
V. ENVIRONMENTAL IMPACT ANALYSIS

F. LAND USE

ENVIRONMENTAL SETTING

The 6.19-acre project site is located in the Los Angeles City community of Woodland Hills. It is located approximately 1 mile south of the Ventura Freeway (I-101), approximately 11 miles from the San Diego Freeway (I-405) and approximately 25 miles northwest of downtown Los Angeles. The irregularly-shaped project site is bound by San Feliciano Drive to the north, Mulholland Drive to the south, Girard Reservoir to the east and single-family residences to the west. The regional location of the project site is presented in Figure II-1, while its local vicinity is indicated on Figure II-2.

Existing Land Uses

A vacant two-story single-family residence, sheds and an aged kennel currently occupy the proposed project site. These structures are located at the east-central portion of the property along Mulholland Drive. The remaining portion of land is undeveloped, open space occupied by various native and ornamental trees, shrubs, low-lying forbs and grasses. The proposed project site is surrounded by a chain link fence and consists of two parcels of land.

Surrounding Land Uses

Properties to the north, east and west of the project site consist of one- and two-story single-family residences. These properties are all within the City of Los Angeles and are predominantly zoned R1-1 (Residential One-Family) with a Height District Designation of "1". In addition, the Girard Reservoir and the City of Los Angeles Department of Water and Power Pumping Station are located to the northeast of the project site and are also zone R1-1. The properties to the south of the project site consist of a private high school and convent, undeveloped land, a two-story commercial office building with a surface parking lot and a strip mall. The Louisville High School and Convent property is zoned RE15-1-H, houses multiple structures and contains a surface parking lot that parallels Mulholland Drive. The two-story commercial office building, called Mulholland Plaza, is located at the southwest corner of the intersection between Mulholland Drive and Mulholland Highway. Approximately 365 feet south of the project site, along Mulholland Highway, the City of Calabasas begins. The strip mall, called Gelson's Village Calabasas, which is located in the jurisdiction of the City of Calabasas and is adjacent to Mulholland Plaza, consists of retail and commercial stores including a Gelson's Supermarket, yoga studio, Washington Mutual Bank, and dry cleaners. Adjacent to Gelson's Village Calabasas is a Shell gas station.

Applicable Land Use Plans and Codes

The following local and regional land use documents are applicable to the project site and are discussed in more detail below:

- Southern California Association of Governments *Regional Comprehensive Plan and Guide*;
- South Coast Air Quality Management District *2003 Air Quality Management Plan*; and
- Metropolitan Transportation Authority *Comprehensive Management Plan*.
- City of Los Angeles General Plan;
- Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan;
- Mulholland Scenic Parkway Specific Plan;
- City of Los Angeles Municipal Planning and Zoning Codes.

Regional Comprehensive Plan and Guide

The project site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization. SCAG has prepared a Regional Comprehensive Plan and Guide (RCPG) to address regional growth.

The RCPG was adopted in 1994 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use as a decision-making guide. It includes input from each of the 14 subregions that comprise the Southern California region (including Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties). The proposed project site is located within the Los Angeles subregion. The RCPG is a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use as a decision-making guide with respect to significant issues and changes, including growth management, that are anticipated by the year 2015 and beyond. Adopted policies related to land use are contained primarily in Growth Management chapter of the RCPG. The primary goal of Growth Management Chapter policies is to address issues related to growth and land consumption by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources and enhance the quality of life in the region.

South Coast Air Quality Management District

The project site is also located within the South Coast Air Basin (SCAB) and is, therefore, within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with

SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The current Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAG area. Air quality impacts of the proposed project and consistency of the project impacts with the AQMP are analyzed in detail in Section V.C (Air Quality) of this Draft EIR.

Congestion Management Program

The Congestion Management Program (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects that are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements), cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP. The project's Traffic Impact Analysis, which is presented in Section V.H (Transportation/Traffic) of this Draft EIR, was prepared in accordance with the CMP as well as City of Los Angeles Department of Transportation (LADOT) guidelines.

