Hidden Creeks project in Chatsworth that would have eliminated scores of Protected Status trees and hundreds of acres of unique grassland habitat in core Santa Susana Mountains habitat. Only appeals have currently delayed that project. Per that example, the City has demonstrated an obvious callousness to the environment and a disconnect from an impact analysis threshold based on conservation biology. The EIR preparers hired by the City follow suit.

Response to Comment No. SMMC-22

The comment asserts unsubstantiated opinions regarding City practices, and unsupported and irrelevant information regarding a different project and EIR than this Project and this EIR. This EIR concludes that this Project would have no significant and unavoidable impacts after implementation of feasible

mitigation measures, and these conclusions are supported by substantial evidence. However, this comment is noted, and will be presented to the decision-makers for their review and consideration.

Comment No. SMMC-23

The FEIR claims there is no need to further reduce or avoid environmental impacts because under the current proposal and its FEIR mitigation measures have already reduced all impacts to a level less than significant. That conclusion is not supported by a single fact only sweeping and dismissive conjecture. The fact is that an extensive range of wildlife described in the record to date use and occupy the subject property and the DWP Girard Reservoir property. The connectivity to the property from Alizondo Park and the Louisville High School property are self evident from aerial photography and ground investigation.

Response to Comment No. SMMC-23

The comment again disagrees with the EIR's conclusions that, with implementation of the identified mitigation measures, the Project will have less than significant impacts. Please see Responses to Comment Nos. SMMC-20 and SMMC-21, above. Issues regarding the Project Site's lack of true wildlife corridors and direct connectivity are addressed in Section V.D, Biological Resources, of the Draft EIR and in the Final EIR in numerous Responses to Comments that were submitted on the Draft EIR. In summary, mostly mobile (e.g., rabbit, skunk, ground squirrel) and highly mobile (e.g., coyote, deer, and most birds) species have been recorded on-site. Less mobile soil-dwelling invertebrates, small mammals, and most amphibian and reptile species could not be expected to have a self-sustaining population on the Project Site due to substantial substrate alteration or over-covering, diversion of surface water, relatively low groundwater below the root zone of almost all trees and vegetation on-site, Project Site isolation, biological sink characteristics of the urban landscape (particularly Mullholland Drive) and overall degradation of the Project Site by human presence over time.

Comment No. SMMC-24

The FEIR is deficient for dismissing how the development of over three acres of the Project Site and permanent brush clearance on two acres of the publically-owned Girard Reservoir property would not permanently limit habitation of the remaining public and privately-owned open space area by any of the currently present Sensitive wildlife species. The threshold of habitat loss and indirect adverse impacts that eliminates the use by such species was not addressed and just dismissed with no detailed analysis. For example if there was no new development proposed within 100 feet of the DWP Girard Reservoir property, the project could avoid substantial direct light impacts to public property and potentially provide conditions suitable for raptor nesting. The potential exists to greatly increase the habitat value of the DWP property with restoration over time too.

Response to Comment No. SMMC-24

The Final EIR addresses the commenter's previous letter in full and specifically addresses the subject of habitat impacts on the LADWP Girard Reservoir property to the east of the Project Site (see FEIR Response to Comment A3-10). The Girard Reservoir site contains the reservoir (composed of bare

earthen berms and a level center), oak woodland habitat along the berms, and willow scrub habitat within the center of the reservoir. The condition of these habitats on-site was assessed to determine their potential to support the sensitive species which were evaluated in the DEIR for the Project Site. Based on an analysis of these species, their habitat requirements and distributions, and the conditions on the LADWP site, it was determined that only a few sensitive species occur, or have a moderate to high potential to occur, on-site: (a) Southern California black walnut, (b) several lizard species (horned lizard, coast patch-nosed snake, San Bernardino ringneck snake, San Diego mountain kingsnake, silvery legless lizard, coastal whiptail), and (c) Cooper's hawk and other nesting birds. All of these species were also present or determined to have the potential to occur on the adjacent Project Site. Fuel modification activities would be required within 200 feet of the proposed residential structures on the Project Site, an area that would include the western portion of the LADWP site. Fuel modification activities required within 100 feet of structures would only require trimming of trees and brush and mowing of other vegetation along the western berm of the reservoir, activities that would not result in habitat loss or eliminate the use of the DWP property by the aforementioned sensitive species.

Section V.D, Biological Resources, of the Draft EIR acknowledges the impacts of the removal/loss of natural habitat on-site for Project development, and further acknowledges that the loss would contribute incrementally to the overall loss of habitats in the City of Los Angeles. However, based on the degraded existing conditions of the Project Site, the small size of the Project Site, and the lack of impact to actual species populations in the Santa Monica Mountains that would occur with Project development, the Project's impacts were determined to be less than significant with the implementation of the identified mitigation measures. As the Draft EIR discloses, the City of Los Angeles CEQA Thresholds were duly considered and documented. Further, although Section V.B, Aesthetics, of the Draft EIR concludes that the Project would have less than significant light and glare impacts, the Draft EIR recommends six mitigation measures ensuring that all outdoor lights will be shielded and focused downward, that certain types of lighting are prohibited, and that exterior surfaces do not reflect light or create glare. The Project is not required to increase the habitat value of adjoining property.

Comment No. SMMC-25

The FEIR project description is deficient because it states that 3.03 acres (48.9 percent of the site) would remain as undisturbed naturally vegetated open space. The FEIR provides no mechanisms to permanently insure that will happen, in perpetuity. The FEIR provides no mitigation measures to guarantee that that 3.03 acres will not be disturbed with unnatural vegetation and a host of potential types of development. That 3.03 acres is one hundred percent in a fuel modification zone. The FEIR fails to show how the area will not turn into a weedy area dominated by invasive non-native vegetation.

Response to Comment No. SMMC-25

The comment mischaracterizes the EIR's description of the Project. Chapter III, Project Description, of the Draft EIR states at page III-2, "In addition, there would be approximately 3.03 acres (132,116 square feet or 48.9 percent of the site) of the site remaining as undisturbed open space, all of it under private ownership." The proposed site plan for the Project is shown in Figure III-4 and the Project components

are listed in Table III-2 in Chapter III both showing that the Project's footprint does not include the undisturbed open space. In addition, Mitigation Measures B-10 through B-20 set forth in Section V.B, Aesthetics, of the Draft EIR include measures that, inter alia, protect existing trees in the undisturbed areas during construction, and in Section V.D, Biological Resources, Mitigation Measure D-2 requires that native shrubs and trees be used for Project landscaping, D-3 requires that habitat alteration or removal occur outside of bird nesting season and D-5 requires that all construction personnel be contractually bound to respect the natural environment and avoid causing any intentional harm to the wildlife. Therefore, the Project is defined, and its associated activities would be controlled, such that, should the Project be approved, the approximately 3.03 acres would remain as undisturbed open space. CEQA does not require that portions of a Project Site like these 3.03 acres that are characterized as undisturbed open space be formally protected, as the comment appears to imply.

Comment No. SMMC-26

The City has an abysmal track record of enforcing lighting or landscape conditions on private land, let alone on public land such as the Mulholland Drive right-of-way. The efficacy of mitigation measures that rely on such enforcement by City is thus not valid.

Response to Comment No. SMMC-26

The comment asserts unsubstantiated opinions regarding City practices. The EIR concludes that the Project would have no significant and unavoidable impacts after implementation of feasible mitigation measures, and these conclusions are supported by substantial evidence. However, this comment is noted, and will be presented to the decision-makers for their review and consideration.

Comment No. SMMC-27

**Habitat
Connectivity**

The presence of multiple birds, reptiles, and small mammals within the subject property speaks for itself. The subject property clearly remains connected to the Santa Monica Mountains ecosystem both through Louisville High School land and National Park Service, Mountains Recreation and Conservation Authority and City of Los Angeles Department of Recreation and Parks land along Topanga Canyon Boulevard and Mulholland Drive, respectively.

Response to Comment No. SMMC-27

Please see Responses to Comment Nos. SMMC-20, SMMC-21, and SMMC-23, above. There is a fairly broad contingent of bird species utilizing the Project Site, as reported in the species compendium of the Biological Assessment. Although some of those species can regularly be found on-site (e.g. acorn woodpecker, northern mockingbird, and bushtit), many would only utilize site resources from time to time. Some species recorded as potentially present, such as savannah sparrow, yellowthroat, Townsend's warbler, western tanager, golden eagle, and others may be seen occasionally, but would certainly not be dependent on Project Site resources. Most of the species that are not resident to the Project Site are likely

foraging and not nesting. Some bird nesting would also persist in a post-development condition. The Project Site, however no longer sustains riparian or specific scrub-dependent avifauna as it may have prior to its critical disturbance in years past.

Regarding small mammals, only a few of the total number of small animals possibly present on-site were seen and/or recorded as present on the Project Site. Of the nine small mammals that were noted as potentially occurring on-site, several are actually unlikely to be present, including California vole and Dan Diego desert woodrat, as their preferred habitat or micro-habitat is not present on-site. Only four amphibian species are considered likely to occur (i.e., Pacific tree frog, western toad and two salamander species). The reptile list is longer because of the presence of extensive leaf litter in the northern portion of the Project Site within the oak woodland; many of the species suggested as possibly present are either very common (rattlesnake, gopher snake) or would utilize woodland habitat that includes deep leaf litter, such as legless lizard and some Colubrids (snakes).

As with any isolated habitat, biogeographic theory suggests that many of these species will be extirpated on-site over time, and this may have already happened in some instances. The disturbed conditions on the Project Site, the fragmented nature of nearby habitats, and the fact that the Project Site is surrounded by extensively-developed urban landscape through which mobile animals must maneuver to move on or off the site, suggest that species diversity on-site is in decline. Therefore, the comment overstates the importance of the Project Site from a biological perspective.

Comment No. SMMC-28

The FEIR response to the Conservancy's DEIR comments reach a conclusion that eliminates the wildlife value and connectivity because of the need for wildlife to cross two-lane roads with broad road rights-of-ways in the Santa Monica Mountains. That reasoning is faulty because wildlife regularly cross such roads along the periphery of the Santa Monica Mountains. Large mammals, including mountain lions (P-22 in Griffith Park) have been documented crossing over the Mulholland Drive bridge over the 101 freeway at the Cahuenga Pass, a journey that includes crossing two freeway frontage roads.

Response to Comment No. SMMC-28

The comment disagrees with conclusions reached in the EIR and in Responses to comments on the Draft EIR contained in the Final EIR, all of which are supported by substantial evidence, and makes unsupported statements regarding a different geographical area and a species not in contention. Please see Responses to Comment Nos. SMMC-20, SMMC-21, SMMC-23 and SMMC-27.

Comment No. SMMC-29

Over a decade of radio color wildlife tracking data by the National Park Service in the Santa Monica Mountains clearly shows that mountain lions, bobcats, grey fox, and coyotes cross two-lane mountain arterial roads that carry thousands of daily vehicle trips. The movement potential and habitat use by Santa Monica Mountains wildlife continues to defy prior norms and expectations. The unique use of partially compromised lands by Santa Monica Mountains wildlife is inadequately addressed the FEIR. Without question the patches of open space described in the FEIR response to comments provide the landscape

elements that allow wildlife to move in and out of the site from core habitat of the Santa Monica Mountains via routes on both the east and west sides of Topanga Canyon Boulevard.

The FEIR is deficient because it makes no permanent allowance for wildlife to reach the publicly-owned Girard Reservoir property.

Response to Comment No. SMMC-29

The comment asserts that the EIR inadequately addresses the ability of large and mid-sized wildlife to use “partially compromised lands” in the Santa Monica Mountains and makes no permanent allowance for wildlife to reach the Girard Reservoir property. The Project Site cannot correctly be characterized as partially compromised land in the Santa Monica Mountains or as a movement corridor. Please see Responses to Comment Nos. SMMC-20, SMMC-21, SMMC-23 and SMMC-27 “Compromised” corridors (open habitat areas subject to certain barriers like roadways) do exist, and some highly-mobile and mobile species of wildlife do certainly cross those barriers, although it should be noted that dead animals (roadkill) are routinely observed along these roadways and highways. Large predators (e.g., mountain lion) and meso-predators (e.g., coyote and fox) do occasionally become habituated to seeking prey in urban environments. However, for the reasons described in preceding Responses to SMMC Comments, the Project Site does not contain a true wildlife corridor, and is not a large block of habitat. As such, the Project Site is an island of degraded habitat which attracts a number of mobile animals capable of moving through the urban environment to reach it, but it is not a critical resource. Moreover, mobile animals like bobcat and coyote will continue to hunt pets and common wildlife like ground squirrels and rabbits in the suburban environment even if the Project Site is developed.

Comment No. SMMC-30

Deficiencies in Storm Water Flow Disclosure

Page 2-194 of the FEIR states, “the onsite storm drain system would be designed to drain the proposed low point in the street shown on Figure III-4 of the Draft EIR and outlet into the existing on-site drainage swale. The existing drainage swale would be used as a bioswale to filter the runoff before it enters onto the public right of way of San Feliciano Drive.” The FEIR fails to show the location of this drainage swale and whether its enhancement would require disturbance in oak woodland.

Response to Comment No. SMMC-30

An updated Conceptual Hydrology Study was prepared by Psomas on September 27, 2018 for the Proposed Project. As stated therein, “For Units 5 through 19 located at the northerly portion of the site, runoff from the disturbed area is collected into proposed catch basins at the low point of the private street. These catch basins are part of the proposed on-site storm drain system that is designed to convey runoff north to be discharged into the existing County storm drain system located within the property. For Units 1 through 4 located at the southerly portion of the site, runoff is collected into a separate on-site storm drain system where the pipe is designed to daylight at the northeast corner of the disturbed area to its natural drainage path. The remaining 7.3-acre undisturbed area will follow the existing natural flow path

through onsite native vegetation north of the Girard Reservoir, into the existing County storm drain system on San Feliciano Drive.”

The Proposed Hydrology Exhibit in the updated Conceptual Hydrology Study illustrates these storm drainage features. No enhancements of the natural drainage paths discussed in the study are being proposed. Any future stormwater filtration BMPs to be developed as part of the Project’s final drainage system would be installed in compliance with the Project’s Mitigation Measures and other applicable requirements to ensure that the oak trees remaining on-site are protected.

Comment No. SMMC-31

FEIR Page 2-241 states, "Runoff from the remainder of the developed portion of the Project Site would be conveyed and collected by catch basins on-site for treatment prior to conveyance into the existing LACFCD storm drain system." The FEIR fails to show the location of these catch basins and whether their construction would require disturbance in oak woodland. The FEIR project description is also deficient for not including either the drainage swales or catch basins.

Response to Comment No. SMMC-31

See Response to Comment No. SMMC-30.

Comment No. SMMC-32

The FEIR is also deficient for not showing how and where the major site drainage will spill on to San Feliciano Avenue and analyzing its potential safety impacts to motorists in peak storm events.

Response to Comment No. SMMC-32

See Response to Comment No. SMMC-30. The drainage features are being designed to accommodate the 50-year, 24-hour storm recurrence event per County of Los Angeles standards. A storm of this rare recurrence interval would drop nearly eight inches of rain on the Project Site over a 24-hour period. For all storms of a lower magnitude, no impact to motorists on San Feliciano Drive would occur as a result of flooding attributable to the Project Site. Flooding and other safety hazards could result from storms of a greater magnitude; however, these events are by definition extremely rare and are beyond the realm of applicable County drainage regulations.

Comment No. SMMC-33

Processing of Private Street off Mulholland Drive

For many decades the City has not permitted more than two houses off of a single private driveway. The proposed project requires four houses to be served from a single private driveway across one hundred feet of public right away. For a private driveway to serve that many houses it must be processed as a Private Street. The FEIR is deficient for not addressing the City requirement for the discretionary action of a Private Street approval. Typically a Private Street approval requires a special hearing and noticing.

Response to Comment No. SMMC-33

The comment does not state a specific concern or question regarding the sufficiency of the EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts, which is the purpose of the EIR. Further, as noted at the Advisory Agency hearing by Georgic Avenassian (City of Los Angeles Bureau of Engineering), the private driveway meets Bureau of Engineering standards.

Comment No. SMMC-34

Miscellaneous FEIR Deficiencies

The FEIR is deficient because the number, height and length of proposed retaining walls varies within document and between documents.

Response to Comment No. SMMC-34

Response to Comment No. A5-30 in the Final EIR addresses this point. The proposed number, location, and height of the Project's retaining walls has not changed subsequent to the publication of the Final EIR.

Comment No. SMMC-35

The FEIR is deficient in its omission of the need for a discretionary "B" permit for major driveway construction in the Mulholland Drive right-of-way.

Response to Comment No. SMMC-35

CEQA does not require an EIR to include an exhaustive list of every approval that is or may become necessary to implement a project. The Draft EIR, in Chapter II, includes the following text under the heading "Discretionary Actions": "Any other necessary discretionary or ministerial permits or approvals as may be required for the construction of the Proposed Project. Such approvals may include, but are not limited to landscaping, permit approvals for grading, approvals for foundations, retaining walls, and structural improvements; installation and hookup approvals for public utilities and related permits."

Comment No. SMMC-36

The FEIR is deficient for failing to address the fact that the Neighborhood Council's request for information to assess the project was never provided. In September 2018 the Neighborhood Council then voted to oppose the project. There appears to be near zero support for the project other than the Developer, the EIR preparer, and the City Planning Department.

Response to Comment No. SMMC-36

The comment expresses an opinion regarding the merits of the Project, and makes unsubstantiated assertions regarding the Neighborhood Council and a general lack of support for the Project, but does not state a specific concern or question regarding the sufficiency of the EIR in identifying and analyzing the

environmental impacts of the Project and ways to reduce or avoid these impacts. The Applicant met with the Woodland Hills-Warner Center Neighborhood Council Planning and Land Use Committee six times (mostly recently on October 6, 2016 and April 20, 2017), and the full Neighborhood Council on January 29, 2009 to discuss the Project. However, this comment is noted, and will be presented to the decision-makers for their review and consideration.

Comment No. SMMC-37

These comments are prepared by myself as an expert biologist and expert land use analyst employed under both disciplines by the Santa Monica Mountains Conservancy for a minimum of least 28 consecutive years. In addition, this letter represents my testimony as an expert in the field of ecology and conservation biology including planning expertise in wildlife corridors.

Response to Comment No. SMMC-37

The commenter cites his background and employer but the comment does not state a specific concern or question regarding the sufficiency of the EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts.

Comment No. SMMC-38

The Conservancy has no record of receiving response to its DEIR comments or the FEIR at any juncture.

Response to Comment No. SMMC-38

The Conservancy was sent notification of the publication of the Final EIR on August 30, 2018. A copy of the Final EIR on CD was also provided to all public agencies that commented on the Draft EIR, including the Conservancy.

COMMENT LETTER NO. 2

Carlos & Ellie Duque
4622 Cerrillos Drive
Woodland Hills, CA 61364

Comment No. DUQUE-1

We are writing to you today about the developer that intends to build a new mini-tract of homes within our existing community. This is a diverse community that consists of both long entrenched stake holders, many of which have been here over 60 years and multiple generations, and young families with children that believe they have found an ideal respite from an increasingly fast and crowded city. What drew us here was the shady oak woodland atmosphere and abundant wildlife with low density housing and slow posted speed limits that lend to a slower, quieter, more laid back feeling for our home. This was twenty years ago and ever since then we have watched as our dream home has come under continuous assault by more cars on our side streets avoiding the overcrowded Topanga Canyon Boulevard and more high density housing in the surrounding community. We have watched at least seven wonderful families sell their homes and leave the area specifically to get away from the impending development near their homes on San Feliciano Drive. All this, at the very entrance to the Mulholland Scenic Parkway.

Response to Comment No. DUQUE-1

The commenter expresses an opinion regarding development of the Proposed Project, but the comment does not state a specific concern or question regarding the sufficiency of the EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. DUQUE-2

We are not against development. A reasonable addition to our neighborhood would be welcome and we recognize the right of a private landowner to make improvements to their land. But this shouldn't come at such a high cost to the surrounding community. We have all lived and improved our properties within the confines of the guidelines set forth in the Mulholland Scenic Parkway Specific Plan and would expect that this developer should be held to the same standards set forth in this Plan and also the newer LA City Baseline Hillside Ordinance. If this project were located on the outer edges of the outer corridor it might have less impact on the intended purpose of the Specific Plan. However, the project happens to be located at the Western entrance to the Scenic Parkway on the Parkway's inner corridor and, as such, should be held strictly to the guidelines as an example of the intended purpose of the Specific Plan.

Response to Comment No. DUQUE-2

The Proposed Project would be developed in accordance with the applicable requirements of the Mulholland Scenic Parkway Specific Plan and the Baseline Hillside Ordinance. The EIR for the Proposed

Project evaluates the Project's potential impacts with respect to, and its consistency with, the Scenic Parkway Inner Corridor regulations and policies.

Comment No. DUQUE-3

Design/Layout

This developer, since 2005, has continued to push the limits of what's acceptable. If they decided today to conform to the rules/guidelines set forth in the Specific Plan, not kill any heritage Coast Live Oaks, reduce grading to a minimum and eliminate retaining walls to preserve the natural landscape, I believe we could be finished with this in short order. What are the chances of this happening after thirteen years? The lots in their plan are configured in such a way that it's impossible to convert any of the building footprints into conforming single story houses. They will need to increase the size of each lot while reducing their number. In doing so there will be less grading and retaining walls required and more breathing room for the trees to be avoided, possibly even saved. If they are allowed to move ahead with this current plan, the MSPSP DRB will have their hands tied and unable to force conformation with the surrounding neighborhood. Regarding the specifics of the FEIR as submitted last month, we find it is deficient, misleading and dismissive in the responses to well thought out and researched comments by professionals and constituents who are in opposition to their plans.

Response to Comment No. DUQUE-3

The commenter asserts that the Final EIR is deficient, misleading and dismissive, but does not provide any specific reference or support for these assertions. The Draft and Final EIR contain sufficient detail and information concerning the Proposed Project to evaluate the Project's potential impacts and, as the EIR concludes, the Proposed Project would have less than significant impacts with mitigation. Each of the homes to be built within the Project would be subject to review by the Mulholland Scenic Corridor Design Review Board (DRB). Each home must comply with the requirements contained within the Specific Plan and would be subject to DRB review for consistency with the recommendations contained within the Design and Preservation Guidelines, including those addressing trees, retaining walls, and landscaping.

