III. PROJECT DESCRIPTION

A. LOCATION AND BOUNDARIES

The 6.19-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, 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 Ventura Freeway, located approximately one mile north of the project site, provides a continuous route north to Ventura County and eastward to the Hollywood Freeway where there is a transition to continue eastbound through Pasadena via State Highway 134 or southbound via the US-101 to Hollywood. For a generalized site location, see Figure III-1, Regional Map, and also Figure III-2, Vicinity Map. Figure III-3, Surrounding Vicinity, is an aerial photograph showing the project site in relationship to existing development in the area.

B. PROJECT CHARACTERISTICS

The proposed project is the urban in-fill subdivision of a 6.19-acre, irregularly shaped property into two lots and the subsequent development of 37 detached, single-family homes. The proposed development is shown in Figure III-4, Site Plan.

General Project Features

Three Single-family unit types are envisioned: Units A, B and C. Each unit would have three or four bedrooms and would have a maximum height of three stories or 36 feet, as established by the Mulholland Scenic Parkway Specific Plan Inner Corridor regulations. Each unit would include a two-car garage. There would be no basements, subterranean floors and no stepped pads. Architectural style has not yet been determined; nor have floor plans, elevations, or renderings yet been developed. Table III-1 provides a summary of the 37 proposed new homes.

Figure III-1, Regional Map

Figure III-2, Vicinity Map

Figure III-3, Aerial Photograph

Figure III-4, Proposed Site Plan

Figure III-5, Landscape Plan

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Table III-1
Proposed Building Summary

Dwelling Units	Number of Units	Building Footprint	Total Building Coverage
Unit A	13	30' X 40'	15,600 sq. ft.
Unit B	14	35' X40'	19,600 sq. ft.
Unit C	10	35' X 45'	15,750 sq. ft.
TOTALS	37		50,950 sq. ft.

Of the project site's 6.1951 acres of total area (269,856.8 square feet), building footprint coverage would account for approximately 50,950 square feet (or 18.9% of the total project site). An additional area of 37,646 square feet (or 14.0% of the project site) would be covered by other forms of impervious surfaces, such as drives, driveways, patios and walkways. A total area of 37,500 square feet (or 13.9% of the project site) would be covered with landscaping. Landscaping would consist of approximately 3,500 square feet of common area and 34,000 square feet of private landscaping associated with the proposed homes. In addition, there would be 103,135 square feet (or 38.27% of the project site) of undisturbed open space and 40,626 square feet (or 17.7% of the project site) of private open space. A homeowners' association would be responsible for the maintenance of the open space. Table III-2 summarizes the project area statistics. A conceptual landscape plan has been prepared and is presented as Figure III-5.

Table III-2
Project Area Summary

Component	Square Footage	Percentage of Total Site Area
Building Footprint Coverage	50,950 sq. ft.	18.9%
Other Paved Surfaces	37,646 sq. ft.	14.0%
Landscape Areas	37,500 sq. ft.	13.9%
Open Space	143,761 sq. ft.	53.2%
Total	269,856.8	100%

Landscape Plan

The landscape plan (Figure III-5) is proposed to meet several purposes: (1) to fulfill the requirements of the Mulholland Scenic Parkway Specific Plan and Design and Preservation Guidelines, (2) to preserve and enhance the unique character and scenic features of the Mulholland Scenic Parkway, and (3) to fill the existing gaps in the vegetation along Mulholland Drive in order to block views of the proposed homes. The preliminary plan consists of: street streets (24-inch boxes) in the lawn parkway; large canopy accent trees (24-inch and 36-inch boxes); parkway accent trees and front yard flowering trees (15-gallon and 24-inch boxes); vertical evergreen screen trees (15-gallon and 24-inch boxes); shrubs (1-gallon, 5-gallon and 15-gallon size); vines (typically 5-gallon); and ground cover (from rooted cuttings). It is estimated that most of the plantings will mature in approximately five years.

Parking

Each home would provide two covered parking spaces in garages, per current City of Los Angeles Municipal Code regulations (two spaces per dwelling unit). A total of 74 covered parking spaces would be provided. In addition, 19 onsite visitor parking spaces would be provided (one-half space of visitor parking per dwelling unit) per current City of Los Angeles Municipal Code regulations. The locations of proposed guest parking are shown on Figure III-4.

Street Lighting

All lighting would be designed to be consistent with the applicable Mulholland Scenic Parkway Specific Plan objectives and policies and objectives. No street lighting would be provided on the private drive between Mulholland Highway and San Feliciano Drive. Rather, the project would seek to use low intensity exterior lighting to minimize potential glare and night sky illumination. For example, low intensity carriage lights are proposed to be mounted on the exterior walls of the homes.