City of Los Angeles General Plan

The City of Los Angeles General Plan (General Plan) addresses community development goals and policies relative to the distribution of land use, both public and private. The General Plan integrates the citywide elements and community plans, and gives policy direction to the planning regulatory and implementation programs.

The Land Use Element of the General Plan is divided into 35 community plans for the purpose of developing, maintaining and implementing the General Plan. These community plans collectively comprise the Land Use Element of the General Plan.

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan (adopted August 17, 1999) designates the project site as Low Residential. The Community Plan's Low Residential designation

allows a range of residential densities from 4 to 9 dwelling units per acre, with a mid-range of 6.5 units per acre. Permitted single-family lot areas range from 4,840 to 10,890 square feet.

Table V.F-1 presents the Community Plan's Residential objectives and policies and discusses the proposed project's conformance with each.

Table V.F-1

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Objectives and Policies

Number	Objective/Policy	Proposed Project
Objective 1-1 Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and project population to the year 2010		
1-1.1	Maintain an adequate supply and distribution of multi-family housing opportunities in the Community Plan Area.	Although the proposed type of ownership is condominium, the proposed homes are single-family, detached houses. Therefore, the project helps maintain an adequate supply of multi-family units.
1-1.2	Protect existing single family residential neighborhoods from new, out-of-scale development.	The Community Plan permits single-family residential development at densities ranging between 4 to 9 dwelling units per acre, with a mid-range of 6.5 units per acre. The project proposes single-family homes at a density of 6 units per acre. Therefore, the project is not out-of-scale development.
1-1.3	Protect existing stable single-family and low density residential neighborhoods from being impacted by the size of commercial development.	No commercial development is proposed. Therefore, the project does not impact existing neighborhoods with commercial development.
1-1.4	Protect the quality of the residential environment through attention to the physical appearance of communities.	The proposed project would be subject to the Design Review procedures and guidelines established by the Mulholland Scenic Parkway Specific Plan. Therefore, the quality of the residential environment will be protected.
1-1.5	Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.	The density allowed in the proposed RD6 zone, at 6,000 square feet per dwelling unity, falls within the density range of 4,840 to 10,890 square feet per dwelling unit allowed by the Community Plan. Therefore, the project is not an encroachment by a higher density residential use.

Table V.F-1

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Objectives and Policies

Number	Objective/Policy	Proposed Project
1-1.6	Promote neighborhood preservation, particularly in existing single-family neighborhoods, as well as in areas with existing multi-family residences.	With the exception of one abandoned single-family house, the project site is vacant. Therefore, the project will not remove any current housing in the neighborhood. Furthermore, the project is a single-family residential development at a compatible density with the surrounding single-family neighborhood.
Objective 1-2 Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services and facilities.		
1-2.1	Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.	The project is a low density development. Therefore, this policy is not applicable. However, the project is located in close proximity to the Gelson's Village Calabasas shopping center and the adjacent Mulholland Drive is served by MTA bus line 245, with a bus stop at the corner of Mulholland Drive and Mulholland Highway. Utilities are available at the project site and do not require major extensions.
1-2.2	Encourage multiple residential development in commercial zones.	The project is not a multiple residential development and the project site is not in a commercial zone. Therefore, this policy is not applicable.
Objective 1-3 Preserve and enhance the character and integrity of existing single-family and multi-family neighborhoods.		
1-3.1	Seek a high degree of compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.	The density allowed in the proposed RD6 zone, at 6,000 square feet per dwelling unit, falls within the density range of 4,840 to 10,890 square feet per dwelling unit allowed by the Community Plan. Therefore, with respect to density the project is compatible with the existing residential neighborhood. Also, the proposed project would be subject to the Design Review procedures and landscaping guidelines established by the Mulholland Scenic Parkway Specific Plan.
1-3.2	Approval of proposals to change residential density in any neighborhood shall be based, in part, on consideration of factors such as neighborhood character and identity, compatibility of land uses, impact on	The proposed change in land use designation does not result in a change in residential density.