Comment No. DUQUE-4

Traffic

The FEIR is deficient in the use of their stopping sight distance study described in FEIR Response to Comment A5-23 thru 26 (including Figure 2) and Appendix B regarding the new street and driveways connecting to San Feliciano Drive. The Response, Figure and Appendix contain misleading claims and illustrations. It states that because there were no significant reported collisions caused by entering/exiting/crossing vehicles in the nearby area in the past 5 years, that adding a new street or driveway with adequate sight distance would not pose a significant safety hazard. But the new study does not compare the intended addition of three driveways added to an already congested three way T intersection with any similar existing configuration anywhere. The sample of San Feliciano Dr. and Avenue San Luis is not the same configuration as stated, is flat for miles in all directions, and not used as

a bypass for Topanga Canyon Blvd. The samples at the Buenaventura and Viscanio crossings are not configured with the same traffic controls. Therefore the collision study supplied by the LADOT is useless as applied here.

Response to Comment No. DUQUE-4

The comment disputes the conclusions reached in the EIR regarding traffic safety of the Project. However, the conclusions reached in the EIR are founded on substantial evidence in the record. The recent accident history data of the Project private roadway intersection with San Feliciano Drive shows that only 1 accident occurred during the LADOT provided 5-year record period along San Feliciano Drive at Avenue San Luis, one mile north of the project site. No other accidents were recorded along San Feliciano Drive near the project site. This is only one component of the traffic safety review.

In addition, since the Project's private roadway intersection with Sam Feliciano Drive configuration will have both similarities and differences as compared to all existing locations, the review of other local intersections was also only one component of the traffic safety review. The All-Way STOP configuration of San Feliciano Drive and Cerrillos Drive will require all traffic to stop. This is considered a safer condition than the STOP controls only on the cross-street approaches at the San Feliciano Drive intersections with Avenue San Luis, Buenaventura Street and Viscanio Road. Due to the comments being focused on San Feliciano Drive conditions, the selected sample locations were also along that roadway. The grade of San Feliciano at the the Project driveway was considered in the stopping sight distance analysis.

The other important component of the traffic safety review, a sight distance analysis using AASHTO design procedures, further determines the feasibility of the Project's private street access. This portion of the analysis shows that adequate sight distance for safe stopping will be provided along San Feliciano Drive at the Project private roadway location.

Comment No. DUQUE-5

Regarding the intended new private street further SSE on the Eastern side of San Feliciano Drive, the new traffic study states that the current speed limit of 35 MPH (actual posted limit is 30 MPH) on a 5% grade only requires a minimum of 250 feet stopping sight distance. This conclusion does not take into account the fact that one of the steepest grades in Woodland Hills leads (*sic*) into the 5% grade just beyond the stopping sight distance. An 11% grade where few drivers go the speed limit of 30 MPH leads (*sic*) directly into the aforementioned 5% grade that is in the stopping sight distance. No comparison was offered by the traffic study to any similar situation in existence. All seven sites chosen for comparison in the traffic study are dissimilar to the new configurations proposed and offer a low threshold for the eventuality of a serious incident. Additionally, in Figure 2 the parked car to the left of the car exiting the private street is parked in front of the driveway of house/lot #14 apparently because there is no room unless it parks in the 12 foot red curb, therefore the stopping sight distance needs to be recalculated or other mitigation considered.

Response to Comment No. DUQUE-5

The comment again disputes the EIR's conclusions regarding the Project's traffic safety. San Feliciano to the west is narrow, curving and has parking along both sides. This configuration serves to deter speeding. This section is not being changed by the Project and the low level of existing accidents indicates that speeding is not an issue with regard to traffic safety.

The sight distance analysis conservatively assumed that cars will park at the closest location to block the sight distance, which is a worst-case scenario. Even under the worst-case scenario, the Project's private street location would still provide enough sight distance, 240 feet (the Caltrans Highway Design Manual Index 203.1 procedures request a 20 percent increase when the grades exceed 3% on the required 200-foot stopping sight distance for 30-mile per hour speed limit). However, the American Association of State Highway and Transportation Officials design procedures in *A Policy on Geometric Design of Highways and Streets* call for a 227-foot stopping sight distance for a 30-mile per hour speed limit on a 9 percent grade (the grade is only approximately 5 percent within the longer Caltrans Highway Design Manual requirement of 240 feet sight distance). If no parking along western side of San Feliciano Drive were assumed, the available sight distance would be even longer, which would further support the safety of the Project's private street location.

See Response DUQUE-4 above for a discussion regarding the similarities and differences of the other locations discussed in the traffic safety review.

Comment No. DUQUE-6

Further, although there are a small number of "reported" collisions in the area, there is ample evidence of a high number of severe impacts on the curb and retaining walls at the site of the proposed private street. For comparison, the curb on the opposite side of the street at this location is of the same age and exhibits no impact damage. Photos are below and testimony by witnesses are available. Why doesn't the applicant take these facts into consideration? Because they are not required to. But this doesn't make it right or safe.

Response to Comment No. DUQUE-6

Please see Responses to Comment Nos. DUQUE-4 and DUQUE-5 above. As discussed above, the number of reported accidents is only one component of the traffic safety analysis. The reported accident list provided by LADOT showed only one accident in the 5-year period of the accident report. The commenter does not provide substantial evidence to support that there are several severe accidents in the area.

Comment No. DUQUE-7

Environment/Wildlife

The FEIR is deficient in their use of their field study. The term "weedy" is used frequently but is non descriptive of the actual species on the site and may be concealing the actual significance of the species on site. They report siting of Whiptail lizards on this site. I have never seen a whiptail below the chaparral

and I believe it is a misidentification. In addition to Coyotes, Raccoons, and Bobcats, I have personally seen multiple Red Tailed Hawks, Coopers Hawks, Barn Owls, Bats and the very occasional Great Blue Heron flying to and from and through the canopy of the oaks and palms on this site. These great birds and mammals will be adversely affected by this development and the field study diminishes the significance of this. The reporting company TERACOR is from Temecula and may not have anyone on their staff who is familiar with our area or our County's or City's guidelines and recommendations for an accurate field study and I believe this study should be replaced with one from a local expert with observation over a longer period of time and in multiple seasons.

Response to Comment No. DUQUE-7

The comment disputes the significance conclusions in the EIR, and speculates that the EIR may be concealing information and that the biologists who prepared the General Biological Assessment included in Appendix G of the Draft EIR may not have sufficient expertise. To the contrary, however, the conclusions in the EIR are based on information and reasonable assumptions drawn from that information contained in the technical studies included in the appendices to the Draft EIR. Additionally, the field personnel from TERACOR who performed the services in connection with the preparation of the General Biological Assessment are not only well qualified professionally, but are also well informed of Santa Monica Mountain and local cismontane vegetation communities and local faunal assemblages. Their office was formerly located in Santa Monica, and the employees that performed this particular assessment completed their respective biological and ecological studies locally at UCLA and at UC Santa Barbara. The firm has performed numerous studies around the perimeter of the San Fernando Valley, most of the cismontane valleys in southern California, and specifically the Santa Monica Mountains. The firm is listed by the City of Malibu as Qualified to perform work in the City of Malibu, and has done so for many years. Please see attached Statement of Qualifications (Attachment C).

The term "weedy" is descriptive of the annual non-native grassland on-site. Western whiptail lizard was observed on-site, although the habitat is not suited for whiptail and the particular animal detected may not ultimately have survived the conditions on the project site.

Redtail hawk, Cooper's hawk, barn owl, and great blue heron may roost and hunt on the project site, although there are no suitable wading pools or streams on-site for heron to seek prey. Bird roosting and hunting, and some bird nesting, may well continue once the project site has been developed, should the Project be approved, since that activity is ongoing in the surrounding already developed neighborhoods. Please see Responses to SMMC-20, SMMC-21, and SMMC-27. However, these facts do not undermine the information, assumptions or conclusions in the General Biological Assessment.

Comment No. DUQUE-8

Protected Trees

The FEIR is deficient in their use of a non certified arborist, Richard Ybarra of Trees, Etc. MSPSP requires a tree report performed by a Certified Arborist. Paul Lewis, a landscape architect was later employed to update the original report on January 9, 2015 along with an associate John Innes who is an ISA Certified Arborist. There are 15 protected trees planned for removal on the current plan, some quite

large and in great condition for non-garden specimens. Tree #114 for example is listed and valued at \$41,500 and should be held to a higher standard of replacement than the 2:1 or 4:1 ratio currently offered. Mr. Lewis' update lists only 11 trees so it is unclear if Mr. Innes re-evaluated any other trees on the property as there is no evidence or written report from him. Since nearly four years have passed since this update, a new certified arborist report needs to be completed.

Response to Comment No. DUQUE-8

The comment initially complains that Mr. Ybarra prepared a tree report, but then acknowledges that an ISA Certified Arborist has updated and confirmed the findings of that tree report. The comment does not assert, and provides no evidence supporting a claim, that any information used in the Draft EIR was in any way deficient, erroneous, or inconsistent with standard arborist reporting methodology or tree assessment. The City is applying the same mitigation standards to this Project as is customarily applied throughout the City in native oak woodlands. Mr. Lewis' January 12, 2015 letter documenting his January 9, 2015 tree investigation with Mr. Innes, contained in Appendix G of the Draft EIR, states, "Only the trees that have changed are listed below so for any tree that is not listed the September 21, 2009 appraisals still apply." Therefore, the letter makes clear that of all the trees investigated, only eleven trees were determined to have changed.

Comment No. DUQUE-9

MSPSP states that the Director may approve the removal of an oak tree only after making the following finding:

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.

Wouldn't this prevent the Director from approving the removal of any of these protected heritage trees?

House #1 footprint encroaches protected drip line of Coast Live Oak

House #3 footprint encroaches protected drip line of Coast Live Oak

House #4 footprint encroaches protected drip line of Coast Live Oak

House #8 footprint encroaches protected drip line of Coast Live Oak

House #10 footprint encroaches protected drip line of Coast Live Oak

House #11 footprint encroaches protected drip line of Coast Live Oak while driveway is completely under the canopy

House #12 footprint encroaches protected drip line of Coast Live Oak while driveway also encroaches

House #13 footprint is 2/3 beneath canopy of Coast Live Oak

House #16 footprint encroaches protected drip line of Coast Live Oak

House #17 footprint encroaches protected drip line of Coast Live Oak

House #19 footprint encroaches protected drip line of Coast Live Oak

Private drive encroaches protected drip lines of as many as 6 Coast Live Oaks. One of the largest high quality specimens on site #114 will need to be removed.

Response to Comment No. DUQUE-9

The comment disagrees with the conclusions reached in the Draft EIR regarding the Project's consistency with the MSPSP's requirements regarding removal of an oak tree, which conclusions are supported by substantial evidence in the record. As concluded in Section V.G, Land Use and Planning, at page V.G-21 of the Draft EIR, the Project's removal of the 15 coast live oak trees identified for removal would be consistent with the MSPSP because there are no monuments of any type on the project site with which any of the oak trees are associated, all of the oak trees identified for removal are located in the interior portions of the project site and not readily visible from off-site locations, and all are located behind groves of existing trees or behind knolls. In addition, four of the fifteen trees are dead, and another four are in poor condition and are considered to be hazards. Therefore, the Draft EIR concludes, none of the trees to be removed has acquired a distinctive significance with respect to the other trees or monuments at the project site. Finally, the comment provides no substantial evidence supporting its assertions that certain home site footprints and a private drive are located within the drip lines of oak trees to be retained, although Tree No. 114 is slated for removal. It should be noted, however, that the Draft EIR identifies six mitigation measures, including Mitigation Measures B-12 through B-17 in Section V.B, Aesthetics, to protect the retained trees and, in particular, their drip lines.

Comment No. DUQUE-10

On page 2-59 states that no trees would be removed to build houses and driveways 11, 12, and 13. It doesn't take a tree expert to imagine the impossibility of no harm coming to these trees from excavating, grading, compacting, laying concrete and building houses inside the drip lines and partially under the canopy of these trees.

Response to Comment No. DUQUE-10

The comment speculates that, contrary to the conclusions reached in the EIR, Project construction could harm retained trees near lots 11, 12 and 13. The EIR's conclusions that, with implementation of the identified mitigation measures, Project construction would not result in significant impacts to retained oak trees is supported by substantial evidence in the record. Please see the discussions and conclusions in Section V. B, Aesthetics, and in Section V.D, Biological Resources, of the Draft EIR. Please also see Response to Comment No. DUQUE-9, above.

Comment No. DUQUE-11

We never expected to become experts on traffic, protected trees and building codes simply because we chose to live near a vacant lot. But after opposing this developer for thirteen years we've been forced to learn a lot. Through all these years, this acquisition of knowledge has never been reciprocated by the developer. They have never made any attempt to learn about this community, or made any effort to have a dialogue. Their arrogance extends to our Neighborhood Council as well where they don't bother to show up to scheduled meetings, but rather send a representative. Please do not reward greed, disrespect and arrogance. Ms. Zasadzien we remain highly in opposition to this project as currently presented and we respectfully request that you and our other City representatives do the same.

Response to Comment No. DUQUE-11

The commenter expresses an opinion regarding development of the Proposed Project, but the comment does not state a specific concern or question regarding the sufficiency of the EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

CONCLUSION

Based on the responses provided above, the City has complied with Sections 15084 through 15089 of the State CEQA Guidelines. In addition, and consistent with Sections 15064, 15088.5 and 15384 of the State CEQA Guidelines, the responses above demonstrate that the comment letters submitted on the Final EIR do not contain significant new information, substantial evidence regarding a previously undisclosed significant impact of the Project or a substantial increase in the severity of a significant impact requiring mitigation, a feasible mitigation measure or alternative considerably different from others previously analyzed that would reduce the Project's significant impacts, or substantial evidence that the Draft EIR is so fundamentally and basically inadequate in nature that meaningful public review and comment were precluded.

Sincerely,

CAJA ENVIRONMENTAL SERVICES, LLC



Rob Carnachan
Principal

*Attachment A: Comment Letter 1 – Paul Edelman, Santa Monica Mountains Conservancy
Comment Letter 2 – Carlos and Ellie Duque*

Attachment B: ZIMAS Map of Alizondo Drive Park

Attachment C: TERACOR Resource Management Statement of Qualifications

Attachment A: Comment Letters

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October 1, 2018

Milena Zasadzien, City Planner
City of Los Angeles
221 N. Figueroa Street, Suite 1350
Los Angeles, California 90012

**Final Environmental Impact Report Comments
Vesting Tentative Tract No. 67505
SCH No. 2005111054**

Dear Ms. Zasadzien:

The Santa Monica Mountains Conservancy (Conservancy) as the primary State planning agency for the area is on record opposing each and every proposed project and Environmental Impact Report to date on the subject property and continues with that position for the proposed 19 home project and FEIR. The project footprint exceeds the physical constraints of site and is not reflective of a project that protects the scenic, physical, and biotic attributes of the Mulholland Scenic Corridor.

1-1

The Final Environmental Impact Report (FEIR) fails to provide decision makers with an adequate assessment of the site's unique biological and visual qualities and its values as a public resource. The FEIR is deficient for not addressing the project being in the Santa Monica Mountains National Recreation Area and the Santa Monica Mountains Zone.

1-2

Mulholland Scenic Parkway Visual Impacts

The project would construct a dense and tall mass of light and development along a unique natural section of the Mulholland Scenic Parkway west of Topanga Canyon Boulevard. Currently oak trees would mask some of that development. However, if drought, insects, or other factors such as changes in drainage patterns caused by the development resulted in the loss of one or two of these mature trees, the proposed houses would stick out like sore thumbs. The only way to alleviate this mass of development is to reduce it (less houses and one story houses) and move it westward away from the DWP's Girard Reservoir property.

1-3

The proposed project would erect a virtual wall of four, side-by-side, 36-foot-tall houses along the Mulholland Scenic Parkway interrupting public views of the multi-acre, naturally vegetated Girard Reservoir property. That visual interruption would include a new 200-

1-4

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foot-long paved and striped traffic lane in the foreground as well as an approximately 100 foot long driveway through oak-lined City-owned right-of-way. The FEIR fails to address the visual impacts of this proposed acceleration and deceleration lane. Such a new asphalt surface that is almost the length of a football field, combined with four 36-foot-tall houses, in a scenic vista that provides public visual relief is a project that fails to meet the objectives of the Mulholland Specific Plan. There is a strong difference of opinion between the FEIR preparer (for profit entity) and the Conservancy with its expert staff, the majority of the community, the Neighborhood Council, and Louisville High School on the severity of visual impacts.

1-4
(Cont.)

Page 2-28 of the Final Environmental Impact Report states, “Removing the four proposed lots along Mulholland Drive would not substantially change the impacts of the Project with respect to biological resources or aesthetics.” That statement is categorically incorrect. Removing even the two easternmost houses along Mulholland Drive would provide a quality view to the north and would allow for a wide habitat linkage between Alizondo Park and the Girard Reservoir. Currently wildlife access to the Girard Reservoir property from Alizondo Park requires traversing where lots 1 and 2 are located on the vesting tract map. That is another reason why lots 1 and 2 should be eliminated from the grading and development footprint.

1-5

The FEIR fails to show how pedestrians will be able to safely navigate travel along the length of the proposed acceleration and deceleration lane.

1-6

The FEIR is deficient for not addressing the probability of the City requiring street lighting and/or driveway lighting along the proposed acceleration and deceleration lane complex. Street lighting would have an adverse effect on wildlife use of both the subject property and the Girard Reservoir property. It would also hinder wildlife movement into the property from the south side of Mulholland Drive. Decision makers cannot adequately assess the project’s visual and biological impacts without such information.

1-7

The FEIR is further deficient for not disclosing that grading is proposed with 200 feet of Alizondo Park which has significance in Mulholland Scenic Parkway Specific Plan Guidelines.

1-8

Inadequate Range of Alternative Projects

The following conclusion on Page 2-27 of the Final Environmental Impact Report states,

1-9

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“Since any economically feasible and legally permissible development of the Project Site would likely also result in adverse impacts associated with these same environmental issue areas, the only alternative that would be certain to reduce such impacts is one that does not include development of the site. Such an alternative was evaluated in the Draft EIR (Alternative 1).”

1-9
(Cont.)

The City cannot approve a FEIR that does not include a second feasible development alternative. Past CEQA documents—particularly those over ten years old—are not part of the current FEIR. The FEIR shall remain deficient until a supplemental document with a second feasible less damaging alternative is circulated for public review. That alternative could be a minimum oak tree removal alternative for example. Oak tree removal permits are fully discretionary actions.

The Conservancy contends that the loss of fifteen Protected Status trees coupled with the insertion of 19 thirty-six-foot tall houses in the context of a rich oak woodland and savannah habitat that harbors seven Sensitive Status species is an unavoidable significant adverse impact. The FEIR range of alternatives is deficient for not including an alternative that includes even 18 houses that reduces the direct removal of the number of Protected Status trees by 50 percent.

1-10

Is the Planning Department requiring the Developer to have lot size average of 11,000 to 12,000 square feet in an area zoned for 5,000 square foot minimum lots? If that Planning Department requirement is the case, the FEIR is deficient in not adequately disclosing such a constraint to decision makers and the public. If that Planning Department direction put an artificial constraint on the range of alternatives selected, then the FEIR is further deficient. In any case a reduction in the number of homes would be consistent with such a minimum lot size average.

1-11

To date on this project has the Planning Department refused consideration of any flag lot considerations? Such unexplained Planning Department restrictions greatly limit the configuration of less ecologically and visually damaging alternate projects. If there is no such limitation on lot size (other than the 5,000 square foot minimum) or on flag lots, then clearly less damaging alternatives must be explored.

1-12

On the same note, if the City does not legally require full public street standards for a private street, why could not FEIR alternatives include a more narrow street with single loaded parking and a sidewalk on one side? Such a reduced width street could reduce the project grading footprint. A reduced project grading footprint could reduce the amount

1-13

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of imported soil, quantity, length and height of retaining walls, alteration of drainage patterns, impervious surface, permanent fire department-required brush clearance in the DWP's Girard Reservoir, and impacts to oak tree root zones.

1-13
(Cont.)

The argument that a reduced grading footprint project necessitates less housing stock is a false argument. Nothing in the General Plan or any building code or CEQA guarantees a minimum house size or pad size or non-stepped pad. The project could have houses with smaller footprints on smaller pads with the same number of bedrooms and bathrooms – just smaller rooms. In no way would homes with smaller bedrooms and living rooms not achieve any of the defined Project Objectives.

1-14

As proposed, VTT No. 67505 has seven of nineteen lots with 9,000 or less square feet. As long as a tract has nineteen lots and the total tract acreage does not change, some lots could be reduced to 5,000 square feet and the remaining lots correspondingly increased in size without expanding their pad areas. The whole disturbance footprint can then be contracted without a loss of homes. Decision makers should see such a less damaging alternative fully analyzed in an EIR. The public views along Mulholland Drive and the habitat complex comprised of the DWP Girard Reservoir property and the subject property, must not be substantially and unduly diminished to provide larger homes and larger flat pads to a private party.

1-15

Virtually every aspect of the property is unique in regard to development constraints. To work within these constraints the City must be flexible with building codes such that a flat land subdivision is not forced onto hilly oak savannah terrain. Such flexibility does not reduce housing stock or number of bedrooms. It reduces and avoids adverse impacts to biological and visual resources.

1-16

The Developer might reject a less damaging project based on asserted economic infeasibility. However the flawed FEIR fails to even provide a less damaging development alternative. Decision makers have not been provided a reasonable range of alternatives for a project in the sensitive Inner Corridor of the Mulholland Scenic Parkway Specific Plan area. The FEIR discussion is deficient for not addressing how the City is not obligated to approve a project with profits at a level deemed adequate by the Developer. If there are unmitigable significant impacts, the City can approve a project with less homes than the zoning allows. For example the Developer and the Conservancy discussed an alternative plan with 14 homes that the Developer rejected. Those plans removed the two easternmost houses (and their grading footprints) along Mulholland Drive and the three houses north of the project entrance on San Feliciano Avenue. Such a 14 home project greatly reduces

1-17

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oak tree impacts, visual impacts, and habitat connectivity impacts. It represents an economically reasonable use of the land.

1-17
(Cont.)

People will still buy the houses in a more organic setting. If the Developer claims they cannot make enough money, then put in the record actual documentation—such as a detailed economic analysis. Avoidable impacts to biological and visual resources should not be ignored on the reasoning that a project approval is obligated to inflate a Developer’s profit when a reasonable profit can be made on the less impacting projects. The City has zero data to determine the profitability of the project versus other alternatives in the record. Until the past few years developers have assumed that the residual land value of residential development was approximately 38 percent of total value. In the current City of Los Angeles conditions, where raw land is at a premium, the new industry assumption is that the residual land value is 50 percent of the total value. Based on the overall increase in land values since 2015, coupled with the development of raw land, the profitability of any project on the subject property has increased appreciably over the past three years.