Site Grading

An estimated 10,700 cubic yards of soil would be excavated on the project site, with an estimated 10,700 cubic yards of soil needed for fill (total cut and fill = 21,400 cubic yards). Therefore cut and fill during grading operations would be balanced on site and neither import to nor export of soil from the project site would be required.

The Mulholland Scenic Parkway Specific Plan Inner Corridor regulations limit grading to one (1) cubic yard per four (4) square feet of lot area. In total, the Specific Plans regulations would permit 67,396 cubic yards of grading (269,857 ÷ 4 = 67,396). The project's grading is in compliance with the Specific Plan's grading requirements.

All manufactured slopes would have a maximum horizontal to vertical ratio of 2 to 1. The project would utilize retaining walls in lieu of slopes to preserve additional protected species trees on the project site. Three irregularly-shaped retaining walls are proposed. The locations of the walls are shown on Figure III-4 (Site Plan). The maximum height of the walls is 11'-6", which occurs on the west side of building pad #8.

Access

Direct access to the project site would be from a main entrance on Mulholland Drive and from a secondary entrance on San Feliciano Drive. A private drive would provide internal circulation. The private drive would meander through the project site connecting San Feliciano Drive near the northern site boundary with Mulholland Drive just north of Mulholland Highway. The private drive would be approximately 28 feet wide and would not be gated. The proposed project site layout is shown in Figure III-4.

Construction Schedule

Following City approvals and the issuance of building construction permits, it would take approximately 24 months of demolition, debris and vegetation removal, grading and construction activities to complete the proposed project. Construction would commence with the demolition of the vacant two-story single-residence, shed and kennel. Building and paving rubble would be hauled away to an approved dumpsite. However, masonry and asphalt would be hauled to a recycling facility or used as necessary fill at most dumpsites. All debris, as well as vegetation within the development footprint not scheduled for retention, would be removed. Then the site will be graded for building pads and access; and the retaining walls constructed.

The staging for all construction equipment, materials, and construction-worker parking would be provided onsite.

Best Management Practices

The following Best Management Practices (BMPS) would be implemented to reduce the grading-related effects of the proposed project:

- Excavation and grading activities will be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes will be constructed to channel runoff around the site. Channels will be lined with grass or roughened pavement to reduce runoff velocity.

- Appropriate erosion control and drainage devices will be provided to the satisfaction of the Building and Safety Department. These devices may include interceptor terraces, berms, vee-

channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, and will include planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- Stockpiles and excavated soil will be covered with secured tarps or plastic sheeting.

The following BMPS would be implemented to reduce general construction-related effects of the proposed project:

- All construction waste will be disposed of properly. Appropriately labeled recycling bins will be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes will be taken to an appropriate landfill. Toxic wastes will be discarded at a licensed regulated disposal site.

- Leaks, drips and spills will be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

- Material spills on pavement will not be hosed down. Dry cleanup methods will be used whenever possible.

- Dumpsters will be covered and maintained. Uncovered dumpsters will be placed under a roof or covered with tarps or plastic sheeting.

- Where truck traffic is frequent, gravel approaches will be used to reduce soil compaction and limit the tracking of sediment into streets.

- All vehicle/equipment maintenance, repair, and washing will be conducted away from storm drains. All major vehicle repairs will be conducted off-site. Drip pans or drop clothes will be used to catch drips and spills.

Haul Routes

The following Best Management Practices (BMPS) would be implemented to reduce potential construction vehicle and pedestrian conflicts:

- The developer will install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- Fences will be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

The following BMPS would be implemented to reduce stormwater and urban runoff-related effects of the proposed project:

- The project will concentrate or cluster development on portions of the project site while leaving the remaining land in a natural undisturbed condition.

- The project will limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

- The project will maximize trees and other vegetation at the project site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

- The project will preserve riparian areas and wetlands.

- Cut and fill slopes will be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil.

- The project will incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels will be protected from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps will be installed below the pipe outlet. All onsite outlet protection will be inspected, repaired and maintained after each significant rain.

- All connections to the sanitary sewer will have authorization from the Bureau of Sanitation.

- All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as ANO DUMPING - DRAINS TO OCEAN@) and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, will be posted at public access points along channels and creeks within the project area.

- Legibility of stencils and signs will be maintained.

- Materials with the potential to contaminate stormwater will be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

- The storage area will be paved and sufficiently impervious to contain leaks and spills.
- The storage area will have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Impervious surface area will be reduced by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Roof runoff systems will be installed where suitable to enhance groundwater recharge and reduce excess runoff into storm drains.
- Efficient irrigation systems will be installed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside will be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.