Table V.F-1

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Objectives and Policies

Number	Objective/Policy	Proposed Project
	livability, adequacy of services and public facilities, and traffic impacts.	
1-3.3	Preserve existing views in hillside areas.	The proposed project would not obstruct existing views in hillside areas (see Section V.B, Aesthetics).
Objective 1-4	Provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background.	
1-4.1	Promote greater individual choice in type, quality, price and location.	The proposed project would provide 37 high-end single-family detached condominium units. These units offer single-family ownership with common grounds maintenance. Therefore, the project promotes greater choice.
1-4.2	Promote mixed use housing projects in pedestrian oriented areas.	The project is not a mixed use. The project site is not pedestrian oriented.
1-4.3	Ensure new housing opportunities minimize displacement of the residents.	The project site is vacant, with the exception of one abandoned single-family homes. No residents would be displaced by the project development.
1-4.4	Increase home ownership options by providing opportunities for development of townhouses, condominiums and similar types of housing.	The project increases home ownership opportunities by its development of single-family detached condominiums.
Objective 1-5	To limit the intensity and density of residential development in hillside areas.	
1-5.1	Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.	The existing conditions at the study intersections indicate that all of the analyzed locations are operating at acceptable LOS ranging from LOS A to C, with the exception of Dumetz Road/Topanga Canyon Boulevard which operates at LOS D during the PM peak hour (see Section V.H, Traffic).
1-5.2	Ensure the availability of adequate sewers, drainage facilities, fire protection services and other public utilities to support development within hillside areas.	All utility and public serves are considered to be adequate to serve the proposed project without adversely affecting the surrounding neighborhoods (see Section V.A, Impacts Found to be Less Than Significant).
1-5.3	Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.	Steepness of topography has been taken into consideration during site planning: 65.6% of the project site has slope gradients of 10% or less; 6.9% of the site has slope gradients

Table V.F-1**Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Objectives and Policies**

Number	Objective/Policy	Proposed Project
		between 10 and 15%; and 27.5% of the site has slope gradients over 15%. Site development has been located on the gentler slopes to the extent feasible. There are no substantial geologic constraints on the project site (see Section V.A, Impacts Found to be Less Than Significant).
1-5.4	Require that any proposed development be designed to enhance and be compatible with adjacent development.	The proposed project would be subject to the Design Review procedures and landscape guidelines established by the Mulholland Scenic Parkway Specific Plan. This will ensure compatibility with adjacent development.

Mulholland Scenic Parkway Specific Plan

As described in the Community Plan, the project site also lies within the Mulholland Scenic Parkway Specific Plan (“Specific Plan”) area, which is comprised of Mulholland Drive right-of-way, inner corridor, outer corridor and the institutional use corridor (as designated on Specific Plan Maps 1A through 6A). The Specific Plan is intended to preserve, protect, and enhance the unique natural and cultural resources in the plan area. To accomplish these goals, the plan undertakes to provide that design and placement of buildings and other improvements preserves, compliments and/or enhances views; minimizes grading and assures that graded slopes will have a natural appearance. Additionally, the Specific Plan seeks to preserve the natural appearance compatible with the characteristics of the Santa Monica Mountains; to protect prominent ridges, trees and environmentally sensitive areas; and to protect all identified archeological and paleontological resources.

The project site is located within 500 feet of the Mulholland Scenic Parkway right-of-way, which is referred to as the Inner Corridor (see Figure IV-2). The Specific Plan contains design requirements and grading restrictions that are applicable to the Inner Corridor and which are subject to a mandated Design Review process. Table V.F-2 presents the inner corridor regulations, Mulholland Drive and right-of-way regulations, and landscaping regulations.

Los Angeles Municipal Planning and Zoning Code

The development of the proposed project is also governed by the applicable land use, zoning and subdivision regulations in the Los Angeles Municipal Code (LAMC), in particular Chapter 1 thereof. The

Comprehensive Zoning Plan of the City of Los Angeles (Zoning Ordinance), which is set forth in Section 12.00 *et seq.* of the LAMC, includes the development standards for the various zoning districts in the City.