1-18

Home value is not wholly based on square footage and street width. Factors such adjacency to both public and private open space, oak trees, and topography also affect value. A reduced density development provides these value increasing elements.

1-19

Biological Significance and Fragility of Existing Approximately Eleven-Acre Habitat Area

The subject property and the DWP Girard Reservoir property is a unique 11-acre peninsula of high quality habitat with extremely limited distribution and strong connectivity to Santa Monica Mountains core habitat area. The FEIR is deficient because it does not recognize the ecological capacity of the subject property in combination with the Girard Reservoir property. In lieu of existing development, heavily-traveled roadways, and highly disturbed areas—as described in the FEIR--the project site supports seven Special Status species confirmed by a California Department of Fish and Wildlife field visit and is a wholly unique suburban wildlife refuge within the Santa Monica Mountains National Recreation Area.

1-20

The project proposes a flat land style residential project with single elevation flat pads in an area with variable terrain and drainage in a setting chocked with mature coast live oak trees. The site supports seven Special Status species and is a unique example of valley floor oak woodland that has all but otherwise been eliminated in the southern San Fernando Valley. The Conservancy challenges the FEIR conclusions that the proposed 19-unit project would not result in unavoidable significant adverse biological and visual impacts. This post

1-21

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mitigation determination of level of significance represents a wide disagreement between experts.

1-21
(Cont.)

The City of Los Angeles never certifies any CEQA documents that conclude any project will have significant unavoidable biological impacts. For example the Planning Department was well on its way to recommending certification of an FEIR for the Hidden Creeks project in Chatsworth that would have eliminated scores of Protected Status trees and hundreds of acres of unique grassland habitat in core Santa Susana Mountains habitat. Only appeals have currently delayed that project. Per that example, the City has demonstrated an obvious callousness to the environment and a disconnect from an impact analysis threshold based on conservation biology. The EIR preparers hired by the City follow suit.

1-22

The FEIR claims there is no need to further reduce or avoid environmental impacts because under the current proposal and its FEIR mitigation measures have already reduced all impacts to a level less than significant. That conclusion is not supported by a single fact only sweeping and dismissive conjecture. The fact is that an extensive range of wildlife described in the record to date use and occupy the subject property and the DWP Girard Reservoir property. The connectivity to the property from Alizondo Park and the Louisville High School property are self evident from aerial photography and ground investigation.

1-23

The FEIR is deficient for dismissing how the development of over three acres of the project site and permanent brush clearance on two acres of the publically-owned Girard Reservoir property would not permanently limit habitation of the remaining public and privately-owned open space area by any of the currently present Sensitive wildlife species. The threshold of habitat loss and indirect adverse impacts that eliminates the use by such species was not addressed and just dismissed with no detailed analysis. For example if there was no new development proposed within 100 feet of the DWP Girard Reservoir property, the project could avoid substantial direct light impacts to public property and potentially provide conditions suitable for raptor nesting. The potential exists to greatly increase the habitat value of the DWP property with restoration over time too.

1-24

The FEIR project description is deficient because it states that 3.03 acres (48.9 percent of the site) would remain as undisturbed naturally vegetated open space. The FEIR provides no mechanisms to permanently insure that will happen, in perpetuity. The FEIR provides no mitigation measures to guarantee that that 3.03 acres will not be disturbed with unnatural vegetation and a host of potential types of development. That 3.03 acres is one hundred percent in a fuel modification zone. The FEIR fails to show how the area will not turn into a weedy area dominated by invasive non-native vegetation.

1-25

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The City has an abysmal tract record of enforcing lighting or landscape conditions on private land, let alone on public land such as the Mulholland Drive right-of-way. The efficacy of mitigation measures that rely on such enforcement by City is thus not valid.

1-26

Habitat Connectivity

The presence of multiple birds, reptiles, and small mammals within the subject property speaks for itself. The subject property clearly remains connected to the Santa Monica Mountains ecosystem both through Louisville High School land and National Park Service, Mountains Recreation and Conservation Authority and City of Los Angeles Department of Recreation and Parks land along Topanga Canyon Boulevard and Mulholland Drive, respectively.

1-27

The FEIR response to the Conservancy's DEIR comments reach a conclusion that eliminates the wildlife value and connectivity because of the need for wildlife to cross two-lane roads with broad road rights-of-ways in the Santa Monica Mountains. That reasoning is faulty because wildlife regularly cross such roads along the periphery of the Santa Monica Mountains. Large mammals, including mountain lions (P-22 in Griffith Park) have been documented crossing over the Mulholland Drive bridge over the 101 freeway at the Cahuenga Pass, a journey that includes crossing two freeway frontage roads.

1-28

Over a decade of radio color wildlife tracking data by the National Park Service in the Santa Monica Mountains clearly shows that mountain lions, bobcats, grey fox, and coyotes cross two-lane mountain arterial roads that carry thousands of daily vehicle trips. The movement potential and habitat use by Santa Monica Mountains wildlife continues to defy prior norms and expectations. The unique use of partially compromised lands by Santa Monica Mountains wildlife is inadequately addressed the FEIR. Without question the patches of open space described in the FEIR response to comments provide the landscape elements that allow wildlife to move in and out of the site from core habitat of the Santa Monica Mountains via routes on both the east and west sides of Topanga Canyon Boulevard.

1-29

The FEIR is deficient because it makes no permanent allowance for wildlife to reach the publically-owned Girard Reservoir property.

Deficiencies in Storm Water Flow Disclosure

1-30

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Page 2-194 of the FEIR states, “ the onsite storm drain system would be designed to drain the proposed low point in the street shown on Figure III-4 of the Draft EIR and outlet into the existing on-site drainage swale. The existing drainage swale would be used as a bioswale to filter the runoff before it enters onto the public right of way of San Feliciano Drive.” The FEIR fails to show the location of this drainage swale and whether its enhancement would require disturbance in oak woodland.

1-30
(Cont.)

FEIR Page 2-241 states, “Runoff from the remainder of the developed portion of the Project Site would be conveyed and collected by catch basins on-site for treatment prior to conveyance into the existing LACFCD storm drain system.” The FEIR fails to show the location of these catch basins and whether their construction would require disturbance in oak woodland. The FEIR project description is also deficient for not including either the drainage swales or catch basins.

1-31

The FEIR is also deficient for not showing how and where the major site drainage will spill on to San Feliciano Avenue and analyzing its potential safety impacts to motorists in peak storm events.

1-32

Processing of Private Street off Mulholland Drive

For many decades the City has not permitted more than two houses off of a single private driveway. The proposed project requires four houses to be served from a single private driveway across one hundred feet of public right away. For a private driveway to serve that many houses it must be processed as a Private Street. The FEIR is deficient for not addressing the City requirement for the discretionary action of a Private Street approval. Typically a Private Street approval requires a special hearing and noticing.

1-33

Miscellaneous FEIR Deficiencies

The FEIR is deficient because the number, height and length of proposed retaining walls varies within document and between documents.

1-34

The FEIR is deficient in its omission of the need for a discretionary “B” permit for major driveway construction in the Mulholland Drive right-of-way.

1-35

The FEIR is deficient for failing to address the fact that the Neighborhood Council’s request for information to assess the project was never provided. In September 2018 the Neighborhood Council then voted to oppose the project. There appears to be near zero

1-36

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support for the project other than the Developer, the EIR preparer, and the City Planning Department.

↑
1-36
(Cont.)

These comments are prepared by myself as an expert biologist and expert land use analyst employed under both disciplines by the Santa Monica Mountains Conservancy for a minimum of least 28 consecutive years. In addition, this letter represents my testimony as an expert in the field of ecology and conservation biology including planning expertise in wildlife corridors.

1-37

The Conservancy has no record of receiving response to its DEIR comments or the FEIR at any juncture.

1-38

Please address any questions and all future correspondence to my attention at the above letterhead address, by phone at (310) 589-3200, ext. 128, and by email at edelman@smmc.ca.gov.

Sincerely,



PAUL EDELMAN
Deputy Director
Natural Resources and Planning

Carlos & Ellie Duque

4622 Cerrillos Drive
 Woodland Hills, CA 91364
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 818 340 4424

Re: 22241-22255 Mulholland Drive, Case #67505

Ms. Zasadzien,

We are writing to you today about the developer that intends to build a new mini-tract of homes within our existing community. This is a diverse community that consists of both long entrenched stake holders, many of which have been here over 60 years and multiple generations, and young families with children that believe they have found an ideal respite from an increasingly fast and crowded city. What drew us here was the shady oak woodland atmosphere and abundant wildlife with low density housing and slow posted speed limits that lend to a slower, quieter, more laid back feeling for our home. This was twenty years ago and ever since then we have watched as our dream home has come under continuous assault by more cars on our side streets avoiding the overcrowded Topanga Canyon Boulevard and more high density housing in the surrounding community. We have watched at least seven wonderful families sell their homes and leave the area specifically to get away from the impending development near their homes on San Feliciano Drive. All this, at the very entrance to the Mulholland Scenic Parkway.

2-1

We are not against development. A reasonable addition to our neighborhood would be welcome and we recognize the right of a private landowner to make improvements to their land. But this shouldn't come at such a high cost to the surrounding community. We have all lived and improved our properties within the confines of the guidelines set forth in the Mulholland Scenic Parkway Specific Plan and would expect that this developer should be held to the same standards set forth in this Plan and also the newer LA City Baseline Hillside Ordinance. If this project were located on the outer edges of the outer corridor it might have less impact on the intended purpose of the Specific Plan. However, the project happens to be located at the Western entrance to the Scenic Parkway on the Parkway's inner corridor and, as such, should be held strictly to the guidelines as an example of the intended purpose of the Specific Plan.

2-2

Design/Layout

This developer, since 2005, has continued to push the limits of what's acceptable. If they decided today to conform to the rules/guidelines set forth in the Specific Plan, not kill any heritage Coast Live Oaks, reduce grading to a minimum and eliminate retaining walls to preserve the natural landscape, I believe we could be finished with this in short order. What are the chances of this happening after thirteen years? The lots in their plan are configured in such a way that it's impossible to convert any of the building footprints into conforming single story houses. They will need to increase the size of each lot while reducing their number. In doing so there will be less grading and retaining walls required and more breathing room for the trees to be avoided, possibly even saved. If they are allowed to move ahead with this current plan, the MSPSP DRB will have their hands tied and unable to force conformation with the surrounding neighborhood. Regarding the specifics of the FEIR as submitted last month, we find it is deficient, misleading and dismissive in the responses to well thought out and researched comments by professionals and constituents who are in opposition to their plans.

2-3

Traffic

The FEIR is deficient in the use of their stopping sight distance study described in FEIR Response to Comment A5-23 thru 26 (including Figure 2) and Appendix B regarding the new street and driveways connecting to San Feliciano Drive. The Response, Figure and Appendix contain misleading claims and illustrations. It states that because there were no significant reported collisions caused by entering/exiting/crossing vehicles in the nearby area in the past 5 years, that adding a new street or driveway with adequate sight distance would not pose a significant safety hazard. But the new study does not compare the intended addition of three driveways added to an already congested three way T intersection with any similar existing configuration anywhere. The sample of San Feliciano Dr. and Avenue San Luis is not the same configuration as stated, is flat for miles in all directions, and not used as a bypass for Topanga Canyon Blvd. The samples at the Buenaventura and Viscanio crossings are not configured with the same traffic controls. Therefore the collision study supplied by the LADOT is useless as applied here.

2-4

Regarding the intended new private street further SSE on the Eastern side of San Feliciano Drive, the new traffic study states that the current speed limit of 35 MPH (actual posted limit is 30 MPH) on a 5% grade only requires a minimum of 250 feet stopping sight distance. This conclusion does not take into account the fact that one of the steepest grades in Woodland Hills leads into the 5% grade just beyond the stopping sight distance. An 11% grade where few drivers go the speed limit of 30 MPH leads directly into the aforementioned 5% grade that is in the stopping sight distance. No comparison was offered by the traffic study to any similar situation in existence. All seven sites chosen for comparison in the traffic study are dissimilar to the new configurations proposed and offer a low threshold for the eventuality of a serious incident. Additionally, in Figure 2 the parked car to the left of the car exiting the private street is parked in front of the driveway of house/lot #14 apparently because there is no room unless it parks in the 12 foot red curb, therefore the stopping sight distance needs to be recalculated or other mitigation considered.

2-5

Further, although there are a small number of "reported" collisions in the area, there is ample evidence of a high number of severe impacts

2-6



on the curb and retaining walls at the site of the proposed private street. For comparison, the curb on the opposite side of the street at this location is of the same age and exhibits no impact damage. Photos are below and testimony by witnesses are available. Why doesn't the applicant take these facts into consideration? Because they are not required to. But this doesn't make it right or safe.

2-6
(Cont.)

Environment/Wildlife

The FEIR is deficient in their use of their field study. The term "weedy" is used frequently but is non descriptive of the actual species on the site and may be concealing the actual significance of the species on site. They report siting of Whiptail lizards on this site. I have never seen a whiptail below the chaparral and I believe it is a misidentification. In addition to Coyotes, Raccoons, and Bobcats, I have personally seen multiple Red Tailed Hawks, Coopers Hawks, Barn Owls, Bats and the very occasional Great Blue Heron flying to and from and through the canopy of the oaks and palms on this site. These great birds and mammals will be adversely affected by this development and the field study diminishes the significance of this. The reporting company TERACOR is from Temecula and may not have anyone on their staff who is familiar with our area or our County's or City's guidelines and recommendations for an accurate field study and I believe this study should be replaced with one from a local expert with observation over a longer period of time and in multiple seasons.

2-7

Protected Trees

The FEIR is deficient in their use of a non certified arborist, Richard Ybarra of Trees, Etc. MSPSP requires a tree report performed by a Certified Arborist. Paul Lewis, a landscape architect was later employed to update the original report on January 9, 2015 along with an associate John Innes who is an ISA Certified Arborist. There are 15 protected trees planned for removal on the current plan, some quite large and in great condition for non-garden specimens. Tree #114 for example is listed and valued at \$41,500 and should be held to a higher standard of replacement than the 2:1 or 4:1 ratio currently offered. Mr. Lewis' update lists only 11 trees so it is unclear if Mr. Innes re-evaluated any other trees on the property as there is no evidence or written report from him. Since nearly four years have passed since this update, a new certified arborist report needs to be completed.

2-8

MSPSP states that the Director may approve the removal of an oak tree only after making the following finding:

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.

Wouldn't this prevent the Director from approving the removal of any of these protected heritage trees?

House #1 footprint encroaches protected drip line of Coast Live Oak
House #3 footprint encroaches protected drip line of Coast Live Oak
House #4 footprint encroaches protected drip line of Coast Live Oak
House #8 footprint encroaches protected drip line of Coast Live Oak
House #10 footprint encroaches protected drip line of Coast Live Oak
House #11 footprint encroaches protected drip line of Coast Live Oak while driveway is completely under the canopy
House #12 footprint encroaches protected drip line of Coast Live Oak while driveway also encroaches
House #13 footprint is 2/3 beneath canopy of Coast Live Oak
House #16 footprint encroaches protected drip line of Coast Live Oak
House #17 footprint encroaches protected drip line of Coast Live Oak
House #19 footprint encroaches protected drip line of Coast Live Oak
Private drive encroaches protected drip lines of as many as 6 Coast Live Oaks. One of the largest high quality specimens on site #114 will need to be removed.

2-9

On page 2-59 states that no trees would be removed to build houses and driveways 11, 12, and 13. It doesn't take a tree expert to imagine the impossibility of no harm coming to these trees from excavating, grading, compacting, laying concrete and building houses inside the drip lines and partially under the canopy of these trees.

2-10

We never expected to become experts on traffic, protected trees and building codes simply because we chose to live near a vacant lot. But after opposing this developer for thirteen years we've been forced to learn a lot. Through all these years, this acquisition of knowledge has never been reciprocated by the developer. They have never made any attempt to learn about this community, or made any effort to have a dialogue. Their arrogance extends to our Neighborhood Council as well where they don't bother to show up to scheduled meetings, but rather send a representative. Please do not reward greed, disrespect and arrogance. Ms. Zasadzien we remain highly in opposition to this project as currently presented and we respectfully request that you and our other City representatives do the same.

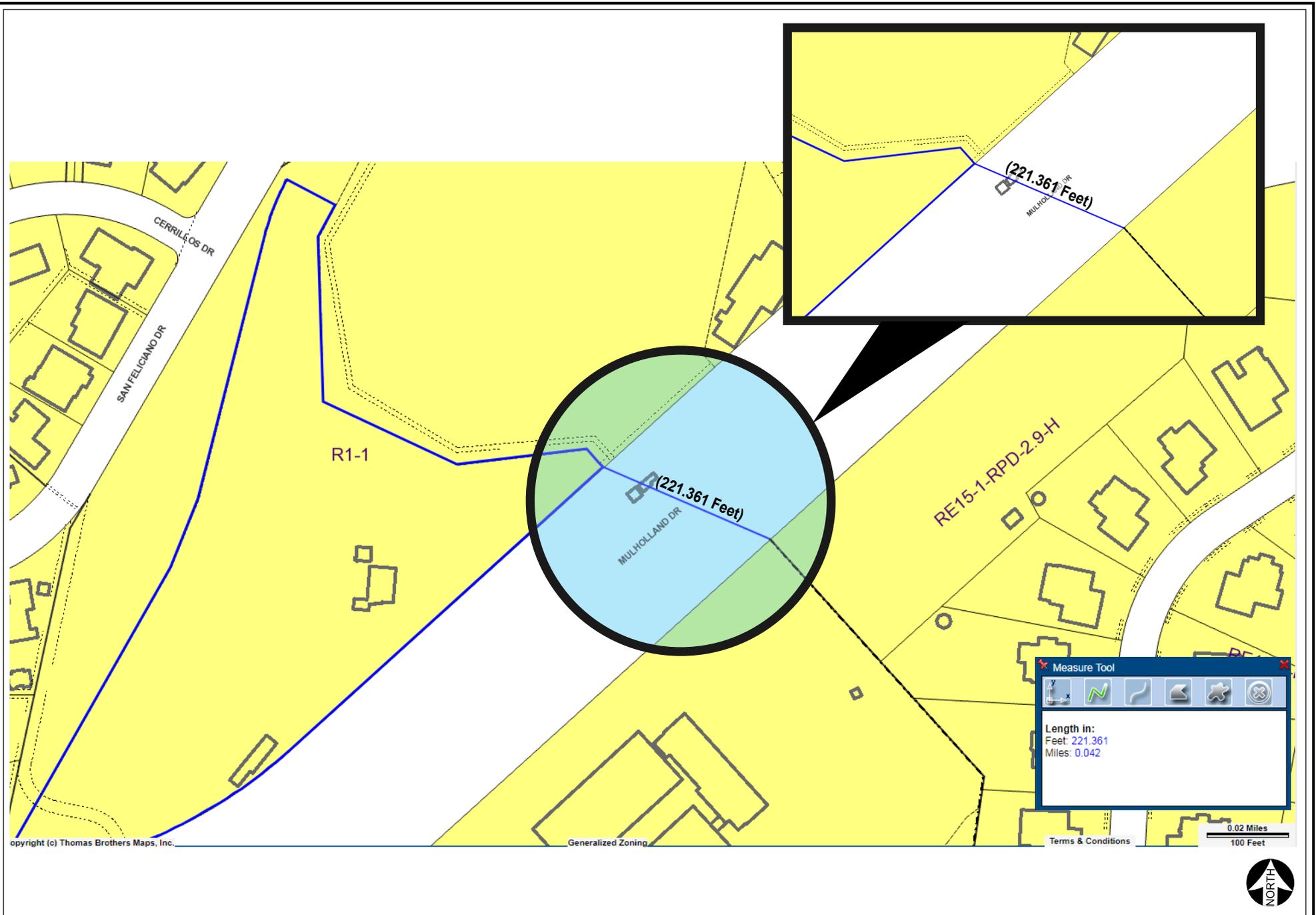
2-11

Best Regards,

Carlos & Ellie Duque

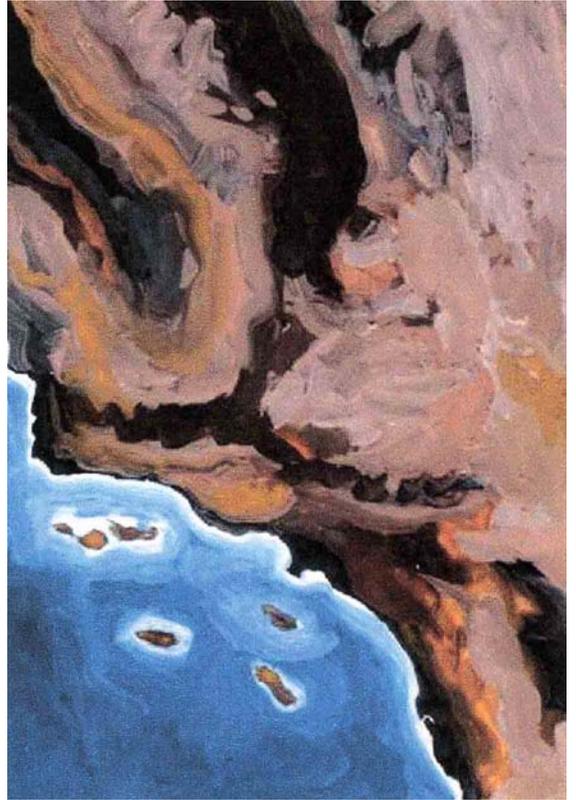


Attachment B: ZIMAS Map of Alizondo Drive Park



**Attachment C: TERACOR Resource Management
Statement of Qualifications**

STATEMENT OF QUALIFICATIONS



TERACOR 
RESOURCE MANAGEMENT

Company Background

About the Firm



TERACOR Resource Management was established in 1997. From its beginning the firm has been selected to perform critical natural resource assessments, environmental analyses, live animal trapping, habitat and ecological restoration projects, and to develop complex advocacy and compliance strategies.

Resource managers, government officials, and private industry representatives have chosen TERACOR to undertake these tasks because of the diversity of our capabilities and our commitment to quality in all assignments.

Our office in Temecula, California is located to serve an array of clients across southern California. Our assignments take us from the San Joaquin Valley south in San Diego County, and from coastal regions eastward into the inland valleys of Riverside and San Bernardino and the Mojave Desert.

TERACOR constructs and maintains much of our own field equipment on the premises in order to insure quality and consistency in design and long-term viability. This equipment includes brown-headed cowbird trap manufacture and maintenance, reptile surface attraction and pitfall-trapping device manufacture, small mammal trap maintenance and storage, the highest quality bird scoping equipment, and a full complement of wetland delineation tools and equipment.