C. PROJECT OBJECTIVES

CEQA, as amended, requires that an EIR include a statement of objectives sought by a proposed project (Section 15124(b) of the *CEQA Guidelines).*

The development activity proposed within the project site is intended to provide housing opportunities within a mixed-use suburban community setting. The following represent the objectives of the proposed project:

- To create a new residential community of 37 single-family detached 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, recreation and mass transit stops.
- To provide improvements to the on- and off-site circulation system to help ensure the safety of the ingress and egress of future residents to and from the proposed project site, and for existing area residents and other motorists.
- To design a project that is consistent with the predominant character of the architecture 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.

D. DISCRETIONARY ACTIONS

The City of Los Angeles (the City) is the lead agency for the proposed project. The applicant is requesting approval of the following discretionary and ministerial actions from the City:

- **Vesting Tentative Tract Map No. 61553** – The applicant is requesting the approval of vesting tentative tract map to authorize a 37 detached single family residential condominium development on two parcels, one parcel fronting Mulholland Drive, one fronting San Feliciano Drive.

- **Zone Change** – The zoning on the Property is R1-1. The General Plan Designation is Low Residential. The Applicant is requesting a zone change to (Q) RD6 pursuant to Los Angeles Municipal Code ("LAMC") Section 12.32B. The RD6 zone is necessary to permit a project layout with a more limited single-family pad footprint that preserves more of the existing landform and a greater number of mature trees when compared to a traditional R1 subdivision design. The "Q" qualified classification shall be imposed on a permanent basis to insure that only detached single family residences can be developed on the subject property.

- **Specific Plan Exception, Viewshed** – The Applicant is requesting permission to encroach into the scenic parkway "viewshed" with a limited number of the residences. These structures would be adequately screened from Mulholland Drive by existing tree canopy and proposed landscape screening along the highway.

- **Specific Plan Exception, Height** – The Applicant requests permission to exceed those height limits set for buildings on Upslope property within 500 feet of the Mulholland Drive right-of-way (the "ROW"). Section 5 D 2 of the Specific Plan requires that buildings on upslope lots be limited to 15 feet within 100 feet of the ROW and limited to 30 feet between 100 feet and 500 feet of the ROW. A Specific Plan Exception related to building height will be needed for those pads which could be defined as upslope.

- **Zoning Administrator Determination (ZAD**) – The Applicant requests a ZAD to allow retaining walls at specified heights eight feet or less within the required yards. LAMC Section 12.22 C 20 (f) allows fences and walls not more than three and one-half feet in height within the required front yard in an R zone. Walls in excess of this height limit are proposed in portions of the required yard as defined in the Mulholland Scenic Parkway Specific Plan (the "Specific Plan").1 A retaining wall 522 feet in length fronts Mulholland. 237 feet of that wall is within the required front yard setback. Portions of that wall totaling 60 feet in length have a maximum height of 3.5 feet and thus are allowed by right. The ZAD is requested to allow the portions of the

wall with heights between 3.5 and 8 feet. Portions of another retaining wall near units 1 and 2 project into the required side yard, however do not reach a height of 8 feet and thus do not require a ZAD.

- **Zoning Administrator Adjustment (ZAA)** – The Applicant requests a ZAA to allow retaining walls at heights exceeding 8 feet within the required yard. LAMC Section 12.21 C 1 (g) requires that all yards be open and unobstructed from the ground to the sky. For portions of the retaining wall along Mulholland within the required yard at a height exceeding 8 feet, (and not excepted under the ZAD procedure) a ZAA will be required. The maximum height reached by a retaining wall is 10.5 feet. A segment of the wall is reinforced with a second retaining wall with a combined height of 17.6 feet.

- **Zoning Administrator Adjustment (ZAA)** – The Applicant requests a ZAA to allow a number of retaining walls exceeding one. The project proposes three retaining walls (a portion of which is a double wall) on Lot 1 and two retaining walls on Lot 2. 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 heights of 10 feet. The applicant proposes five retaining walls with a total of 1,317 linear feet. An approximate 70-linear foot portion of the wall along Mulholland is a double wall.

- **Protected Tree Removal/Relocation Permit** to authorize the removal of nine (9) oak trees and nine (9) Southern California black walnut trees.
- 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.

Implementation of the proposed project may also require discretionary approvals from the following responsible and/or regulatory agencies:

- South Coast Air Quality Management District
- Regional Water Quality Control Board
- City of Los Angeles Department of Public Works (traffic/water services)
- City of Los Angeles Department of Transportation

E. INTENDED USES OF EIR

This EIR will be used by the City of Los Angeles to assess the granting of approvals for the Vesting Tentative Tract Map, Zone Change, Specific Plan Exemptions, Retaining Wall Adjustment and Oak Tree

Permit. Subsequently, the Regional Water Quality Control Board, Los Angeles Region, may use the EIR in regard to the issuance of waste discharge permits, including NPDES permits and a Section 401 Water Quality Certification.