The proposed project site is zoned R1-1. This is a single-family residential designation with a minimum lot size of 5,000 square feet. The height district is No. 1, which permits a height range from 33 feet to 45 feet.

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
Section 5: INNER CORRIDOR REGULATIONS	
A. Uses	
<p>1. Permitted Uses. All projects visible from Mulholland Drive and located within the inner corridor shall conform to the following regulations:</p> <p>The following uses shall be permitted subject to the following limitations:</p>	
a. One-family dwellings and related parking and accessory buildings	The proposed project is the development of 37 detached single-family homes. Each home would provide two covered parking spaces in garages per current Municipal Code regulations. In addition, 19 on-site visitor parking spaces would be provided.
b. Fences, gates, and walls	In order to reduce the size of the grading footprint, the proposed project would utilize retaining walls. Refer to section V.B., Aesthetics, <i>Retaining Wall Impacts</i> for a full discussion. Whether the project site would be gated has not been determined.
c. Driveways	The proposed project would provide a private access road from Mulholland Drive, through to San Feliciano Drive. Each home within the development would be provided with driveway access off of this private drive.
d. Night lighting on private property, provided it is low-height, low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property	The project proposes not to install standard street lighting on the private drive between Mulholland Highway and San Feliciano Drive in order to prevent lighting impacts. The project would seek to use low intensity lighting to minimize potential glare and night sky illumination. Also, see Mitigation Measures B-17 through B-20 for further proposed lighting restrictions.

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
e. Landscape materials and associated irrigation equipment	A total area of 37,500 sf (13.9% of the project site) would be covered with landscaping. Landscaping would consist of approximately 3,500 sf of common area and 34,000 sf of private landscaping in association with the proposed homes. In addition there would be 103,135 sf (38.27% of the project site) of undisturbed open space and 40,626 sf (17.7% of the project site) of private open space. Landscaping in association with the homes and common areas would adhere to the requirements of the Specific Plan. A homeowners association would be responsible for the maintenance of the common landscape areas and open space.
f. Core trails	No trails are planned for the proposed project.
g. Major vista points	No major vista points are planned for the proposed project.
B. Environmental Protection Measures	
1. Prominent Ridges.	
a. Grading on Prominent Ridges. Notwithstanding Subsection C below, prominent ridges shall not be graded, altered or removed without the prior written approval of the Director pursuant to Section 11. The Director may approve up to 1,000 cubic yards of grading of a prominent ridge after making required findings(refer to the Specific Plan for details).	There are no prominent ridges, as defined by the Specific Plan, located on the project site. The proposed project will not affect any prominent ridge.
2. Streams.	
No project shall be constructed and no more than 100 cubic yards of earth shall be moved within 100 feet of either stream bank without the prior written approval of the Director pursuant to Section 11.	According to the Canoga Park, California 7.5 Minute Series U.S.G.S. Topographic Quadrangle (1967), an intermittent blue-line stream flows through the central portion of the project site. However, this map has not been revised in the last 40 years. Since the last map revision, the onsite portion of the stream has been enclosed in an underground culvert that flows directly into the storm drain in San Feliciano Drive. Therefore, the project would not grade more than 100 cubic yards of earth within 100 feet of a stream bank.
3. Projects Near Parklands.	