All of our biologists, ecologists and field technicians are assigned to the field with the best training, education, and equipment available. Each field biologist and ecologist has the experience necessary to perform their assignment professionally and efficiently. TERACOR and its consulting specialists always maintain the necessary governmental permits to perform our work with regard to endangered, threatened or otherwise protected species.

TERACOR's primary goal as a company is performing scientifically credible work in an objective, cost effective and professional manner. We bring this objective to every job, large and small, so that our associated professionals, both in-house and consulting, maintain excellent reputations and insure our long-term viability as a corporate entity.

Company Services



Conservation Biology

As a result of ongoing development and demand for the state's natural resources, Conservation Biology as an applied discipline is increasingly in demand in California. TERACOR's ecological specialists have extensive experience in California's ecosystems, designing and conducting general and focused field surveys, working effectively with resource agency personnel, and implementing a broad range of compensation strategies, Multi-species Habitat Conservation Plan analysis and compliance, and conservation banking programs. Our experience includes a number of mitigation banking projects and conservation efforts, including a release program for the California condor in the Tehachapi/San Emigdio Mountain region of California, and mitigation banking proposals in for Quino checkerspot butterfly and California gnatcatcher, and San Bernardino Kangaroo rat.



Environmental Strategy and Advocacy

The company relies on our employees' many years of training and experience in order to prepare thoughtful and, when necessary, provocative strategies to achieve desired goals. Working among a broad spectrum of interests, we are able to forge sensible compliance and opposition strategies.



CEQA and NEPA Compliance

The firm prepares Environmental Assessments under NEPA, Initial Studies and related documents in full compliance with applicable laws and regulations. Public officials, landowners and others have come to rely on TERACOR's expertise in environmental compliance.

Company Services

TERACOR offers a range of services targeted to meet the environmental assessment needs of clients serving a burgeoning southern California population.



Sensitive Species Assessments, Trapping, Focused Surveys and Mapping

The firm works in a variety of southern California environments, from coastal wetlands to desert and mountain habitats. Our work is based on sound scientific principles, mindful of current scientific thought and methodology. For those species and habitats with unique and highly specialized survey requirements, TERACOR maintains a number of agency-issued survey and collecting permits. The firm offers a unique range of these services, particularly for a company of its size. TERACOR stays abreast of constantly changing regulatory developments and evolving scientific thought.



TERACOR has successfully prepared habitat rehabilitation and relocation plans for San Bernardino kangaroo rat, burrowing owl, and other sensitive species. We have actively relocated desert tortoise for Caltrans and passively relocated other species like burrowing owl and San Diego desert woodrat.

Wetlands, "Waters", Streambed Analyses & Stream Restoration



TERACOR prepares routine and comprehensive wetland delineations, determinations of "waters of the U.S.", and streambed analyses. Our experience includes coastal, mountain and desert environments. We have extensive permitting experience with regard to CWA and California Fish and Game Code statutes and regulations.

Company Services

Biological Evaluations, Sensitive Species Assessments and Trapping Programs

Focused Sensitive Species

Habitat Assessment for MSHCP Section 6.1.3 Narrow Endemic Plant Species Within Area 4 of the Sun City/Menifee Valley Area Plan for an Approximate 4.0 Acre Property Located in the City of Menifee, California

Step I Habitat Assessment, Step II, Part a Focused Burrow Survey and Step II, Part B Focused Burrowing Owl Survey for an Approximate 4.0 Acre Property Located in the City of Menifee, Riverside County, California

Sensitive Biological Resources Brochure - Forest Lawn Memorial-Park, Hollywood Hills

Nesting Bird Avoidance Plan - Forest Lawn Memorial-Park, Hollywood Hills Master Plan

Burrowing Owl Passive Relocation Program - Crowne Hill Project, City of Temecula, CA

Wildlife Management Plan - Forest Lawn Memorial-Park, Hollywood Hills Master Plan

Brown-Headed Cowbird (Molothrus Ater) Trapping - Forest Lawn Memorial-Park, Hollywood Hills Master Plan

Update Biological Survey and Assessment for Desert Tortoise and Mojave Ground Squirrel – Frontier Communities – Topaz Rancho – City of Hesperia

Habitat Assessment for Burrowing Owl for a 6.41 Acre Property Located on Canyon Hill Drive in the City of Riverside

San Bernardino Kangaroo Rat Habitat Rehabilitation and Passive Relocation Program, City of Redlands/Mentone, CA

Rare Plant Survey and Assessment for Forest Lawn Memorial-Park, Hollywood Hills, CA

Diurnal Raptor Surveys for Forest Lawn Memorial-Park, Hollywood Hills Within the City of Los Angeles, California

Presence/Absence Report For Least Bell's Vireo (Vireo Bellii Pusillus) – Warm Spring Ranch - For An Approximate 960.0 Acre Property Located Approximately 1.0 Mile South Of Scott Road West Of Briggs Road, Within The County Of Riverside, California

Step II, Part B Focused Burrowing Owl Survey – PacTen Partners - An Approximate 50.28 Acre Property Located In The City Of Menifee, California

Brown-Headed Cowbird (Molothrus Ater) Trapping Program – G Companies - For An Approximate 14 Acre Mitigation Area In The City Of Murrieta, California

Determination Of Biologically Equivalent Or Superior Preservation – Greenway Development - For An Approximate 37.0 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2008

Brown-Headed Cowbird (Molothrus Ater) Trapping Program - Margarita Ville, LLC Performed At The City Of Murrieta, Riverside County, 2008

Brown-Headed Cowbird (Molothrus Ater) Trapping Program - El Sobrante Landfill, County Of Riverside, CA 2008 - 2018

Step II, Part B Focused Burrowing Owl Survey - Citicom Development - For An Approximate 29.54 Acre Property Located Within The City Of Beaumont, California 2008

Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas - Citicom Development - Within An Approximate 29.54 Acre Property Located Within The City Of Beaumont, California 2008

Preliminary Habitat Suitability Assessment And Focused Survey For Narrow Endemic Plant Species Survey Area No. 8 - Citicom Development - For An Approximate 29.54 Acre Property Located Within The City Of Beaumont, California 2008

Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas - Davcon Investments, LLC Approximate 11.06 Acre Property Located Within The City Of Temecula In Riverside County, California 2007

Preliminary Habitat Suitability Assessment For Narrow Endemic Plant Species Survey Area No. 4 - For The Approximate 8.42 Acre Located In An Unincorporated Area Of Riverside County, California 2008

Step II, Part B Focused Burrowing Owl Survey - Lake Elsinore Associates II The Pres Companies - For An Approximate 63.0 Acre Property Located In The City Of Lake Elsinore, California 2008

TeraCor Projects (continued)

- Habitat Assessment And Focused Survey Results For MSHCP Sections 6.1.3 Narrow Endemic Plant Species And 6.3.2 Criteria Area Plant Species Within Criteria Area One - Lake Elsinore Associates II The Pres Companies - Of The Elsinore Plan Area For An Approximate 63.0 Acre Property Located In The City Of Lake Elsinore, California 2008*
- Step II, Part B Focused Burrowing Owl Survey - Watermarke Properties - For An Approximate 697.0 Acre Property Located In The City Of Corona, California 2008*
- Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas - Watermarke Properties Within The Approximate 680.0 Acre Property Located Within The City Of Corona In Riverside County, California 2008*
- MSHCP Consistency Analysis - Warm Spring Ranch - For An Approximate 960.0 Acre Property Located Approximately 1.0 Mile South Of Scott Road West Of Briggs Road, Within The County Of Riverside, California*
- MSHCP Consistency Analysis - Watermarke Properties – Twin Creeks Project - Within The Approximate 680.0 Acre Property Located Within The City Of Corona In Riverside County, California 2008*
- Habitat Assessment And Focused Survey Results For MSHCP Sections 6.1.3 Narrow Endemic Plant Species And 6.3.2 Criteria Area Plant Species Within Survey Areas One And Seven And Criteria Area One - Watermarke Properties Of The Temescal Canyon Plan Area For An Approximate 697.7 Acre Property Located In The City Of Corona, California 2008*
- Phase I Habitat Assessment For Burrowing Owl - Pacific Century Homes - For Tentative Parcel Map No. 35626 Located At The Northwest Corner Of Cottonwood Avenue And Sanderson Avenue In The City Of San Jacinto, California 2008*
- Presence/Absence Report For Least Bell's Vireo (Vireo bellii pusillus) - Approximate 6.81 acre property located within the City of Murrieta, California 2008*
- Owl Survey - Colony House I, LLC 23405 Malibu Colony Drive Malibu - For A Two Level 5,200 Square Foot Single Family Residence With A 1,368 Square Foot Garage On Approximately 0.19 Acre -, California 2007*
- Phase III Focused Winter Survey For Burrowing Owl - Christopher A. Joseph & Associates - 5.4 Acre Property Located In The City Of Palmdale, Los Angeles County, CA 2007*
- Phase III Focused Breeding Season Survey For Burrowing Owl - Christopher A. Joseph & Associates - 5.4 Acre Property Located In The City Of Palmdale, Los Angeles County, CA 2007*
- Brown-Headed Cowbird (Molothrus Ater) Trapping Program - El Sobrante Landfill, County Of Riverside, CA 2007*
- 30 Day Pre-Construction Nesting Bird Survey - Drake Development - Pimlico Ranch - Tentative Tract No. 29981, A 46.0 Acre Property Located In The City Of Murrieta, CA 2007*
- Habitat Assessment And Burrow Survey For Burrowing Owl And A Habitat Assessment For Riparian/Riverine Areas And Vernal Pools - Murrieta 1, LLC - On A 1.46 Acre Property Located In The City Of Murrieta, California 2007*
- Brown-Headed Cowbird (Molothrus Ater) Trapping Program - Mason Family Trust Twin Creeks Ranch - 486.0 Acre Property Located On South Highway 79 In The Vicinity Of Aguanga, Riverside County, CA 2007*
- Preliminary Evaluation Of MSHCP-Defined Riparian/Riverine Areas - Mason Family Trust Twin Creeks Ranch - 486.0 Acre Property Located On South Highway 79 In The Vicinity Of Aguanga, Riverside County, CA 2007*
- Presence/Absence Report For Least Bell's Vireo (Vireo Bellii Pusillus) - The Pres Companies - For An Approximate 122.0 Acre Property Located At The Northwest Corner Of Riverside Drive And Collier Avenue In The City Of Lake Elsinore, CA 2007*
- Step II, Part B Focused Burrowing Owl Survey (Athena cunicularia) – Greenway Development - For An Approximate 34.0 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Preliminary Determination Of Biologically Equivalent Or Superior Preservation – Greenway Development - For An Approximate 37.0 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Owl Survey - For A Two Level 5,200 Square Foot Single Family Residence With A 1,368 Square Foot Garage On Approximately 0.19 Acre 23405 Malibu Colony Drive Malibu, CA 2007*
- Wintering Raptor Survey - For A Two Level 5,200 Square Foot Single Family Residence With A 1,368 Square Foot Garage On Approximately 0.19 Acre 23405 Malibu Colony Drive Malibu, CA 2007*
- Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas - Citicom Development - Within An Approximate 29.54 Acre Property Located Within The City Of Beaumont, CA 2007*
- Preliminary Habitat Suitability Assessment And Focused Survey For Narrow Endemic Plant Species Survey Area No. 8 - Citicom Development - For An Approximate 29.54 Acre Property Located Within The City Of Beaumont, CA 2007*

TeraCor Projects (continued)

- Step II, Part B Focused Burrowing Owl Survey (Athena cunicularia) - Pacten Partners - For The Approximate 36.0 Acre Commerce Pointe Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Preliminary Determination Of Biologically Equivalent Or Superior Preservation – PacTen Partners - For The Approximate 36.0 Acre Commerce Pointe Property Located Between Zeiders Road And Interstate 215 -*
- Habitat Assessment And Focused Survey Results For MSHCP Section 6.1.3 Within Criteria Area Four Of The Sun City/Menifee Valley Plan Area - Pacten Partners Forbes Property - For An Approximate 7.4 Acre Property Located Within An Unincorporated Area Of Riverside County, CA 2007*
- Step II, Part B Focused Burrowing Owl Survey (Athena cunicularia) - Pacten Partners Forbes Property - For An Approximate 7.4 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Step II, Part B Focused Burrowing Owl Survey (Athena cunicularia) - Pacten Partners Junction Property - For An Approximate 50.95 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas - Pacten Partners Junction Property - Approximate 50.95 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Step II, Part B Focused Burrowing Owl Survey (Athena cunicularia) - Citicom Development - For An Approximate 29.54 Acre Property Located Within The City Of Beaumont, CA 2007*
- Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas – Warm Springs Ranch Within An Approximate 960.0 Acre Property Located In Riverside County, California*
- Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas – Greenway Development - Within The Approximate 37.0 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas - Southwest Land Consultants - Within The Approximate 8.42 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Step II, Part B Focused Burrowing Owl Survey – Southwest Land Consultants - For An Approximate 8.42 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Preliminary Evaluation Of MSHCP-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas – Beecher Street, LLC - Within An Approximate 9.71 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Step II Part B Focused Survey For Burrowing Owl (Athena cunicularia) – Beecher Street, LLC - 9.71 Acre Property Located In An Unincorporated Area Of Riverside County, CA 2007*
- Preconstruction Survey for Desert Tortoise (Gopherus agassizii) - Standard Pacific Homes – Amber Valley Project - 36.58 acre property in Victorville, CA 2006*
- Preconstruction Survey for Desert Tortoise (Gopherus agassizii) - Standard Pacific Homes – Sapphire Sky Project – 40.31 acre property in Victorville, CA 2006*
- Preconstruction Survey for Desert Tortoise (Gopherus agassizii) - Standard Pacific Homes - Tract 15310 – 53.6 acre property in Victorville, CA 2006*
- Habitat Assessment for Desert Tortoise (Gopherus agassizii) – Topaz Ranchero, LLC – 140.0 acre property in the City of Hesperia, CA 2006*
- Step II Part B Focused Surveys For Burrowing Owl (Athena cunicularia) - On A 24.48 Acre Property Located On The Southeast Corner Of Oleander Avenue And Decker Road Within The County Of Riverside, CA 2006*
- Habitat Assessment and Burrow Survey Step II, Part B and Focused Burrowing Owl Survey (Athena cunicularia) – PacTen Partners - 37.0 acre property in Riverside County, CA 2006*
- Habitat Assessment and Burrow Survey Step II, Part B and Focused Burrowing Owl Survey (Athena cunicularia) – Pinnacle Equities, Inc. – Landing Grove Project – 16.0 acre property in the City of Murrieta, CA 2006*
- Focused Survey and Habitat Assessment and Burrow Survey for Burrowing Owl (Athena cunicularia) – Pacific Pointe Partners, Inc. – 57.0 acre property in Riverside County, CA 2006*
- Habitat Assessment and Burrow Survey Step II, Part B and Focused Burrowing Owl Survey (Athena cunicularia) – PacTen Partners – 58.0 acre property in Riverside County, CA 2006*
- Habitat Assessment and Burrow Survey Step II, Part B and Focused Burrowing Owl Survey (Athena cunicularia) - Greenway Development – Auld Commercial Center Project – 34.0 acre property in Riverside County, CA 2006*

TeraCor Projects (continued)

- Habitat Assessment and Burrow Survey for Burrowing Owl (Athena cunicularia)* - Murrieta Commons, LLC – 12.22 acre property in the City of Murrieta, CA 2006
- Habitat Assessment for Mohave Ground Squirrel (Spermophilus mohavensis)* - Topaz Ranchero, LLC – 140.0 acre property in the City of Hesperia, CA 2006
- Presence/Absence Report for California Gnatcatcher (Polioptila Californica)*, - Christopher A. Joseph & Associates - 0.5 Acre Development Site and Associated Fuel Modification Zone in Rancho Palos Verdes, CA 2006
- Preconstruction Survey for Burrowing Owl* – Standard Pacific Homes – Amber Valley Project - 36.58 acre property in Victorville, CA 2006
- Preconstruction Survey for Burrowing Owl* – Standard Pacific Homes – Sapphire Sky Project – 40.31 acre property in Victorville, CA 2006
- Preconstruction Survey for Burrowing Owl* – Standard Pacific Homes – Tract 15310 – 53.6 acre property in Victorville, CA 2006
- Preconstruction Nesting Bird Survey, Including Sharp-Shinned Hawk (Accipiter Striatus) and Loggerhead Shrike (Lanius Ludovicianus)* - Standard Pacific Homes - Tract 15310 – 53.6 acre property in Victorville, CA 2006
- Revised Preliminary Evaluation Of MSHCO-Defined Section 6.1.2 Riparian/Riverine And Vernal Pool Areas Within – PacTen Partners - an Approximate 50.28 Acre Property Located In The City Of Menifee, California*
- Riparian Bird Species Survey* – Standard Pacific Homes – Victoria Arbors Project – 0.97 acre wetland mitigation site in the City of Rancho Cucamonga, County of san Bernardino, CA 2006
- MSCHP Consistency Analysis* – 19.0 acre property in the unincorporated area of Aguanga, CA 2006
- Preliminary Evaluation of MSHCP-defined Riparian/Riverine* - Pinnacle Equities, Inc. – Landing Grove Project – 16.0 acre property in the City of Murrieta, CA 2006
- Preliminary Evaluation of MSHCP-defined Riparian/Riverine and Vernal Pools* - 57.0 acre property in Riverside County, CA 2006
- Preliminary Evaluation of MSHCP-defined Riparian/Riverine Greenway Development* – Auld Commercial Center Project – 34.0 acre property in Riverside County, CA 2006
- Preliminary Evaluation of MSHCP-defined Riparian/Riverine* - PacTen Partners - 56.0 acre property in Riverside County, CA 2006
- Preliminary Evaluation of MSHCP-defined Riparian/Riverine* - PacTen Partners - 37.0 acre property in Riverside County, CA 2006
- Habitat Assessment for MSHCP-defined Riparian/Riverine* – Murrieta Commons, LLC – 12.22 acre property in the City of Murrieta, CA 2006
- Presence/Absence Report for Least Bell's Vireo (Vireo bellii pusillus)* - Christopher A. Joseph & Associates – Malibu County Club – 350.0 acre property in the City of Malibu, CA 2006
- Presence/Absence Report for Least Bell's Vireo (Vireo bellii pusillus)* - Forest Lawn Memorial-Parks Association – Master Plan Project – 444.0 acre property in the City of Los Angeles, CA 2006
- Presence/Absence Report for Least Bell's Vireo (Vireo bellii pusillus)* – Greenway Development – Auld Commercial Center Project – 34.0 acre property in Riverside County, CA 2006
- Trapping Report for Brown-headed Cowbird (Molothrus ater)* - Forest Lawn Memorial-Park Association - 391.0 acre site, Covina Hills, CA 2002 through 2006
- Habitat Assessment and Focused Survey Results for Narrow Endemic Plant and Criteria Area Plant Species* - Pacific Pointe Partners, Inc. – 57.0 acre property in Riverside County, CA 2006
- Preliminary Habitat Suitability Assessment for Narrow Endemic Plant Species* - PacTen Partners - 37.0 acre property in Riverside County, CA 2006
- Narrow Endemic Plant Species Habitat Assessment* - Standard Pacific Homes – approximately 150.0 acre property in Riverside County, CA 2006
- Focused Survey and Habitat Assessment and Burrow Survey for Burrowing Owl (Athena cunicularia)* – Rancon Group – 78.88 acre property in Riverside County, CA 2006
- Focused Survey and Habitat Assessment and Burrow Survey for Burrowing Owl (Athena cunicularia)* – Standard Pacific Homes – approximately 150.0 acre property in Riverside County, CA 2006

TeraCor Projects (continued)

- Preliminary Habitat Suitability Assessment for Narrow Endemic Plant Species* - Pinnacle Equities, Inc. – Landing Grove Project – 16.0 acre property in the City of Murrieta, CA 2006
- Narrow Endemic Plant Species Habitat Assessment* - Rancon Group – 78.88 acre property in Riverside County, CA 2006
- Narrow Endemic Plant Species Habitat Assessment* - Centex Homes - Menifee Lakes Project - 400.0 acre property located in the County of Riverside, CA 2005
- Focused Survey for Narrow Endemic Plant Species* - Centex Homes - Menifee Lakes Project - 400.0 acre property located in the County of Riverside, CA 2005
- Focused Survey for Burrowing Owl (Athena cucularia)* - Centex Homes - Menifee Lakes Project - 400.0 acre property in the County of Riverside, CA 2005
- Focused Survey for Arroyo Toad (bufo californicas)* - Twin Creeks Ranch - 495.0 acre property in Riverside County, CA 2005
- Habitat Assessment for Arroyo Toad (bufo californicas)* - Vaughn Wilson Property - 26.49 acre property in Riverside County, CA 2005
- Habitat Assessment and Burrow Survey for Burrowing Owl (Athena cucularia)* - Warm Springs Creek - 17.56 acre property City of Murrieta, Riverside, CA 2005
- Habitat Assessment for Burrowing Owl (Athena cucularia)* - Dendy Real Estate -14.36 acre property, Riverside County, CA 2005
- Habitat Assessment and Burrow Survey for Burrowing Owl (Athena cucularia)* - Standard Pacific Homes - Heritage Lakes Project - 214.16 acre property in Riverside County, CA 2005
- Preconstruction Survey for Burrowing Owl (Athena cucularia)* - Van Daele Development - Washington Street Tract 29962 48.84 acre property located in an unincorporated area of Riverside County, CA 2005
- Habitat Assessment for the Palos Verdes Blue Butterfly (Glaucopsyche lygdamus palosverdesensis)* - Christopher A. Joseph & Associates - Ponte Vista Project - 62.0 acre property located in the community of San Pedro, Los Angeles County, CA 2005
- Riparian Bird Survey/Report* - Christopher A. Joseph & Associates - Ponte Vista Project - 62.0 acre property located in the community of San Pedro, Los Angeles County, CA 2005
- Riparian Bird Surveys* - Forest Lawn Memorial-Park Association - Hollywood Hills, Los Angeles County, CA 2005
- Habitat Suitability Assessment for Sensitive Riparian Nesters* - Bundy Canyon Project - 28.28 acre property located in Riverside County, CA 2004
- Habitat Assessment for Burrowing Owl (Athena cucularia)* - Brookfield Homes - 584.0 acre property in Riverside County, CA 2004
- Habitat Assessment for Burrowing Owl (Athena cucularia)* - Centex Homes - Tract 31323 - 15.0 acre site in Mira Loma, CA 2004
- Habitat Assessment and Focused Survey for Burrowing Owl (Athena cucularia)* - Quality Homes - 9.4 acre site in Riverside County, CA 2004
- Habitat Assessment for Burrowing Owl (Athena cucularia)* - S & R Hemet Investments - 13.6 acre property in Riverside County, CA 2004
- Habitat Assessment for California Gnatcatcher (Poliptila Californica), Stephens' Kangaroo Rat (Dipodomys Stephensi) and Quino Checkerspot Butterfly (Euphydryas Editha Quino)* - 10.5 acre property located in Riverside County, CA 2004
- Assessment of San Bernardino Kangaroo Rat (Dipodomys merriami parvus)* - Standard Pacific Homes - Redlands Project - Habitat Protective Fence Alignment Area - 74.55 acre property in Redlands, CA 2004
- Pre-construction and Monitoring Survey Results for Phase II Burrowing Owl (Athena cucularia)* - Standard Pacific Homes - Heritage Lakes Project - 214.16 acre property in Riverside County, CA 2004
- Habitat Assessment for Burrowing Owl (Athena cucularia)* - Van Daele Development - Cleveland Street Project - 38.0 acre property in Riverside County, CA 2004
- Habitat and Burrowing Owl (Athena cucularia) Assessment* - Van Daele Development - Washington Street Consortium Extension Project - approximate 6.0 acre property in the County of Riverside, CA 2004
- Habitat Suitability Assessment for Quino Checkerspot Butterfly (Euphydryas Editha Quino)* - Cahuilla Creek - 740.0 acre property in Riverside County, CA 2004

TeraCor Projects (continued)

- Presence/Absence Report for Coastal California Gnatcatcher (Poliioptila californica)* - MWH Development - Verdugo Hills Golf Course - on 26.0 acres of a 63.0 acre property in the City of Los Angeles, CA 2004
- Presence/Absence Trapping Survey for the Los Angeles Pocket Mouse (Perognathus longimembris brevinasus)* - Temecula Valley RV - 5.9 acre property in Riverside County, CA 2004
- Focused Site Evaluation for the Pacific Pocket Mouse* - Christopher A. Joseph & Associates Honeywell Project - 86 acre property in Los Angeles County, CA 2003
- Habitat Assessment for California Gnatcatcher (Poliioptila californica)* - Curtis Development Corporation - 98.7 acre property located in an unincorporated area of Riverside County, CA 2003
- Presence/Absence Report for Coastal California Gnatcatcher (Poliioptila californica)* - Escondido Storage - 31.81 acre property in the County of San Diego, CA 2003
- Presence/Absence Report for the Coastal California Gnatcatcher (Poliioptila californica)* - Van Daele Development - Victoria Grove Project - 110.0 acre property in Riverside County, CA 2003
- Habitat Assessment for Flora and Fauna (Including Nesting Raptors)* - Chino Valley Unified School District - 40.0 acre site, Chino, CA 2003
- Trapping Report for Brown-headed Cowbird (Molothrus ater)* - Frank G. Bonelli County Regional Park - 1970.0 acres in Los Angeles County, CA 2003
- Trapping Report for Brown-headed Cowbird (Molothrus ater)* - Wilson Creek Reserve - North of Aguanga, Riverside County CA 2003
- Coastal California Gnatcatcher Assessment (Poliioptila californica)* - Curtis Development Corporation - Murrieta Ranchos III Project - 85.0 acre property in the City of Murrieta, CA 2002
- Presence/Absence Report for Least Bell's Vireo (Vireo bellii pusillus)* - Lake Henshaw Sediment Removal Project - San Diego County, CA 2002
- Desert Tortoise (Gopherus agassizii) Monitoring* - CALTRANS District 8 - 11.0 mile segment of Highway 40 East of Barstow, CA 2002
- Presence/Absence Report for the Coastal California Gnatcatcher (Poliioptila californica)* - Pacific Century Homes - Pauba East Project - 48.0 acre parcel, Riverside, CA 2002
- Quino Checkerspot Butterfly (Euphydryas Editha Quino) Surveys and Report* - Lennar Homes - 50.0 acre site in Murrieta, CA 2002
- Presence/Absence Report for the Coastal California Gnatcatcher (Poliioptila californica) and General Avifauna Survey* - Puente Hills Habitat Authority - 100.0 acres in Los Angeles County, CA 2002
- Habitat Assessment for California Gnatcatcher (Poliioptila californica)* - Westerhold Property - 13.8 acre site in San Diego County, CA 2002
- Presence/Absence Report for Quino Checkerspot Butterfly* - Transportation and Land Management Agency - 10.3 acre property, Murrieta, CA 2002
- Presence/Absence Report for the Quino Checkerspot Butterfly (Euphydryas Editha Quino)* - Pacific Century Homes - Pauba East Project - 48.0 acre parcel, Riverside, CA 2002
- Presence/Absence Report for the Quino Checkerspot Butterfly (Euphydryas Editha Quino)* - Escondido Storage - 31.81 acre property in the County of San Diego, CA 2001
- Presence/Absence Report for the Coastal California Gnatcatcher (Poliioptila californica)* - Forest Lawn Memorial Park - 400.0 acre site in Covina Hills, Los Angeles Co., CA 2000
- Desert Tortoise (Gopherus agassizii) Survey and Monitoring* - CALTRANS District 8 - 5.2 mile segment of Highway 58 between Kramer Junction and the Kern County Line, Kern County, CA 2000
- Presence/Absence Report for the Quino Checkerspot Butterfly (Euphydryas Editha Quino)* - Dendy Real Estate - 14.36 acre property, Riverside County, CA 2000
- Presence/Absence Report for Least Bell's Vireo (Vireo bellii pusillus)* - Pacific Century Homes - Tentative Tract No. 29398 Murrieta, CA 2000
- Quino Checkerspot Butterfly Surveys and Report* - Boys and Girls Club of San Diego County - 100.0 acre site near Highway 79 in Oak Grove, San Diego County CA

TeraCor Projects (continued)

Quino Checkerspot Butterfly (Euphydryas Editha Quino) Survey and Report - Mountain Gate Project - San Diego County, CA 2000

Trapping Report for Brown-headed Cowbird (Molothrus ater - Santa Ana River/Agua Mansa Farms - City of Colton, San Bernardino County, CA 2000

Riparian Bird Survey/Report - Harford Springs County Park - Gavilan Hills, Riverside County, CA 2000

Burrowing Owl Passive Relocation Program - Crowne Hill Project - 200 acres in Temecula, CA 1997

General Biological Assessments

General Biological Assessment for the 91-acre Andora Project Vesting Tentative Tract Map No. 73427 Located in Chatsworth, California

Biological Resources Inventory Report for the Agoura Village East Project Site City of Agoura Hills, California

General Biological Assessment for CAJA Environmental Services for Vesting Tentative Tract No. 67505, Woodland Hills, a 6.2 Acre Property Located in the City of Los Angeles, California

Biological Analysis of the Proposed Off-site Basin Areas for the Forest Lawn Memorial-Park, Hollywood Hills Master Plan Within the City of Los Angeles, California

Biological Inventory for 5942 Cavalleri Road City of Malibu, California

Abbreviated Preliminary Biological Assessment for an Approximate 80 Acre Property Located on the Northeast Corner of Palmdale Boulevard and 230th Street East in an Unincorporated Portion of the County of Los Angeles, California

Biological Inventory For A Vacant Lot For Conditional Use Permit - EAS Investment And Development A 4.8 Acre Property Located In The Unincorporated Area Of San Bernardino County, California

Biological Inventory Analysis of the Basin 12 Project Area of Drainage L Within the Forest Lawn Memorial-Park, Hollywood Hills Property Within the City of Los Angeles, California

General Biological Assessment – Rundall - L. A. Oncology Medical Corp For A Single Family Home On A 22.0 Acre Parcel 3712 Carbon Canyon Rd Malibu, California

Biological Inventory For A Residence - Remick Associates Located At 32860 Pacific Coast Highway City Of Malibu, California

General Biological Assessment - Forest Lawn Memorial-Parks Association – Master Plan Project – 444.0 acre property in the City of Los Angeles, CA 2006

General Biological Assessment - Christopher A. Joseph & Associates – Malibu County Club – 350.0 acre property in the City of Malibu, CA 2006

General Biological Assessment - Christopher A. Joseph & Associates – DS Ventures Project – 6.19 acre property in the City of Los Angeles, CA 2006

General Biological Assessment - Forest Lawn Memorial-Parks Association – Stormwater Management Plan – 444.0 acre property in the City of Los Angeles, CA 2006

General Biological Assessment - Standard Pacific Homes – Amber Valley Project - 36.58 acre property in Victorville, CA 2006

General Biological Assessment - Standard Pacific Homes – Sapphire Sky Project – 40.31 acre property in Victorville, CA 2006

Preliminary Draft General Biological Resources Constraints Analysis - Twin Creeks Ranch - 495.0 acre property in Riverside County, CA 2005

General Biological Assessment - Escondido Storage - 31.81 acre property in the County of San Diego, CA 2005

General Biological Assessment and Ornamental and Oak Tree Assessment - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in Los Angeles County, CA 2005

General Biological Assessment - Pacific Pointe Partners - 15.37 acre property in the City of Temecula, CA 2005

General Biological Report - Scott Property - Winding Way Drive Project - 31.0 acre property in Malibu, CA 2005

General Biological Assessment - Rundall Property - 22.0 acre parcel, Malibu, CA 2005

General Biological Assessment - Van Daele Development - El Cerrito 21.0 acre property in the City of Riverside, CA 2005

General Biological Assessment - Curtis Development - Murrieta Fields II Project - 4.49 acre property in the City of Murrieta, CA 2004

TeraCor Projects (continued)

General Biological Report - Christopher A. Joseph & Associates - Mount Washington Project - 4.5 acre property in the City of Los Angeles County, CA 2004

General Biological Assessment - Standard Pacific Homes - Redlands Project - 74.55 acre property in Redlands, CA 2004

General Biological Assessment - Christopher A. Joseph & Associates - Honeywell Project - 86.0 acre property in the City of El Segundo, CA 2004

General Biological Assessment - Forge Lodge Development Project - 5.0 acre site in Solstice Canyon, Malibu - 2003-2004

General Biological Assessment - Curtis Development - Moreno Valley Project - 98.7 acre property in an unincorporated area of Riverside County, CA 2003

General Biological Assessment - Curtis Development - Murrieta Fields Project - 30.38 acre property in the City of Murrieta, CA 2003

General Biological Assessment - Rancon Real Estate - Rancho Fortunado Project - 44.2 acre subdivision in Riverside County, CA 2003

General Biological Report - Van Daele Development - Victoria Grove Project - 110.0 acre property in Riverside County, CA 2003

General Biological Report - Van Daele Development - Washington Street Project Tract 29962 - 48.84 acre property in an unincorporated area of Riverside County, CA 2003

General Biological Assessment - Lamb Canyon Landfill - 157.4 acre expansion area in Moreno Valley, CA 2003

General Biological Assessment and Presence/Absence Report for Coastal California Gnatcatcher (Polioptila Californica) - Lennar Homes - Horsethief Canyon Project - 48.0 acre property in Riverside County, CA 2003

General Biological Report - Campbell Property - 5.9 acre property in the City of Malibu, CA 2002

General Biological Assessment - Curtis Development - Murrieta Ranchos III Project - 45.05 acre property in the City of Murrieta, CA 2002

General Biological Assessment - Old Castle Property - 18.03 acre property in San Diego County, CA 2002

General Biological Assessment - Beltrami Property - 14.0 acre property in Malibu, CA 2002

General Biological Assessment - Van Daele Development Tract 30155 - 68.0 acre property in Riverside County, CA 2002

General Biological Assessment - Wind Wolves Preserve Visitors Center, Kern County CA 2002

General Biological Assessment - The Lee Group - 2.5 acre site in Marina del Rey, City of Los Angeles, CA

Biological Analysis for Draft Environmental Impact Report - Calabasas Estates - 31.0 acre property, Calabasas, CA 2000

Environmental Assessment and Sensitive Species Evaluation under NEPA for the Preferred Release Site-California Condor - Los Padres National Forest/San Emigdio Ranch - Kern County CA 1997-1998

General Biological Assessment and Sensitive Species Evaluation - Santa Anita Spreading Grounds Santa Anita Wash, Los Angeles County CA 1997

Tree Surveys and Assessments

Native Tree Protection Plan – Big Rock - Malibu

Update Biological Survey and Assessment for Joshua Tree and Rare Plant – Frontier Communities – Topaz Ranchero – City of Hesperia

Protected Tree Survey and Assessment And Impact Analysis for Forest Lawn Memorial-Park, Hollywood Hills, CA

Oak Tree Survey And Assessment – Hougard Property - 20.07 Located On Vuelta Grande Road, County of Riverside, CA

Joshua Tree and Rare Plant Assessment - Topaz Ranchero, LLC – 140.0 acre property in the City of Hesperia, CA

Oak Tree Survey and Assessment - Pinnacle Equities, Inc. – Landing Grove Project – 16.0 acre property in the City of Murrieta, CA

Oak Tree Survey and Assessment - PacTen Partners - 37.0 acre property in Riverside County, CA

Native Tree Survey and Assessment - Forest Lawn Memorial-Parks Association – Tree Management Plan - 444.0 acre property in the City of Los Angeles, CA 2006

Joshua Tree Survey and Assessment – Centex Homes – 76.65 acre property in Victorville, CA 2005

Ornamental Tree Report - MWH Development - Terra Vista Project - 6.38 acre property within the Incorporated City of Los Angeles, CA 2005

TeraCor Projects (continued)

- Oak Tree Report* - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in the City of Los Angeles, CA 2005
- Ornamental Tree Report* - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in the City of Los Angeles, CA 2005
- Tree Survey and Assessment* - Daigle Architecture and Planning - 59.7 acre property in Murrieta, CA 2004
- Oak Tree Survey and Assessment* - Rancon Real Estate - Redhawk Valley Project - 60.84 acre site in the County of Riverside, CA 2004
- Tree Management Plan* - Forest Lawn Memorial-Park - A Program for the Maintenance, Preservation, Removal and Replacement of Coast Live Oak Trees and Preservation and Maintenance of California Sycamores in Sennett Creek, Hollywood Hills, CA 2004
- Oak Tree Assessment* - Forest Lawn Memorial-Park, Hollywood Hills - Dedication Parcel to Griffith Park, Los Angeles County, CA 2004
- Oak Tree Evaluation* - Forest Lawn Memorial-Parks Hollywood Hills, Los Angeles County, CA 2003
- Oak Tree Survey and Assessment* - Regency Centers - Bear Creek Village Project - 10.5 acre site in the County of Riverside, CA 2003
- Oak Tree Assessment* - 3.0 acre site on Bowl Creek Road, City of Poway, San Diego County, CA
- Tree Survey and Evaluation* - Del Mar Train Station - 5.0 acre site in Pasadena, CA

Mammal Trapping

- Small Mammal Trapping Program* for the Los Angeles pocket mouse for the Riverside County Transportation and Land Management Agency
- Small Mammal Trapping Program* for the Aguanga kangaroo rat and Los Angeles pocket mouse on a 400.0 acre property in Riverside County, CA
- Small Mammal Trapping Program* for Los Angeles pocket mouse, on a 20.0 acre property in Riverside County, CA
- Small Mammal Trapping Program* for Forest Lawn Memorial-Park, Hollywood Hills in Los Angeles, CA
- Small Mammal Trapping* - Forest Lawn Memorial-Parks Association – Master Plan Project – 444.0 acre property in the City of Los Angeles, CA 2006
- Presence/Absence Trapping Program for the Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*)* – Riverside County Transportation and Land Management Agency – County Right-of-Way Located on Deportola Road between East Benton Road and Maiz Lane within an unincorporated area of Riverside County, CA 2006
- Small Mammal Trapping* - Species of concern included Los Angeles pocket mouse and Aguanga kangaroo rat - Twin Creeks Ranch - 495.0 acre property in Riverside County, CA 2005
- Los Angeles Pocket Mouse Trapping Program* - Temecula Valley RV - Murrieta, CA 2005
- Small Mammal Trapping* - Wilson Creek Conservation Bank - 640.0 acres on Riverside County, CA 2000-2001
- Small Mammal Trapping and Surveys* - Species of concern included San Joaquin Antelope squirrel and San Joaquin pocket mouse - Wind Wolves Preserve in the San Joaquin Valley Floor, Kern County, CA 1997-1999
- Small Mammal Trapping Program* - Paul Williams and Sam Reed - Pepperdine University, Malibu, CA 1997

Habitat Conservation Plans (HCP's), Mitigation Banking, "Take" Authorizations, Section 7 Consultations and Conservation Planning

- Riparian Habitat and Creek Protection Program* for the 18.73 Acre Agoura Village East Property in the City of Agoura Hills, California
- Pilot Habitat Enhancement Program for San Bernardino Kangaroo Rat (*Dipodomys merriami parvus*; "SBKR")* Standard Pacific Homes - Redlands Project - 74.6 acres in Riverside County, CA
- Preliminary Determination of Biologically Equivalent or Superior Habitat Preservation Report* - Bundy Canyon Project - 28.28 acre project in Riverside County, CA
- Presence/Absence of Riparian/Riverine or Vernal Pool Habitat* - Standard Pacific Homes - Heritage Lakes Project - 214.16 acre property EPD/MSHCP Compliance in Riverside County, CA
- MSHCP Consistency Analysis* - Bundy Canyon Project - 28.28 acre project in Riverside County, CA

TeraCor Projects (continued)

- Environmental Assessment for the Issuance of an Incidental Take Permit under Section 10(a)(1)(B) of the Endangered Species Act for the threatened Coastal California Gnatcatcher (Polioptila californica) - Curtis Development - Murrieta Ranchos III Project - 85.0 acre property in the City of Murrieta, CA 2002*
- Delineation and Determination of Recommended Setback of a Single Family Residential Lot in Malibu Colony to an Environmentally Sensitive Habitat Area (ESHA) - Margolis Property - Malibu, CA 2005*
- San Bernardino Kangaroo Rat (Dipodomys merriami parvus; "SBKR") Habitat Conservation Plan - Standard Pacific Homes - Redlands Project - 74.6 acres in Riverside County, CA 2005*
- Preliminary Jurisdictional Delineation of the Toscana Specific Plan No. 327 a 960.0 acre subdivision Property Preliminary Evaluation of MSHCP-defined Riparian/Riverine Areas Within Specific Plan No. 327 - RanPac Engineering - Riverside County, CA 2005*
- Habitat Impact and Mitigation Assessment of Coastal Sage Scrub - Beltrami Property - 14.0 acre property in Malibu, CA 2002*
- MSHCP Compliance Survey for Burrowing Owl (Athena cunicularia), Including Phase II and Phase III - Van Daele Development - Victoria Grove Project - 110.0 acre property in Riverside County, CA 2003*
- MSHCP Compliance Survey for Burrowing Owl, Including Phase II and Phase III - Van Daele Development Tract 30155 - 68.0 acre site in Riverside County, CA 2005*
- MSHCP Riparian/Riverine and Vernal Pool Resource Analysis - Van Daele Development Tract 30155 - 68.0 acre site in Riverside County, CA 2005*
- Supplemental Analysis for MSHCP Joint Project Review - Van Daele Development Washington Street Tract 29962 - 48.84 acre property located in an unincorporated area of Riverside County, CA 2005*
- Section 7 Consultation for Sensitive Riparian Nesters - Bundy Canyon Project - 28.28 acre project in Riverside County, CA 2004*
- Section 7 Consultation for Quino Checkerspot Butterfly (Euphydryas Editha Quino) and California Gnatcatcher (Polioptila californica) - De Pasquale Family Trust - 68.0 acre site in Riverside County, CA*
- Section 7 Consultation for Quino Checkerspot Butterfly (Euphydryas Editha Quino) and California Gnatcatcher (Polioptila californica) - Tentative Tract No. 23209, City of Temecula, Riverside County, CA*
- Biological Constraints Analysis - Cahuilla Creek Mitigation Bank - 600.0 acres in Riverside County, CA*
- Quino Checkerspot Butterfly Surveys Butterfly (Euphydryas Editha Quino) and Mitigation Bank Planning - Wilson Creek Mitigation Bank - Sunland Development and RanPac Engineering, Riverside County, CA*
- Biological Surveys - Army Corps of Engineers Jurisdictional Analyses - County of Los Angeles Department of Public Works - Santa Anita Mitigation Bank - in Los Angeles, CA*
- Habitat Conservation Plan and "Take" Authorization - Assessment District 161 - Endangered Species Probability Assessments for Major Landholders in the District - in Riverside County, CA*
- California Gnatcatcher (Polioptila californica) Surveys and Mitigation Plan Development for "Take" Authorization - Forest Lawn Memorial-Parks - in Covina Hills, CA*
- Quino Checkerspot Butterfly (Euphydryas Editha Quino) Habitat Suitability Analysis - 640.0 acre site in southwestern Riverside County, CA*
- Evaluation and Site Assessment of Four Potential Release Sites for the California Condor (Gymnogyps californianus) - Condor Recovery Program - in Kern and Tulare Counties, CA*
- Preparation of the Preserve Strategy of the HCP - Wind Wolves Preserve - in Kern County, CA*
- Transverse Range Project-Acquisition Lands Suitability Analysis - The Wildlands Conservancy - State Route 14 Corridor in Los Angeles County, 1998*

Wetland/Waters Jurisdictional Delineations/Clean Water Act - Section 401/404 and Fish and Game Code Section 1603 Compliance

- Preliminary Jurisdictional Delineation and Determination of U.S. Army Corps of Engineers and California Department of Fish and Wildlife Jurisdiction for the 91-acre Andora Project - Vesting Tentative Tract Map No. 73427 Located in Chatsworth, California*
- ACOE/CDFW/RWQCB Application Preparation and Agency Processing for A 38.1 Acre Property Located on the North Side of Van Buren Boulevard in an Unincorporated Portion of the County of Riverside, California*

TeraCor Projects (continued)

California Rapid Assessment Method Executive Summary for the 18.73 Acre Agoura Village East Property in the City of Agoura Hills, California

Preliminary Determination of California Department of Fish and Game "Streambeds" Jurisdiction Cahuenga Highlands, Forest Lawn Memorial-Park, Hollywood Hills, CA

Preliminary Determination of U.S. Army Corps of Engineers "Waters" and Wetlands Jurisdiction Cahuenga Highlands, Forest Lawn Memorial-Park, Hollywood Hills, CA

Preliminary Determination of California Department of Fish and Game "Streambeds" Jurisdiction and Impact Analysis Forest Lawn Memorial-Park, Hollywood Hills, CA

Preliminary Determination of U.S. Army Corps of Engineers "Waters of the U.S." and Wetlands Jurisdiction and Impact Analysis Forest Lawn Memorial-Park, Hollywood Hills, CA

Investigation of Drainage Located at 24550 Bundy Canyon Road, Wildomar, California