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
<p>No Project shall be erected and no earth shall be graded within 200 feet of the boundaries of any public parkland without the prior written approval of the Director pursuant to Section 11. The Director may approve the construction of a project or grading within 200 feet of public parkland after making specified findings (refer to the Specific Plan for details).</p>	<p>The nearest public parkland is the City of Los Angeles Alizondo Drive Park, located approximately 900 feet to the northeast of the project site. According to the Department of Recreation and Parks, this park is non-developed and used for brush clearance once a year. The park is unstaffed, unlocked and open from dawn to dusk. The proposed project's development area would not be within 200 feet of the boundaries of this park.</p>
4. Oak Trees	
<p>No oak tree (<i>Quercus agrifolia</i>, <i>Q. lobata</i>, or <i>Q. virginiana</i>) shall be removed, cut down or moved without the prior written approval of the Director. The Director may approve the removal, cutting down or moving of an oak tree after making the following findings:</p>	<p>The proposed project would remove nine (9) <i>Quercus agrifolia</i> (coast live oak) trees to make way for the project's access road. The project applicant would seek a Protected Tree Removal Permit from the City (as required under City of Los Angeles Ordinance 177,404).</p>
<p>a. The removal, cutting down or moving of an oak tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.</p>	<p>According to the preliminary hydrology investigation, the existing unimproved project site drains into the abandoned Girard Reservoir and from there into an existing storm drain in San Feliciano Drive. Currently, during a 50-year storm event, the project site would produce a peak flow of 25.7 cubic feet per second (cfs). After project development, the developed site would produce a peak runoff of 30.9 cfs from an equivalent storm. However, while site runoff would increase by 5.2 cfs, the increased runoff would be conveyed to the storm drain in San Feliciano Drive via non-erosive drainage improvements and paved streets. Therefore, the proposed project would result in less potential for soil erosion from uncontrolled runoff. Furthermore, the oak trees would only be removed to accommodate development. Site preparation in the vicinity of the removed oak trees would include soil stabilization in the form of building construction, pavement or landscaping. Consequently, the removal of the oak trees would not be expected to result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.</p>

**Table V.F-2
Mulholland Scenic Parkway Specific Plan**

Regulation	Proposed Project
<p>b. 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.</p>	<p>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, therefore none of the existing oak trees on the project site are associated with a monument or have any distinctive historic significance.</p> <p>All nine oak trees proposed for removal are located within the interior of the project site and are not readily visible from offsite locations. The oak trees are primarily situated behind groves of existing trees and/or behind intervening knolls. Additionally, six of the nine oak trees to be removed have an aesthetic rating of poor or dead (D and F), while the remaining three are rated as fair to good (C and B). Therefore, the individual oak trees slated for removal have not acquired a distinctive significance with reference to the other trees or monuments on the project site.</p>
<p>5. Archaeological and Paleontological Resources</p>	

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
<p>Applicants which propose to grade more than 50 cubic yards per 5,000 square feet of lot area shall submit to the Director a preliminary archaeological and paleontological record search from the State Regional Archaeological Information Centre (UCLA). If this search reveals that the archaeological and paleontological resources may be located on the lot, the applicant shall file an environmental assessment with the Planning Department.</p>	<p>The proposed project would grade an estimated 21,400 cubic yards (10,700 cubic yards of cut and 10,700 cubic yards fill) over an area of 269,856.8 sq.ft. Therefore a Phase I Archaeological Survey prepared by W & S Consultants, November 30, 2004, and a South Central Coastal Information Center Records Search dated July 22, 2004 were compiled for the proposed project site. These reports indicate no evidence of archaeological resources on the project site. However, to insure that impacts to archaeological resources remain less than significant, several Conditions of Approval, which may be required by the City of Los Angeles are listed in the proposed project's Initial Study (refer to Appendix A, Section IV. Environmental Analysis and in Table II-2 of this Draft EIR).</p> <p>A Paleontologic Resources Evaluation Report, prepared by Paleontologic Resources Management, was also prepared. No direct evidence of paleontologic resources were identified on the project site. However, to insure that impacts to paleontologic resources remain less than significant, several Conditions of Approval, which may be required by the City of Los Angeles are listed in the proposed project's Initial Study (refer to Appendix A, Section IV. Environmental Analysis and in Table II-2 of this Draft EIR).</p>
<p>5.C. Grading 1. Grading</p>	
<p>No grading in excess of one cubic yard of earth per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot.</p>	<p>The proposed project would grade an estimated 21,400 cubic yards of balanced cut and fill soil over the 269,856.8 sf project area. The Specific Plan regulations would permit 67,396 cubic yards of grading $269,857 \div 4 = 67,396$. Therefore the proposed project is within the limits of the Specific Plan's grading allowance and does not require the Director's approval of up to two cubic yards per square foot</p>
<p>2. All graded slopes shall comply with the provisions in Section 10 (Landscaping) of this Specific Plan.</p>	<p>A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval. A conceptual landscape plan is included in the Section III, Project Description as Figure III-5.</p>