ACOE / CDFG Delineation, Thomas Mountain Ranch - Tract Map No. 36327, Riverside County, CA

ACOE / CDFG Preliminary Delineation for an approx. 23.26 acre property, Riverside County, CA

Jurisdictional Delineation And Determination For U.S. Army Corps Of Engineers And California Department Of Fish And Game Jurisdiction And Impact Analysis – Rundall - L. A. Oncology Medical Corp For A Single Family Home On A 22.0 Acre Parcel 3712 Carbon Canyon Rd. Malibu, California

Preliminary Jurisdictional Delineation And Determination Of U.S. Army Corps Of Engineers And California Department Of Fish And Game Jurisdiction - Citicom Development - For An Approximate 29.54 Acre Property Located Within The City Of Beaumont, California

ACOE Preliminary Determination Of Non-Jurisdiction - Parcel Map No. 35212, A 57.0 Acre Property Located Within An Unincorporated Area Of Riverside County, California

ACOE/CDFG California Rapid Assessment Method (CRAM) Executive Summary - Davcon Overland Plaza

ACOE/CDFG Preliminary Jurisdictional Delineation - For A Flood Control Channel Of Approximate 824 Feet Located In The Corner Of Overland Drive And Ynez Road In City Of Temecula , Within Riverside County, California

ACOE California Rapid Assessment Method (Cram) Executive Summary (Biological Functions And Values Analysis - PacTen Partners - For The Approximate 36.0 Acre Commerce Pointe Property Located In An Unincorporated Area Of Riverside County, CA

ACOE/CDFG Preliminary Jurisdictional Delineation And Determination – PacTen Partners Junction Property - For An Approximate 50.95 Acre Property Located In An Unincorporated Area Of Riverside County, CA

ACOE/CDFG Preliminary Jurisdictional Delineation - Citicom Development - For An Approximate 29.54 Acre Property Located Within The City Of Beaumont, CA

ACOE/CDFG Preliminary Jurisdictional Delineation And Determination – Southwest Land Consultants - For An Approximate 8.42 Acre Property Located In An Unincorporated Area Of Riverside County, CA

ACOE/CDFG Preliminary Jurisdictional Delineation and Determination – Forest Lawn Memorial-Parks Association – Master Plan Project – 444.0 acre property in the City of Los Angeles, CA 2006

ACOE/CDFG Preliminary Jurisdictional Delineation and Determination - Pinnacle Equities, Inc. – Landing Grove Project – 16.0 acre property in the City of Murrieta, CA 2006

ACOE/CDFG Preliminary Jurisdictional Delineation and Determination – Christopher A. Joseph & Associates – Malibu County Club – 350.0 acre property in the City of Malibu, CA 2006

Jurisdictional Delineation and Determination - Christopher A. Joseph & Associates – Liberty Canyon Project – 161.17 acre property in Los Angeles County, CA 2006

ACOE/CDFG Preliminary Jurisdictional Delineation and Determination - PacTen Partners - 37.0 acre property in Riverside County, CA 2006

ACOE/CDFG Preliminary Jurisdictional Delineation and Determination - PacTen Partners – 56.0 acre property in Riverside County, CA 2006

ACOE/CDFG Preliminary Jurisdictional Delineation and Determination - Pacific Pointe Partners, Inc. – 57.0 acre property in Riverside County, CA 2006

Jurisdictional Delineation - Rancon Real Estate - Redhawk Valley Project - 61.0 acre property in Riverside County, California 2004

TeraCor Projects (continued)

- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Brookfield Homes - 584.0 acre property in Riverside County, CA
- ACOE/CDFG Jurisdictional Delineation* - Christopher A. Joseph & Associates - Liberty Canyon Project - 161.0 acre site in Los Angeles County, California 2005
- Preliminary ACOE Jurisdictional Investigation* - Callaway 220 - 80.0 acre property in Riverside County, California 1999
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Centex Homes - Pigeon Pass Project - 38.8 acre property in Moreno Valley, California 2003
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Combined Properties - Scott Road Project - 10.1 acre property in the incorporated City of Murrieta, CA 2003
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Riverside County Transportation Department - Corydon Street Project - Riverside County, California 2003
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Curtis Development - Moreno Valley Project - 98.7 acre property in Riverside County, California 2003
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Curtis Development - Murrieta Fields II Project - 4.49 acre property in Riverside County, California 2003
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Forest Lawn Memorial-Park - Stormwater Management Plan - 400.0 acre property in Hollywood Hills, Los Angeles County, CA 2004
- ACOE/CDFG Jurisdictional Delineation* - Warm Springs Creek - 17.56 acre property located on Warm Springs Creek, Riverside County, CA 2005
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - J & R Oil - Bundy Canyon Project - 58.0 acre property in Riverside County, CA 2003
- ACOE/CDFG Preliminary Jurisdictional Determination and Delineation* - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in Los Angeles County, CA 2004
- ACOE/CDFG Jurisdictional Determination and Delineation* - Pacific Century Homes - Cactus Valley Project - 40.28 acre property in Riverside County, CA 2004
- ACOE/CDFG Jurisdictional Determination and Delineation* - Pacific Century Homes - Sage Road Project - 18.43 acre property in Riverside County, CA 2004
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Dendy Real Estate - Palmilla Project - 14.0 acre property in Riverside County, California 2004
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Regency Centers - Bear Creek Village Project - 10.5 acres in Riverside County, CA 2004
- Determination of Non-Jurisdictional Authority - Line E Storm Drain Plan and Associated Outlet Structure at Salt Creek Standard Pacific Homes - Heritage Lakes Project* - Riverside County, CA 2004
- Jurisdictional Determination Opinion* - Standard Pacific Homes - Osterkamp Tract No.'s 29677 & 29677-1 - in Riverside County, CA 2005
- Maintenance and Management Plan* - Standard Pacific Homes Victoria Arbors Project - 0.97 acre wetland area in the City of Rancho Cucamonga, CA 2005
- Preliminary Jurisdictional Impact Analysis of Temescal Wash* - RanPac Engineering - Toscana Specific Plan No. 327 - 960.0 acre property in Riverside County, CA 2005
- ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination* - Van Daele Development Tract 30155 - 68.09 acre property in Riverside County, CA 2002
- ACOE Draft Alternative Analysis and Associated Environmental Consequences* - Van Daele Development Tract 30155 - 68.09 acre property in Riverside County, CA 2005
- ACOE Preliminary Jurisdictional Delineation of 24 Ponged Features* - Van Daele Development Tract 30155 - 68.09 acre property in Riverside County, CA 2005
- RWQCB Bio-swale Runoff Treatment System, 2) Replacement 380 Foot Natural Channel Comprising "Waters of the U.s." Not Utilized for NTS Purposes, 3) Revised Tentative Tract Map Reducing the Number of Planned Residences from 240 Units to 219 Units and Resulting Open Space, and 4) Adopted Mitigated Negative Declaration for the Project under CEQA - Van Daele Development Tract 30155 - 68.09 acre property in Riverside County, CA 2005

TeraCor Projects (continued)

ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination - Van Daele Victoria Grove Project - 110.08 acre property in Riverside County, CA 2004

ACOE Compliance with the Federal Clean Water Act Section 404 - Riverside County Transportation Department - Hicks Street Improvement Project - Riverside County, CA 2003

CDFG Operation of Law - Van Daele Victoria Grove Project - 110.08 acre property in Riverside County, CA 2005

Riverside County Supplemental Analysis Documenting Absence of Riparian/Riverine/Vernal Pool Resources - Van Daele Victoria Grove Project - 110.08 acre property in Riverside County, CA 2004

ACOE/CDFG Jurisdictional Determination and, "Waters" and Wetland Determination - Van Daele Washington Street Tract 29962 - 48.84 acre property in an unincorporated area of Riverside County, CA 2004

RWQCB Bio-Swale/Basin Plan Design - Van Daele Washington Street Tract 29962 - 48.84 acre property in an unincorporated area of Riverside County, CA 2004

CDFG Determination, "Waters" and Wetland Delineation - Santa Anita Wash - in Los Angeles County, CA

NRCS Consultation and Wetland Delineation - Christopher A Joseph & Associates - Food Security Act Compliance - Agricultural Operation - in Mission Hills, CA 1998

CDFG Determination "Waters" and Wetland Delineation - Forest Lawn Memorial-Park Vista Project - Un-named Tributary to Walnut Creek in the San Jose Hills, CA 2001

CDFG Determination and "Waters" Determination - Forest Lawn Memorial-Park Sennett Creek Project - Santa Monica Mountains, CA 2001-2004

CDFG Determination, "Waters" and Wetland Determination - Christopher A. Joseph & Associates Little Sycamore Subdivision - Santa Monica Mountains, Los Angeles County, CA 2001

Wetlands and Waters Determinations and Agency Processing for a Section 7 Consultation under the federal Endangered Species Act - Ranpac Engineering Tentative Tract No. 23209 - 80.0 acre site in Temecula, CA 20000

ACOE/CDFG Jurisdictional Determination - English Canyon Creek - 40.0 acre site in the City of Chino Hills, CA 2002

ACOE/CDFG Jurisdictional Determination - Sycamore Partners Pala Road and Gird Road - in the County of San Diego, CA 1998

ACOE/CDFG Jurisdictional Determination - Transportation and Land Management Agency - Interstate 215/Newport Road - Riverside County, CA 2000

ACOE/CDFG Jurisdictional Determination - Irvine Industries - 20.0 acre site in the City of Murrieta, Riverside County, CA 2000

Restoration, Exotic Species Removal, and Mitigation Monitoring

Annual Mitigation Monitoring Report Mosaic Project (Tract Map No. 28206) City of Menifee, Riverside County, California

Annual Mitigation Monitoring Report for the Mitigation Channel at the Antelope Square Commercial Center in the City of Murrieta, California

Final Habitat Mitigation and Monitoring Plan - 47.78 Acre Commerce Pointe I and II Industrial Park Property Located Between Zeiders Road and Interstate 215, County of Riverside

Final Programmatic Habitat Mitigation and Monitoring Plan for the Forest Lawn Memorial-Park, Hollywood Hills, CA

Habitat Mitigation and Monitoring Plan for Forest Lawn Memorial-Park, Hollywood Hills 2006 Clarification Basins, Mitigation Basin, and Sediment Traps Plan City of Los Angeles, California

Habitat Mitigation Monitoring and Reporting Plan - Los Alamos Road Widening Project City of Murrieta, California

Letter Report Of Environmental Monitoring Results Riverside County EDA - Rice Communication Tower

Habitat Mitigation And Monitoring Plan For The Temporal Loss Of 0.073 Acre Associated With The Margarita Ville Project - DKN Holdings, LLC/CDFP, LP - Located At The Intersection Of Murrieta Hot Springs Road And Margarita Road Within The City Of Murrieta, California 2008

Mitigation and Monitoring Plan – Forest Lawn Memorial-Parks Association – Stormwater Management Plan – 444.0 acre property in the City of Los Angeles, CA 2006

Restoration Plan - Campbell Property - 5.9 acre property in the City of Malibu, CA 2004

Retention Basin Concept Design Plan - Regency Centers - Bear Creek Village Project - 10.5 acre site in Riverside County, CA 2005

Fire Clearance Area Monitoring - Forest Lawn Memorial-Park - Covina Hills, CA 2005

TeraCor Projects (continued)

Habitat Restoration and Slope Remediation - Forest Lawn Memorial-Park - Covina Hills, CA 2004-2005

Mowing Operations Monitoring - Forest Lawn Memorial-Park - Covina Hills, CA 2003

Nesting Bird Surveys and Monitoring - Forest Lawn Memorial-Park - Covina Hills, CA 2004 and 2005

Vista Restoration - Forest Lawn Memorial-Park - Vista Project - Covina Hills, CA

Habitat Restoration - Forest Lawn Memorial-Park - Courts of Remembrance Drainline - Hollywood Hills, CA 2004-2005

Sennett Creek Restoration - Forest Lawn Memorial-Park - 3.89 acre area in Hollywood Hills, CA 2000 -2005

Pre-construction and Monitoring Surveys - Transportation and Land Management Agency - State Highway 79 - Temecula, CA 2004 and 2005

Sensitive Species Monitoring - Metropolitan Water District and Helix Environmental - Bypass Pipeline Testing - Johnson Ranch/Lake Skinner Facility - approximately 250.0 acres in Riverside County, CA 2002

*Mitigation Monitoring for a Coastal California Gnatcatcher (*Polioptila californica*) HCP* - Pacific Century Homes and Cornerstone Homes Tract No. 20704 - 80.0 acres in Lake Elsinore, CA 2002

Restoration and Enhancement Program - Carbon Canyon - 0.89 acre site in Malibu, CA 2000

Samuel Reed, Principal

The Principal

Samuel J. Reed, founder of TERACOR Resource Management, Inc., has over 30 years of biological assessment and environmental management experience involving a wide range of ecological, environmental and planning-related projects. Mr. Reed has extensive field experience throughout a variety of California regions and ecosystems. He is responsible for the preparation of biological assessments, focused survey methodology, wetland delineations, habitat conservation plans, restoration plans, animal relocation plans, and mitigation banking programs. In addition, he manages and oversees preparation of Alternatives Analyses, Environmental Assessments, and constraints analyses. Mr. Reed also has a substantial background in planning and zoning practices and has unique technical expertise with regard to governmental processing procedures and development issues in natural and urban fringe areas. He obtained his Bachelor's, University of California at Los Angeles (UCLA) in Analysis and Conservation of Ecosystems.

Samuel Reed, Principal

Professional Synopsis

Samuel Reed has undertaken and managed numerous environmental and planning assignments since 1983. Mr. Reed has unique dual expertise in natural and urban settings. He is frequently asked to reconcile competing objectives involving the balance of sensitive resources with growth and development pressures. He prepares ecological assessments and natural resource studies, HCPs, environmental assessments, wetland delineations, conservation planning, and mitigation banking programs. His focused survey experience includes endangered and threatened songbirds, amphibians, small mammals, and insects. He maintains the necessary state and federal permits to conduct these surveys.

Areas of Expertise

Resource Assessments, Biological Studies and Restoration Plans

Mr. Reed works in diverse environments and ecosystems, having performed numerous and often complex biological assessments from San Diego to Kern County since 1990. He has a focused expertise in landscape ecology and conservation practices and has designed numerous restoration projects and designs endangered and threatened species surveys.

EIR's, EA's, and EIS's

Samuel Reed has managed impact assessments for projects in natural settings as well as dense urban areas. He specializes in comprehensive issue identification and environmental strategy to meet the demands of today's challenging regulatory environment.

Conservation Planning

Mr. Reed has worked extensively in conservation efforts across southern California. He integrates knowledge of both the natural and built environments to formulate successful conservation plans for diverse clients, including the National Audubon Society, the U.S. Fish and Wildlife Service, The Wildlands Conservancy, and private mitigation banking projects.

CWA Compliance and Wetland Delineations

A thorough knowledge of ecological principles, government regulations, and hydro-geomorphic processes enables Samuel Reed to manage "waters" determinations and wetland delineations. He specializes in assessing disturbed, atypical environments, and interpreting the complexities and conditions which human alteration has caused in wetlands and a diverse array of stream systems.

Education

Bachelor's, Analysis & Conservation of Ecosystems
University of California Los Angeles
California, 1985

Professional History

Principal Biologist
TERACOR Resource Management,
Temecula, California
1997 - Present

Principal Planner/Senior Biologist
Planning Consultants Research
Santa Monica, California,
1992 - 1997

Principal Planner and
Ecological Specialist
Ultrasystems Engineers
and Constructors, Inc.
Irvine, California
1991 - 1992

Senior Environmental Planner
Will Dan Associates
City of Industry, California
1989 - 1991

Associate Environmental Planner
City of Moreno Valley
Moreno Valley, California
1986 - 1989

Analyst
Ralph Stone & Co.
Environmental Engineers
Los Angeles, California
1983 - 1985

Samuel Reed, Principal

Recent Representative Assignments

Biological Studies and Sensitive Species Assessments

- Biological Analysis of the Proposed Off-site Basin Areas for the Forest Lawn Memorial-Park, Hollywood Hills Master Plan Within the City of Los Angeles, California
- Abbreviated Preliminary Biological Assessment for an Approximate 80 Acre Property Located on the Northeast Corner of Palmdale Boulevard and 230th Street East in an Unincorporated Portion of the County of Los Angeles, California
- Rare Plant Survey and Assessment for Forest Lawn Memorial-Park, Hollywood Hills, CA
- Diurnal Raptor Surveys for Forest Lawn Memorial-Park, Hollywood Hills Within the City of Los Angeles, California
- Desert Tortoise Habitat Assessment for a 140.0 acre property located in the City of Hesperia, CA
- Protocol survey for Desert tortoise for a 453.0 acre property located in San Bernardino County, CA
- Protocol survey for Desert tortoise for a 317.0 acre property located in San Bernardino County, CA
- Desert Tortoise Pre-clearance survey for Rice Communications Tower in Riverside County, CA
- Preconstruction Survey for Desert Tortoise - Standard Pacific Homes – Amber Valley Project - 36.58 acre property in Victorville, CA
- Preconstruction Survey for Desert Tortoise - Standard Pacific Homes – Sapphire Sky Project – 40.31 acre property in Victorville, CA
- Preconstruction Survey for Desert Tortoise - Standard Pacific Homes - Tract 15310 – 53.6 acre property in Victorville, CA
- Habitat Assessment for Desert Tortoise – Topaz Ranchero, LLC – 140.0 acre property in the City of Hesperia, CA
- Desert Tortoise Monitoring - CALTRANS District 8 - 11.0 mile segment of Highway 40 East of Barstow, CA
- Desert Tortoise Survey and Monitoring - CALTRANS District 8 - 5.2 mile segment of Highway 58 between Kramer Junction and the Kern County Line, Kern County, CA
- Focused survey for western Riverside County rare plants on a 399.0 acre property located near the community of Menifee, Riverside County, CA
- Habitat assessment for the Palos Verdes blue butterfly for a 63.0 acre property in San Pedro, CA
- Focused survey for sensitive riparian bird species along a segment of the Grand Canal, City of Los Angeles, CA
- Protocol Surveys for least Bell's vireo for a 400.0 acre property in Riverside County, CA
- Protocol Surveys for least Bell's vireo for a 37.0 acre property in Riverside County, CA
- Small mammal trapping program for the Los Angeles pocket mouse for the Riverside County Transportation and Land Management Agency
- Protocol Surveys for least Bell's vireo for Forest Lawn Memorial-Park, Hollywood Hills, Los Angeles, CA
- Protocol Surveys for least Bell's vireo for the Malibu Country Club, Los Angeles County, CA
- Burrowing owl assessment for Tract No. 31997, Lot No. 129, City of Murrieta, Riverside County, CA
- Step I habitat assessment, Step II part A focused burrow survey and part B focused burrowing owl survey for parcel map 36252, Riverside County, CA
- 30-day pre-construction burrowing owl survey approx 1.8 acre project (Lorimar Winery) located on 20 acres, Riverside County, CA
- Burrowing owl assessment for Tract No. 31997, Lot No. 129, City of Murrieta, Riverside County, CA
- 30-day pre-construction burrowing owl survey for Plot Plan No. 16891-R2 approx 4.37 acre project located on 10 acres west of Ponte Winery, Riverside County, CA
- Focused survey for burrowing owl on an approximate 960.0 acre property (Warm Springs Ranch) in Riverside County, CA
- Focused winter survey for burrowing owl on a 5.4 acre property in the City of Palmdale, Los Angeles County, CA
- Focused survey for burrowing owl on an approximate 50.28 acre property in the City of Menifee, Riverside County, CA
- Focused survey for burrowing owl for a 3.24 acre property in the community of Mead Valley, Riverside County, CA
- Focused survey for burrowing owl for an approximate 23.26 acre property (Anza Mountain Estates) east of the City of Temecula, Riverside County, CA
- Focused survey for burrowing owl for a 241.63 acre property (Galway Downs) in Riverside County, CA
- Focused survey for burrowing owl on a 57.0 acre property located near the City of Murrieta, Riverside County, CA
- Focused survey for burrowing owl on a 56.0 acre property located near the community of Menifee, Riverside County, CA
- Focused survey for burrowing owl on a 37.0 acre property located near the community of Menifee, Riverside County, CA
- Focused survey for burrowing owl on a 13.0 acre property located near the community of Menifee, Riverside County, CA
- Focused survey for burrowing owl on a 37.7 acre property located near the City of Murrieta, Riverside County, CA
- Focused survey for burrowing owl on a 78.0 acre property located near the community of Menifee, Riverside County, CA
- Focused survey for burrowing owl on a 25.0 acre property near March Air Force Reserve Base, Riverside County, CA
- Focused survey for burrowing owl on a 120.0 acre property located near the community of Mira Loma, Riverside County, CA

Samuel Reed, Principal

Focused survey for burrowing owl on a 39.62 acre property near the City of Temecula, Riverside County, CA
Focused winter survey for burrowing owl on a 5.4 acre property in the City of Palmdale, Los Angeles County, CA
Focused survey for western Riverside County rare plants on a 37.7 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for western Riverside County rare plants on a 57.0 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for sensitive riparian bird species along a segment of the Grand Canal, City of Los Angeles, CA
Focused survey for sensitive riparian bird species for a 0.97 acre mitigation area in the City of Rancho Cucamonga, Riverside County, CA

California gnatcatcher and sensitive riparian bird species focused surveys for a 63.0 acre property in San Pedro, CA
Focused survey for arroyo toad on Temecula and Cottonwood Creeks on a 400.0 acre property in Riverside County, CA
Tejon Ranch Biological Study, Los Angeles and Kern Counties
Pepperdine University Biological Assessment, Malibu
San Emigdio New Town Biological Assessment Program, Kern County
Wind Wolves Preserve Ecological Field Studies and Mitigation Program, Kern County
Small Mammal Trapping Program performed in Consultation with R. McKernan, San Bernardino Natural History Museum, proposed Wilson Valley Ecological Reserve, southwestern Riverside County
Quino Checkerspot Butterfly Surveys and Report, Five Reports on Five Sites for Pacific Century Homes, Murrieta
Quino Checkerspot Butterfly Surveys and Report, 100 Acre Site for the Boys and Girls Club of San Diego County, near Highway 79, Oak Grove
Quino Checkerspot Butterfly Surveys and Report, 60 Acre Site for RANCON Real Estate and J. Hunkins, Murrieta
Wilson Creek Riparian Bird Survey, Proposed Wilson Valley Ecological Reserve, southwestern Riverside County
California Gnatcatcher Surveys, 300 Acre Site for Chevron USA, Whittier
California Gnatcatcher Surveys, Proposed Wilson Valley Ecological Reserve, Riverside County
Biological Assessment for the Forge Lodge Development Project, 5 Acre Site in Solstice Canyon, Malibu
Biological Assessment for a 2.5 Acre Site for The Lee Group, Marina del Rey, City of Los Angeles

Special Studies and Technical Reports

Stream Avoidance Feasibility Analysis, County of Riverside, Menifee
Mitigation Bank Design Study - County of Los Angeles, Arcadia
Pacific Pipeline - Project Impact Assessment for the Tejon Ranch, Kern and Los Angeles Counties
National Audubon Society - Biodiversity and Conservation Planning Services - Southern California
Wind Wolves Preserve - Habitat Protection Strategy and Plan, Kern County
Black Star Canyon Mitigation Bank Feasibility Study - Southern California Edison, Orange County
Wind Wolves Preserve - Oil industry Best Management Practices and Mitigation Measures

Wetland/Waters Jurisdictional Delineations/Clean Water Act – Section 401/404 and Fish and Game Code Sections 1601/1603 Compliance

Preliminary Determination of California Department of Fish and Game “Streambeds” Jurisdiction Cahuenga Highlands, Forest Lawn Memorial-Park, Hollywood Hills, CA
Preliminary Determination of U.S. Army Corps of Engineers “Waters” and Wetlands Jurisdiction Cahuenga Highlands, Forest Lawn Memorial-Park, Hollywood Hills, CA
Preliminary Determination of California Department of Fish and Game “Streambeds” Jurisdiction and Impact Analysis Forest Lawn Memorial-Park, Hollywood Hills, CA
Preliminary Determination of U.S. Army Corps of Engineers “Waters of the U.S.” and Wetlands Jurisdiction and Impact Analysis Forest Lawn Memorial-Park, Hollywood Hills, CA
ACOE / CDFG Delineation, Thomas Mountain Ranch - Tract Map No. 36327, Riverside County, CA
ACOE / CDFG Preliminary Delineation for an approx. 23.26 acre property, Riverside County, CA
Tentative Tract No. 30303 - ACOE / CDFG Delineation in southwest Riverside County, CA
Van Daele - Victoria Grove ACOE / CDFG Delineation in Riverside County, CA
Anza Road - Redhawk Valley ACOE / CDFG Delineation in Riverside County, CA
Brookfield Homes - ACOE Jurisdictional Delineation in Riverside County, CA

Samuel Reed, Principal

ACOE / CDFG Delineation D. Parker – Scott/Zeiders – in the City of Menifee, Riverside County, CA
ACOE / CDFG Delineation The PRES Companies – Riverside Drive in the City of Lake Elsinore, CA
Forest Lawn Memorial-Park, Hollywood Hills - ACOE/CDFG Delineation in Los Angeles County, CA
Malibu Country Club – ACOE / CDFG Delineation in Los Angeles County, CA
ACOE / CDFG Delineation Liberty Canyon - Calabasas/Agora Hills area, Los Angeles, California
Pepperdine University - CWA and CDFG Compliance, Los Angeles County
Sycamore Ranch - CWA and CDFG Compliance, Presley Homes, San Diego
Blackstar Canyon Mitigation Bank, Southern California Edison - CWA and CDFG Compliance, Orange County
Calmat Properties - CWA and CDFG Compliance, City of Upland
Canyon Oaks Estates in Topanga Canyon - CWA and CDFG Compliance, Topanga Canyon
Rye Canyon Business Park - CWA and CDFG Compliance, Santa Clarita
Marie Canyon - CWA and CDFG Compliance, Malibu
West Bluffs Residential Project - CWA and CDFG Compliance, Los Angeles
Santa Anita Spreading Grounds - Wetlands and "Waters" Determination, County of Los Angeles Department of Public Works, Arcadia
Tentative Tract No. 23209 Wetlands and Waters Determinations and Agency Processing for a Section 7 Consultation under the federal Endangered Species Act, 80 Acre Site for Ranpac Engineering, Temecula

Vegetation Mapping

Vegetation mapping for a 960.0 acre property near the Cities of Murrieta and Menifee in Riverside County, CA
Vegetation mapping for an approximate 80 acre property each of Palmdale in Los Angeles County, CA
500.00 acre property at Twin Creeks Ranch Riverside County, CA
Habitat mapping on a 48 acre property in Horse thief Canyon, Riverside County, CA
Oak Tree Mapping at the Oak Tree Removal Project in Hollywood Hills, Los Angeles County, CA
Habitat mapping of a 44.0 acre property near Latigo Canyon, Malibu, CA
Vegetation mapping on a 40.0 acre property east of Temecula in Riverside County, CA
Vegetation mapping on a 36.0 acre property east of Temecula in Riverside County, CA
Vegetation mapping for Forest Lawn Memorial-Park, Hollywood Hills in Los Angeles County, CA
Vegetation mapping for a 37.0 acre property near the City of Murrieta, Riverside County, CA
Vegetation mapping for a 5.4 acre property in the City of Palmdale, Los Angeles County, CA

Ecological Monitoring

Final Programmatic Habitat Mitigation and Monitoring Plan for the Forest Lawn Memorial-Park, Hollywood Hills, CA
Habitat Mitigation and Monitoring Plan for Forest Lawn Memorial-Park, Hollywood Hills 2006 Clarification Basins, Mitigation Basin, and Sediment Traps Plan City of Los Angeles, California
Griffith Park Oak tree planting program, Los Angeles, CA
Mitigation and Monitoring Plan for a 13.2 acre property in the City of Murrieta, Riverside County, CA
Preliminary Oak Tree Survey and Assessment for a 960.0 acre property located in Temescal Valley, Riverside County, CA
Mitigation and Monitoring Plan for a 111.0 acre property located near Lake Mathews, Riverside County, CA
Habitat Mitigation and Monitoring Plan for the Margarita Ville Project in the City of Murrieta, CA
Mitigation and Monitoring Report for Antelope Square Commercial Center, Murrieta, CA
Habitat Mitigation and Monitoring Plan for the Drainage L, Basin 12 Interim Project at Forest Lawn Memorial-Park, Hollywood Hills, City of Los Angeles, CA
Joshua tree Survey and Assessment for Centex Homes in Hesperia, CA
Highway 79 Improvement Project - County of Riverside, CA
Forest Lawn Memorial-Park - Oak Tree Removal Monitoring and Mitigation Program, CA
Bear Creek Commercial Project – 0 .5 acre mitigation basin design improvements and monitoring, County of Riverside, CA
Ornamental Tree Report - MWH Development - Terra Vista Project - 6.38 acre property within the Incorporated City of Los Angeles, CA
Oak Tree Report - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in the City of Los Angeles, CA

Samuel Reed, Principal

Ornamental Tree Report - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in the City of Los Angeles, CA
Tree Survey and Assessment - Daigle Architecture and Planning - 59.7 acre property in Murrieta, CA
Oak Tree Survey and Assessment - Rancon Real Estate - Redhawk Valley Project - 60.84 acre site in the County of Riverside, CA
Tree Management Plan - Forest Lawn Memorial-Park - A Program for the Maintenance, Preservation, Removal and Replacement of Coast Live Oak Trees and Preservation and Maintenance of California Sycamores in Sennett Creek, Hollywood Hills, CA
Oak Tree Assessment - Forest Lawn Memorial-Park, Hollywood Hills - Dedication Parcel to Griffith Park, Los Angeles County, CA
Oak Tree Evaluation - Forest Lawn Memorial-Parks Hollywood Hills, Los Angeles County, CA
Oak Tree Survey and Assessment - Regency Centers - Bear Creek Village Project - 10.5 acre site in the County of Riverside, CA
Oak Tree Survey and Assessment of 20.7 Property located on Vuelta Grande Road, in the County of Riverside, CA

Habitat Enhancement, Conservation and Monitoring Plans

Brown-headed cowbird (BHCO) trapping, Bonelli Regional Park, Los Angeles County, CA.
Brown-headed cowbird (BHCO) trapping, Forest Lawn Memorial-Parks, Covina Hills, Los Angeles County, CA
Brown-headed cowbird (BHCO) trapping, Twin Creek Ranch, Riverside County, CA
Brown-headed cowbird (BHCO) trapping, El Sobrante Landfill, Riverside County, CA
Habitat Conservation Plan for the San Bernardino kangaroo rat on a 74.55 acre property in the City of Redlands, San Bernardino County, CA

Environmental Assessments and Constraints Analyses

Environmental Assessment for the California Condor Recovery Program Release Sites, Kern and Tulare Counties, California
Canyon Oaks Estates, Topanga Canyon, Los Angeles
Seigal Ranch, Riverside County
Tejon Ranch Master Plan Constraints Assessments, Kern County
Environmental Assessment for a 10,000 Acre-foot Colorado River Water Entitlement, Bureau of Reclamation, Bullhead City, Arizona

Tree Surveys

Protected Tree Survey and Assessment And Impact Analysis for Forest Lawn Memorial-Park, Hollywood Hills, CA
General Tree Assessment for Forest Lawn Memorial Park, Hollywood Hills, CA
Joshua tree Survey and Assessment for Centex Homes in Hesperia, CA
Joshua tree Survey and Assessment for Centex Homes in Victorville, CA
Preliminary Oak Tree Survey and Assessment for a 960.0 acre property located in Temescal Valley, Riverside County, CA

Special Permits and Certifications

State of California Scientific Collecting Permit No. 801102-04
Federal Endangered Species Survey Permit No. 839896-4
Federal Bird Banding Sub-Permit No. 21982
Authorization to take, possess, and transport Flat-tailed Horned Lizards

Jared Reed, Senior Biologist

Professional Synopsis

Jared Reed has had substantial experience working in the natural environments of southern California since 2001. He currently conducts and assists with surveys for the arroyo toad, California gnatcatcher, burrowing owl, and other rare and sensitive species. Mr. Reed also performs biological assessments, and has written habitat assessments and focused reports for rare and sensitive species. He participates in Brown-headed Cowbird trapping, and wetland/ "waters" delineations. Additionally, Jared conducts floral and faunal surveys, and works directly in native habitat restoration projects throughout Riverside, San Bernardino, and Los Angeles Counties. Mr. Reed is also responsible for habitat assessments for small mammal species such as Aguanga kangaroo rat and Los Angeles pocket mouse, and conducts small mammal trapping programs in Riverside County. He works in diverse natural environments and ecosystems ranging from arid climates in semi-deserts to freshwater marshes and streams in cismontane and desert areas of California.

Bird Species Surveys

Mr. Reed has conducted numerous bird species surveys in Santa Barbara, Los Angeles, Riverside, and San Bernardino Counties. Currently Mr. Reed conducts surveys for burrowing owl, least Bell's vireo, and other bird species in all of southern California's habitats ranging from coastal communities to the desert. Mr. Reed has also assisted with focused surveys for the California gnatcatcher.

Amphibian Species Surveys

Jared Reed currently conducts focused surveys for the Federally endangered arroyo toad. Mr. Reed has performed focused surveys for the arroyo toad in southern Riverside County along both Temecula and Cottonwood Creeks. Mr. Reed is also authorized by the Department of Fish and Game to take, possess, and transport flat-tailed horned lizards out of harm's way during monitoring activities, and is trained in tracking and finding flat-tailed horned lizards.

Small Mammal Trapping

Mr. Reed has been involved with small mammal trapping programs and conservation planning in Riverside County for species such as the endangered San Bernardino kangaroo rat. Mr. Reed has performed trapping programs for the Aguanga kangaroo rat and Los Angeles pocket mouse in southern Riverside County.

Brown-headed Cowbird Trapping

Mr. Reed has been involved with the installation and maintenance of BHCO traps in Los Angeles and Riverside County. In addition to participating in trap location design and placement, he maintains traps, which includes BHCO removal, the replacement of water, food, perches, and other humane necessities required for the birds' comfort level. Under supervision, he has participated in the recording of data regarding the number of individuals of targeted and non-targeted species captured in the traps, the release of non-target species, and other general duties associated with trap maintenance.

Native Tree and Plant Surveys

Mr. Reed has conducted surveys and assessments for native tree and plant species such as coast live oak, western sycamore, southern California black walnut, smooth tarplant, San Diego ambrosia, Munz's onion, Davidson's saltscale and Joshua trees in Los Angeles, Riverside and San Bernardino Counties.

Education

Bachelor of Science (B.S.)
Ecology and Evolution,
University of California, Santa Barbara
(UCSB)
Santa Barbara, California

Professional History

Senior Biologist
TERACOR Resource Management
2014 – Present

Senior Associate Biologist
TERACOR Resource Management
2008 – 2013

Associate Biologist
TERACOR Resource Management
2005 to 2008

Environmental Technician
TERACOR Resource Management
2001 - 2005

Community Volunteer/Technical Training

Western Riverside County Multiple Species
Habitat Conservation Plan Implementation
Training Session, Riverside, CA 2013

Willow Flycatcher Survey Training
Workshop
Kern River Preserve, CA 2010

Flat-Tailed Horned Lizard Survey and
Monitoring Training, El Centro, CA 2010

Bird Banding Training
Eaton Canyon Park & Nature Center,
Pasadena, CA 2009

Attendee,
Desert Tortoise Council - Survey
Techniques Workshop
November 2006

Mammal/Bird
Museum of Systematics and Restoration
Ecology
University of California, Santa Barbara
2003-2004 (Volunteer)

Curation
San Bernardino County Museum
2005 – Present (Volunteer)

Professional Associations

California Native Plant Society
Cornell Lab of Ornithology

Jared Reed, Senior Biologist (continued)

General Biological Assessments and Vegetation Surveys

Jared Reed has conducted General Biological Assessments on projects such as Horsethief Canyon near Lake Elsinore and Van Daele - Victoria Grove in Riverside County. Included in these General Biological Assessments were vegetation lists that he had assisted in creating while surveying the properties. Mr. Reed has also participated in community vegetation mapping in various projects including Horsethief Canyon and the Oak Tree Removal project at Forest Lawn Hollywood Hills. GIS mapping resource and applications were utilized in the field.

Wetland/"Waters" Delineations

Jared has performed wetland and "waters" jurisdictional delineations and analyses in compliance with Army Corps of Engineers and California Department of Fish & Game protocols at numerous locations. These locations have included Sennett Creek in Hollywood Hills in Los Angeles County, Van Daele - Victoria Grove and Bundy Canyon in Riverside County, CA.

Volunteer Activities

Prior to its temporary closing in 2010, Mr. Reed volunteered monthly at the San Bernardino County Museum Biological Sciences Division. Mr. Reed volunteered at the San Bernardino County Museum between 2005 and 2007. Under the supervision of Gerald Braden and Karen Carter, Mr. Reed's primary duty is the curation of small mammals such as kangaroo rats (*Dipodomys* spp.), pocket mice (*Chaetodipus* spp. and *Perognathus* spp.), woodrats (*Neotoma* spp.), deermice (*Peromyscus* spp.), and other species. Further, Mr. Reed also processed reptiles and amphibians for the museum collection which includes species such as California mountain kingsnake (*Lampropeltis zonata*), Couch's spadefoot (*Scaphiopus couchii*), Mexican spadefoot (*Spea multiplicata*), and green toad (*Bufo debilis*).

Jared Reed, Senior Biologist (continued)

Recent Representative Assignments

Wetland/Streambed Delineations

- Preliminary Determination of California Department of Fish and Game "Streambeds" Jurisdiction Cahuenga Highlands, Forest Lawn Memorial-Park, Hollywood Hills, CA
- Preliminary Determination of U.S. Army Corps of Engineers "Waters" and Wetlands Jurisdiction Cahuenga Highlands, Forest Lawn Memorial-Park, Hollywood Hills, CA
- Preliminary Determination of California Department of Fish and Game "Streambeds" Jurisdiction and Impact Analysis Forest Lawn Memorial-Park, Hollywood Hills, CA
- Preliminary Determination of U.S. Army Corps of Engineers "Waters of the U.S." and Wetlands Jurisdiction and Impact Analysis Forest Lawn Memorial-Park, Hollywood Hills, CA
- ACOE / CDFG Delineation, Thomas Mountain Ranch - Tract Map No. 36327, Riverside County, CA
- ACOE / CDFG Preliminary Delineation for an approx. 23.26 acre property, Riverside County, CA
- ACOE / CDFG Delineation Tentative Tract No. 30303 in southwest Riverside County, CA
- ACOE / CDFG Delineation Van Daele - Victoria Grove in Riverside County, CA
- ACOE / CDFG Delineation Anza Road - Redhawk Valley in Riverside County, CA
- ACOE Jurisdictional Delineation Brookfield Homes - in Riverside County, CA
- ACOE / CDFG Delineation D. Parker – Scott/Zeiders – in the City of Menifee, Riverside County, CA
- ACOE / CDFG Delineation The PRES Companies – Riverside Drive in the City of Lake Elsinore, CA
- ACOE/CDFG Delineation Forest Lawn Memorial-Park, Hollywood Hills - in City of Los Angeles, CA
- ACOE / CDFG Delineation Malibu Country Club – in Los Angeles County, CA
- ACOE / CDFG Delineation Liberty Canyon - Calabasas/Agora Hills area, Los Angeles, California

Sensitive Species Assessments

- Rare Plant Survey and Assessment for Forest Lawn Memorial-Park, Hollywood Hills, CA
- Evaluation of MSHCP-defined section 6.1.2 Riparian/Riverine and Vernal Pool areas approx 23.26 acre property, Riverside County, CA
- Abbreviated Preliminary Biological Assessment for an Approximate 80 Acre Property Located on the Northeast Corner of Palmdale Boulevard and 230th Street East in an Unincorporated Portion of the County of Los Angeles, California
- Desert Tortoise Habitat Assessment for a 140.0 acre property located in the City of Hesperia, CA
- Biological Analysis of the Proposed Off-site Basin Areas for the Forest Lawn Memorial-Park, Hollywood Hills Master Plan Within the City of Los Angeles, California
- Diurnal Raptor Surveys for Forest Lawn Memorial-Park, Hollywood Hills Within the City of Los Angeles, California
- Protocol survey for Desert tortoise for a 453.0 acre property located in San Bernardino County, CA
- Protocol survey for Desert tortoise for a 317.0 acre property located in San Bernardino County, CA
- Desert Tortoise Pre-clearance survey for Rice Communications Tower in Riverside County, CA
- Preconstruction Survey for Desert Tortoise - Standard Pacific Homes – Amber Valley Project - 36.58 acre property in Victorville, CA
- Preconstruction Survey for Desert Tortoise - Standard Pacific Homes – Sapphire Sky Project – 40.31 acre property in Victorville, CA
- Preconstruction Survey for Desert Tortoise - Standard Pacific Homes - Tract 15310 – 53.6 acre property in Victorville, CA
- Habitat Assessment for Desert Tortoise – Topaz Ranchero, LLC – 140.0 acre property in the City of Hesperia, CA
- Assisted with California Gnatcatcher (CAGN) survey for a 48 acre property in Horsethief Canyon, Riverside County, CA
- CAGN report for Tentative Tract No. 31695 for Van Daele - Victoria Grove, Riverside County, CA
- Protocol Surveys for least Bell's vireo for a 400.0 acre property in Riverside County, CA
- Protocol Surveys for least Bell's vireo for a 37.0 acre property in Riverside County, CA
- Protocol Surveys for least Bell's vireo for Forest Lawn Memorial-Park, Hollywood Hills, Los Angeles, CA
- Protocol Surveys for least Bell's vireo for the Malibu Country Club, Los Angeles County, CA
- California gnatcatcher and sensitive riparian bird species focused surveys for a 63.0 acre property in San Pedro, CA
- Focused survey for arroyo toad on Temecula and Cottonwood Creeks on a 400.0 acre property in Riverside County, CA
- Small mammal trapping program for the Los Angeles pocket mouse for the Riverside County Transportation and Land Management Agency
- Small mammal trapping program for the Aguanga kangaroo rat and Los Angeles pocket mouse on a 400.0 acre property in Riverside County, CA

Jared Reed, Senior Biologist (continued)

Small mammal trapping program for Los Angeles pocket mouse, on a 20.0 acre property in Riverside County, CA
Small mammal trapping program for Forest Lawn Memorial-Park, Hollywood Hills in Los Angeles, CA
Burrowing owl assessment for Tract No. 31997, Lot No. 129, City of Murrieta, Riverside County, CA
Step I habitat assessment, Step II part A focused burrow survey and part B focused burrowing owl survey for parcel map 36252, Riverside County, CA
30-day pre-construction burrowing owl survey approx 1.8 acre project (Lorimar Winery) located on 20 acres, Riverside County, CA
Burrowing owl assessment for Tract No. 31997, Lot No. 129, City of Murrieta, Riverside County, CA
30-day pre-construction burrowing owl survey for Plot Plan No. 16891-R2 approx 4.37 acre project located on 10 acres west of Ponte Winery, Riverside County, CA
Focused survey for burrowing owl on an approximate 960.0 acre property (Warm Springs Ranch) in Riverside County, CA
Focused winter survey for burrowing owl on a 5.4 acre property in the City of Palmdale, Los Angeles County, CA
Focused survey for burrowing owl on an approximate 50.28 acre property in the City of Menifee, Riverside County, CA
Focused survey for burrowing owl for a 3.24 acre property in the community of Mead Valley, Riverside County, CA
Focused survey for burrowing owl for an approximate 23.26 acre property (Anza Mountain Estates) east of the City of Temecula, Riverside County, CA
Focused survey for burrowing owl for a 241.63 acre property (Galway Downs) in Riverside County, CA
Focused survey for burrowing owl on a 57.0 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for burrowing owl on a 56.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 37.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 13.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 37.7 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for burrowing owl on a 78.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 25.0 acre property near March Air Force Reserve Base, Riverside County, CA
Focused survey for burrowing owl on a 120.0 acre property located near the community of Mira Loma, Riverside County, CA
Focused survey for burrowing owl on a 39.62 acre property near the City of Temecula, Riverside County, CA
Focused winter survey for burrowing owl on a 5.4 acre property in the City of Palmdale, Los Angeles County, CA
Focused survey for western Riverside County rare plants on a 37.7 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for western Riverside County rare plants on a 57.0 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for sensitive riparian bird species along a segment of the Grand Canal, City of Los Angeles, CA
Focused survey for sensitive riparian bird species for a 0.97 acre mitigation area in the City of Rancho Cucamonga, Riverside County, CA

Vegetation Mapping

Vegetation mapping for a 960.0 acre property near the Cities of Murrieta and Menifee in Riverside County, CA
Vegetation mapping for an approximate 80 acre property each of Palmdale in Los Angeles County, CA
500.0 acre property at Twin Creeks Ranch Riverside County, CA
Habitat mapping on a 48 acre property in Horse thief Canyon, Riverside County, CA
Oak Tree Mapping at the Oak Tree Removal Project in Hollywood Hills, Los Angeles County, CA
Habitat mapping of a 44.0 acre property near Latigo Canyon, Malibu, CA
Vegetation mapping on a 40.0 acre property east of Temecula in Riverside County, CA
Vegetation mapping on a 36.0 acre property east of Temecula in Riverside County, CA
Vegetation mapping for Forest Lawn Memorial-Park, Hollywood Hills in Los Angeles County, CA
Vegetation mapping for a 37.0 acre property near the City of Murrieta, Riverside County, CA
Vegetation mapping for a 5.4 acre property in the City of Palmdale, Los Angeles County, CA

Tree Surveys

Protected Tree Survey and Assessment And Impact Analysis for Forest Lawn Memorial-Park, Hollywood Hills, CA
General Tree Assessment for Forest Lawn Memorial Park, Hollywood Hills, CA
Joshua tree Survey and Assessment for Centex Homes in Hesperia, CA
Joshua tree Survey and Assessment for Centex Homes in Victorville, CA
Preliminary Oak Tree Survey and Assessment for a 960.0 acre property located in Temescal Valley, Riverside County, CA

Restoration Projects

Native habitat restoration, Sennett Creek, Los Angeles, CA

Jared Reed, Senior Biologist (continued)

Native vernal pool habitat restoration, UCSB, Santa Barbara, CA
Basin restoration, Bear Creek Village Center, Wildomar, CA

Habitat Enhancement, Conservation and Monitoring Plans

Brown-headed cowbird (BHCO) trapping, Los Angeles County, CA.
Brown-headed cowbird (BHCO) trapping, Twin Creek Ranch, Riverside County, CA
Brown-headed cowbird (BHCO) trapping, El Sobrante Landfill, Riverside County, CA
Brown-headed cowbird (BHCO) trapping, Approx 14 acre mitigation area, Riverside County, CA
Habitat Mitigation and Monitoring Plan for Forest Lawn Memorial-Park, Hollywood Hills 2006 Clarification Basins, Mitigation Basin, and Sediment Traps Plan City of Los Angeles, California
Final Programmatic Habitat Mitigation and Monitoring Plan for the Forest Lawn Memorial-Park, Hollywood Hills, CA
Monitoring work plan for an approximate 2.0 acre portion of a 20.0 acre property, Riverside County, CA
Habitat Conservation Plan for the San Bernardino kangaroo rat on a 74.55 acre property in the City of Redlands, San Bernardino County, CA
Monitored grading at a 444-acre property in the City of Los Angeles, CA
Monitored vegetation mowing at an approximate 391-acre property in Los Angeles County, CA
Monitored oak tree removals at a 444-acre property in the City of Los Angeles, CA
Mitigation and Monitoring Report for Antelope Square Commercial Center, Murrieta, CA
Mitigation and Monitoring Plan for a 13.2 acre property in the City of Murrieta, Riverside County, CA
Mitigation and Monitoring Plan for a 111.0 acre property located near Lake Mathews, Riverside County, CA
Habitat Mitigation and Monitoring Plan for the Margarita Ville Project in the City of Murrieta, CA
Habitat Mitigation and Monitoring Plan for the Drainage L, Basin 12 Interim Project at Forest Lawn Memorial-Park, Hollywood Hills, City of Los Angeles, CA

Special Studies and Technical Reports

Stream Avoidance Feasibility Analysis, County of Riverside, Menifee

Special Permits and Certifications

State of California Scientific Collecting Permit No. SC-008050
Desert Tortoise Council: Survey, Monitoring and Handling Techniques Certification
Authorization to take, possess, and transport Flat-tailed Horned Lizards

Frank Perez, Senior Environmental Specialist

Professional Synopsis

Mr. Perez, a Senior Environmental Specialist TERACOR Resource Management, has 14 years of experience in environmental resource, oak tree management environmental monitoring, and wetlands/Waters and streambed delineation assessments. Mr. Perez has successfully managed and monitored projects within environmentally sensitive settings. Mr. Perez's project experience includes preparing biological assessments for a range of projects including commercial developments, memorial-park development and residential subdivisions. With experience in ecology and resource management and a background in ecology and resource management, Mr. Perez specializes in ecological monitoring assignments and restoration planning.

Areas of Expertise

Brown-headed Cowbird Trapping

Mr. Perez has been involved with the installation and maintenance of BHCO traps in Los Angeles County. In addition to assembling the traps, he assisted in the identification process of native and non-native bird species. Under supervision, he has participated in the recordation of data, the release of non-target species, and other general duties associated with trap maintenance, humane care of birds, and governmental reporting requirements.

Restoration

Mr. Perez has also performed native habitat restoration at Forest Lawn Memorial-Park in Covina Hills, Los Angeles County. This site includes both upland and wetland areas. Restoration techniques included collection and propagation of native seed material (*Quercus agrifolia*, *Juglans californica*, and *Salix* sp.), installation of nursery grown plants, and selective retention of naturally-recruited native plants while weeding and maintaining sites.

Bird Species Surveys

Mr. Perez has conducted bird species surveys in Los Angeles, Riverside, San Bernardino and San Diego Counties. Currently Mr. Perez conducts surveys for burrowing owl, least Bell's vireo, and other bird species in all of southern California's habitats ranging from coastal communities to the desert. Mr. Perez has also assisted with focused surveys for the California gnatcatcher and southwestern willow flycatcher.

General Biological Assessments and Vegetation Surveys

Mr. Perez has assisted with general biological assessments and wetland delineation reports at numerous projects in Los Angeles, San Diego, San Bernardino, and Riverside Counties.

Education

B.A., Kinesiology
California State University Northridge
Northridge, California,
1997

Professional History

TERACOR Resource Management, Inc.
Senior Environmental Specialist
Temecula, California
2010 - present

TERACOR Resource Management, Inc.
Environmental Specialist II
Temecula, California
2003 - 2010

Kaiser Permanente,
Physical Therapy Assistant
Los Angeles, California
2001-2003

Community Volunteer/Technical Training

Bird Banding Training
Eaton Canyon Park & Nature Center,
Pasadena, CA 2009

Yellow billed Cuckoo Survey Training
Lake Havasu City, AZ 2009

Willow Flycatcher Survey Training
Workshop
Kern River Preserve, CA 2009

International Society of Arboriculture

Attendee, Desert Tortoise Council -
Survey Techniques Workshop
November 2006

American Society of Consulting Arborist

Frank Perez, Senior Environmental Specialist (continued)

Recent Representative Assignments

Wetland/Streambed Delineations

ACOE / CDFG Delineation, Thomas Mountain Ranch - Tract Map No. 36327, Riverside County, CA
ACOE / CDFG Preliminary Delineation for an approx. 23.26 acre property, Riverside County, CA
ACOE / CDFG Delineation Tentative Tract No. 30303 in southwest Riverside County, CA
ACOE / CDFG Delineation Van Daele - Victoria Grove in Riverside County, CA
ACOE / CDFG Delineation Anza Road - Redhawk Valley in Riverside County, CA
ACOE Jurisdictional Delineation Brookfield Homes - in Riverside County, CA
ACOE / CDFG Delineation D. Parker – Scott/Zeiders – in the City of Menifee, Riverside County, CA
ACOE / CDFG Delineation The PRES Companies – Riverside Drive in the City of Lake Elsinore, CA
ACOE/CDFG Delineation Forest Lawn Memorial-Park, Hollywood Hills - in City of Los Angeles, CA
ACOE / CDFG Delineation Malibu Country Club – in Los Angeles County, CA
ACOE / CDFG Delineation Liberty Canyon - Calabasas/Agora Hills area, Los Angeles, California

Sensitive Species Assessments

Preconstruction Survey for Desert Tortoise - Standard Pacific Homes – Amber Valley Project - 36.58 acre property in Victorville, CA
Preconstruction Survey for Desert Tortoise - Standard Pacific Homes – Sapphire Sky Project – 40.31 acre property in Victorville, CA
Preconstruction Survey for Desert Tortoise - Standard Pacific Homes - Tract 15310 – 53.6 acre property in Victorville, CA
Habitat Assessment for Desert Tortoise – Topaz Ranchero, LLC – 140.0 acre property in the City of Hesperia, CA
Protocol Surveys for least Bell's vireo for a 400.0 acre property in Riverside County, CA
Protocol Surveys for least Bell's vireo for a 37.0 acre property in Riverside County, CA
Protocol Surveys for least Bell's vireo for Forest Lawn Memorial-Park, Hollywood Hills, Los Angeles, CA
Protocol Surveys for least Bell's vireo for the Malibu Country Club, Los Angeles County, CA
California gnatcatcher and sensitive riparian bird species focused surveys for a 63.0 acre property in San Pedro, CA
Focused survey for arroyo toad on Temecula and Cottonwood Creeks on a 400.0 acre property in Riverside County, CA
Small mammal trapping program for the Los Angeles pocket mouse for the Riverside County Transportation and Land Management Agency
Small mammal trapping program for the Los Angeles pocket mouse on a 5.91 acre property in Murrieta, CA
Small mammal trapping program for the Aguanga kangaroo rat and Los Angeles pocket mouse on a 400.0 acre property in Riverside County, CA
Small mammal trapping program for Los Angeles pocket mouse, on a 20.0 acre property in Riverside County, CA
Focused survey for burrowing owl for a 3.24 acre property in the community of Mead Valley, Riverside County, CA
Focused survey for burrowing owl for an approximate 23.26 acre property (Anza Mountain Estates) east of the City of Temecula, Riverside County, CA
Focused survey for burrowing owl for a 241.63 acre property (Galway Downs) in Riverside County, CA
Focused survey for burrowing owl on a 57.0 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for burrowing owl on a 56.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 37.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 13.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 37.7 acre property located near the City of Murrieta, Riverside County, CA
Focused survey for burrowing owl on a 399.0 acre property located near the community of Menifee, Riverside County, CA
Focused survey for burrowing owl on a 110.0 acre property near Lake Mathews in Riverside County, CA
Focused survey for burrowing owl on a 25.0 acre property near March Air Force Reserve Base, Riverside County, CA
Focused survey for western Riverside County rare plants on a 399.0 acre property located near the community of Menifee, Riverside County, CA
Habitat assessment for the Palos Verdes blue butterfly for a 63.0 acre property in San Pedro, CA
Focused survey for sensitive riparian bird species along a segment of the Grand Canal, City of Los Angeles, CA

Frank Perez, Senior Environmental Specialist (continued)

Vegetation Mapping

- 500.00 acre property at Twin Creeks Ranch Riverside County, CA
- Habitat mapping on a 48 acre property in Horse Thief Canyon, Riverside County, CA
- Oak Tree Mapping for the Tree Management Plan Project in Hollywood Hills, Los Angeles County, CA
- Vegetation mapping on a 40.0 acre property east of Temecula in Riverside County, CA
- Vegetation mapping on a 36.0 acre property east of Temecula in Riverside County, CA
- Vegetation mapping for Forest Lawn Memorial-Park, Hollywood Hills in Los Angeles County, CA

Ecological Monitoring

- Forest Lawn Memorial-Parks - Sennett Creek Stabilization and Restoration Project, Los Angeles County, CA
- Griffith Park Oak tree planting program, Los Angeles, CA
- Joshua tree Survey and Assessment for Centex Homes in Hesperia, CA
- Highway 79 Improvement Project - County of Riverside, CA
- Forest Lawn Memorial-Parks - Oak Tree Removal Monitoring and Mitigation Program, CA
- Bear Creek Commercial Project - 0.5 acre mitigation basin design improvements and monitoring, County of Riverside, CA
- Ornamental Tree Report - MWH Development - Terra Vista Project - 6.38 acre property within the Incorporated City of Los Angeles, CA
- Oak Tree Report - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in the City of Los Angeles, CA
- Ornamental Tree Report - MWH Development - Verdugo Hills Golf Course - 63.0 acre property in the City of Los Angeles, CA
- Tree Survey and Assessment - Daigle Architecture and Planning - 59.7 acre property in Murrieta, CA
- Oak Tree Survey and Assessment - Rancon Real Estate - Redhawk Valley Project - 60.84 acre site in the County of Riverside, CA
- Tree Management Plan - Forest Lawn Memorial-Park - A Program for the Maintenance, Preservation, Removal and Replacement of Coast Live Oak Trees and Preservation and Maintenance of California Sycamores in Sennett Creek, Hollywood Hills, CA
- Oak Tree Assessment - Forest Lawn Memorial-Park, Hollywood Hills - Dedication Parcel to Griffith Park, Los Angeles County, CA
- Oak Tree Evaluation - Forest Lawn Memorial-Parks Hollywood Hills, Los Angeles County, CA
- Oak Tree Survey and Assessment - Regency Centers - Bear Creek Village Project - 10.5 acre site in the County of Riverside, CA
- Oak Tree Survey and Assessment of 20.7 Property located on Vuelta Grande Road, in the County of Riverside, CA

Habitat Enhancement, Conservation and Monitoring Plans

- Brown-headed cowbird (BHCO) trapping, Los Angeles County, CA.
- Brown-headed cowbird (BHCO) trapping, Twin Creek Ranch, Riverside County, CA
- Brown-headed cowbird (BHCO) trapping, El Sobrante Landfill, Riverside County, CA
- Brown-headed cowbird (BHCO) trapping, Approx 14 acre mitigation area, Riverside County, CA
- Habitat Conservation Plan for the San Bernardino kangaroo rat on a 74.55 acre property in the City of Redlands, San Bernardino County, CA
- Monitored grading at a 444-acre property in the City of Los Angeles, CA
- Monitored vegetation mowing at an approximate 391-acre property in Los Angeles County, CA
- Monitored oak tree removals at a 444-acre property in the City of Los Angeles, CA
- Mitigation and Monitoring Report for Antelope Square Commercial Center, Murrieta, CA
- Mitigation and Monitoring Plan for a 13.2 acre property in the City of Murrieta, Riverside County, CA
- Mitigation and Monitoring Plan for a 111.0 acre property located near Lake Mathews, Riverside County, CA
- Habitat Mitigation and Monitoring Plan for the Margarita Ville Project in the City of Murrieta, CA
- Habitat Mitigation and Monitoring Plan for the Drainage L, Basin 12 Interim Project at Forest Lawn Memorial-Park, Hollywood Hills, City of Los Angeles, CA

Restoration Projects

- Native habitat restoration, Sennett Creek, Los Angeles, CA
- Maintenance and Management plan for 0.97 acre of wetland area, Standard Pacific Homes, Rancho Cucamonga, CA
- Campbell property, 5.9 acres in Malibu, CA

Special Permits and Certifications

- State of California Scientific Collecting Permit No. SC-007950
- I.S.A. Arborist Certification (pending)
- Desert Tortoise Council: Survey, Monitoring and Handling Techniques Certification

Mickey Long, Affiliated Independent Biologist

Education

Associate of Arts Biology, 1969, East Los Angeles College

Bachelor of Science., Zoology, 1972, California State University Los Angeles

Professional History

Los Angeles County Natural Areas And Nature Centers
Department Of Parks And Recreation
Eaton Canyon Natural Area Park
Pasadena, California
1971 To Present

California State University Los Angeles
Department of Zoology Los Angeles,
California Instructor of Environmental Biology and Human Ecology
1970 – 1972

Museum Curator - Student Assistant

Professional Associations

California Native Plant Society (Rare Plant Chairman, San Gabriel Mtns. Chapter)
Southern California Botanists
California Botanical Society
Western Field Ornithologists
Cooper Ornithological Society
Society for Conservation Biology
North American Bird Banding Association
Pt. Reyes Bird Observatory
Declining Amphibian Populations Task Force
Los Angeles County Natural History Museum
National Audubon Society (past President, Conservation Chair, Director, Pasadena Audubon)
Nature Conservancy
Sierra Club, Natural Science Section

Mickey Long, Affiliated Independent Biologist (continued)

Professional Papers:

Food Habits of *Rana muscosa* (Anura: Ranidae), *Herpeton*, 1970, 5 (1): 8 pp.

Defensive Display of the Desert Slender Salamander, *Batrachoseps aridus* (with A.H.Brame and A.A.Chiri), *Herpeton*, 1973, 8 (1): 3 pp.

Natural History Notes on the Arboreal Salamander (*Aneides lugubris*) *Herpetology*, Mar. 1973 (S.W. Herpetologist's Soc) 7:1 pp. 6-11

White Alder (*Alnus rhombifolia*) Regrowth Following 1968-69 Floods, *Crossosoma*, 1982, 8(1): 3 pp.

Wildflower Sanctuaries of Los Angeles County, (with R. McKernan), Audubon Imprint, May 1977, 1(10): 3 pp

Birds of the Whittier Narrows Recreation Area, Los Angeles County, California 79 pp. 1993.
Revision in preparation 100 pp

Avian Resources and Land Use in the Whittier Narrows Basin and San Gabriel River Riparian Area, in press, in symposium proceedings, Natural Resources of the Puente Hills-Chino Hills Corridor: Implications for Land Use and Planning, Whittier College, Whittier, CA 1996

Anna's Hummingbirds with Hymenoptera Impaled on Bills, *Western Birds*, 1993, 24: 267-269.

Desert Night Lizard (*Xantusia vigilis*) in Coastal Los Angeles County, California (in preparation).

Edited and published, *Herpetofauna of the San Gabriel Mountains*, by Allan Schoenherr, 1976, 95 pp.

Two new hummingbird guides (Review) *Western Tanager* 68(6): 8-9 July/August 2002

Noteworthy Collections, *Hesperovax acaulis* var. *ambusticola*. *Madrono* Vol. 56, No. 3, p. 212. 2009.

Mickey Long, Affiliated Independent Biologist (continued)

Recent Representative Assignments

Least Bell's Vireo Surveys for lower Arroyo Seco, for City of Pasadena, Gavilan Rd/Harford Spgs. Park, Riverside Co. Public Works.

Sensitive bird survey (Least Bell's Vireo, Southwestern Willow Flycatcher, Yellow Warbler, Yellow-breasted Chat) Hidden Valley Wildlife Area, City of Riverside.

Least Bell's Vireo and Southwestern Willow Flycatcher survey and monitoring, Prado Basin, City of Corona.

Las Virgenes Creek sensitive bird survey (esp. Least Bell's Vireo, Southwestern Willow Flycatcher, Yellow Warbler) for Topanga-Las Virgenes Resource Cons. Dist.

Habitat Survey for Least Bell's Vireo, Tributary Santa Clara River, City of Santa Clarita

Wildlife Report, Vegetation and Sensitive Species Reports for U.S. Forest Service, Tujunga Canyon for EA Engineering, Science and Technology.

Observations on Least Bell's Vireo breeding pair, Whittier Narrows Wildlife Area, So. El Monte (summarized in "Birds of Whittier Narrows" and "Supplement")

California Gnatcatcher

Federal (U.S. Fish and Wildlife) Permit for California Gnatcatcher protocol surveys.

California Gnatcatcher surveys and monitoring, City of Moorpark, Bonelli Park, Chevron, and Forest Lawn properties.

Implementing habitat restoration for California Gnatcatcher with Sapphos Environmental, County of Los Angeles, U.S. Fish and Wildlife biologists.

Conducted California Gnatcatcher biology and habitat sensitivity workshop for Bonelli Regional Park staff, County of Los Angeles.

Field Studies and rediscovery of California Gnatcatchers at historic locality, Tujunga Wash, Sunland. Field Report form and field observations to CNDDDB and Dr. Jon Atwood, Kimball Garrett.

Rare Plant Survey and Sensitive Species Report for Sawpit Canyon Trail development, for City of Monrovia.

Plant Community survey and mapping, San Gabriel Canyon pipeline. J.M. Montgomery, Consulting Engineers, (for City of Pasadena Water and Power Dept.).

Monitoring construction in riparian zone under DFG Sec. 1600 Permit; Casitas Dam/Coyote Creek outflow

Participant: Bird Census Workshop (Point Counts Spot Mapping, Banding and Area Survey techniques), Big Sur Bird Observatory, with Dr. Stephen Laymon, et al.

Independent studies of Coastal Cactus Wrens, Tujunga Wash & Santa Fe Dam, L. A. Co.

Served on Arroyo Seco Habitat Advisory Committee for City of Pasadena, Environ. Affairs Office.

Currently serve on Los Angeles County Dept. of Regional Planning, Significant Ecological Areas Tech. Advisory Committee and Rivers and Mountains Conservancy Habitat Science Advisory Committee.

Amphibians

Red-legged Frog population studies, Santa Rosa Plateau, Riverside Co. with Drs. Mark Jennings and Marc Hayes.

Arroyo Toad Surveying and Monitoring, Castaic Creek, Los Angeles Dept. of Water and Power.

Researched and prepared petition for listing Mountain Yellow-legged Frog submitted to U.S. Fish and Wildlife Service.

Ongoing studies of declining amphibians with emphasis on salamanders (Ensatina, Aneides, Batrachoseps, Taricha)

References and Contact Information



References

Governmental

Mr. Dave Crawford, Contract City Biologist
City of Malibu
23815 Stuart Ranch Road
Malibu, California 90265-4861
Phone: (310) 456-2489 ex 277

Mr. Bob Moehling, Engineering Manager
City of Murrieta
24601 Jefferson Avenue
Murrieta, California 92562
Phone: (951) 461-6036

Mr. Aaron Allen
U.S. Army Corps of Engineers
Regulatory Branch
915 Wilshire Boulevard, 11th Floor
Los Angeles, California 90017
Phone: (213) 452-3413

Mr. Jesse Grantham
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, California 93003
Phone: (805) 644-1766

Ms. Betty Courtney, Staff Environmental Scientist
California Department of Fish and Game
4949 Ridgeview Avenue
San Diego, California 92123
Phone: (858) 467-4276

Private

Mr. Dennis Madison, Environmental Coordinator
Forest Lawn Memorial-Parks Association
1712 South Glendale Avenue
Glendale, California 91205
Phone: (323) 340-4690

References (continued)

Mr. David Clendenen, Staff Ecologist
The Wildlands Conservancy
P.O. Box 189
Maricopa, California 93252
Phone: (805) 858-1115

Mr. Michael C. Long
County of Los Angeles
1750 N. Altadena Drive
Pasadena, California 91107
Phone: (818) 398-5420

Shivaun Cooney
Latham & Watkins, LLP
355 South Grand Avenue
Los Angeles, California 90071
213 891 7606

Mr. John Condas
Allen, Matkins, Leck, Gamble, Mallory & Natsis, LLP
1900 Main Street, 5th Floor
Irvine, California 92614
949 851-5551

Contact Information

27393 Ynez Road, Suite 253
Temecula, California 92591
Telephone: (951) 694-8000
Fax: (951) 694-8035
sam@teracor.net