**Table V.F-2
Mulholland Scenic Parkway Specific Plan**

Regulation	Proposed Project
5.D. Building Standards	
1. Viewshed Protection.	
No building or structure visible from Mulholland Drive on an upslope or downslope lot shall penetrate the viewshed without the prior written approval of the Director pursuant to Section 11. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. The Director may approve a project's penetration into the viewshed after making the following findings:	A viewshed analysis (Refer to Section V.B. Aesthetics) has determined that due to intervening topography, vegetation and/or structures, two (2) of the proposed project's 37 homes would be wholly visible from the Mulholland Drive right-of-way, and five (5) homes would be partially visible. All of these seven homes are upslope from Mulholland Drive (see Table V.F-3 and Figure V.F-4). The Project Applicant is seeking a Specific Plan Exception to allow encroachment into the protected viewshed of the Mulholland Scenic Parkway.
a. The Department of Building and Safety has determined that the height of the project does not exceed the height limit allowed in paragraphs a, b or c of subdivision 2.	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.
b. The project is designed to complement the view from Mulholland Drive.	The proposed project would develop 37 detached single family homes, along with roadway and landscaping improvements on a 6.19-acre irregularly shaped property that is now occupied by a vacant two-story house, derelict sheds and a kennel. The Project Applicant seeks to design a project that is consistent with predominant character of the architecture of the neighborhood and to provide landscape features that provide natural character and texture within the neighborhood suburban environment. The new homes would have a maximum height of 36 feet, however the architectural style has not yet been determined. In order to minimize potential glare and night sky illumination no street lighting is proposed on the private drive between Mulholland Drive and San Feliciano Drive. Refer to Section V.B. Aesthetics for a full analysis of aesthetic impacts.
2. Allowable Building Heights	

**Table V.F-2
Mulholland Scenic Parkway Specific Plan**

Regulation	Proposed Project
<p>a. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within the first 100 feet from the Mulholland Drive right-of-way, shall not exceed 15 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of to exceed a height of 15 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.</p>	<p>The Applicant requests permission to exceed those height limits set for the seven (7) visible buildings on upslope property within 100 feet of the Mulholland Drive 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. A Specific Plan Exception related to building height will be needed for those pads which could be defined as upslope.</p>
<p>b. On an upslope lot, the height of any building or structures which is visible from Mulholland Drive and which is located more than 100 feet up to five hundred feet from the Mulholland Drive right-of-way, shall not exceed 30 feet. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 30 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.</p>	<p>The Applicant requests permission to exceed those height limits set for the seven (7) visible buildings on upslope property within 100 feet of the Mulholland Drive ROW. Section 5 D 2 of the Specific Plan requires that buildings on upslope lots be limited to 30 feet between 100 feet and 500 feet of the ROW. However, there are no visible upslope homes 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.</p>

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
<p>c. On a downslope lot, the height of any building or structures which is visible from Mulholland Drive and which is located within 500 feet from the Mulholland Drive right-of-way, shall not exceed 40 feet, but in no event shall any building or structure exceed a height that would cause such building or structure to penetrate the viewshed. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.</p>	<p>Per the analysis found in this Land Use Section, the 37 homes would have a maximum height of 36 feet and no homes on downslope pads were determined to exceed the height limitations of the Specific Plan.</p>
<p>3. Yard Requirements. Notwithstanding Z.A.I Case 1270, buildings and structures located on lots that abut the right-of-way and are 100 or more feet in depth shall be constructed with the following yards:</p>	<p>The project site is composed of two parcels. Lot 1, which abuts Mulholland is irregularly shaped, and has a lot depth of at least 100 feet at all points.</p>
<p>a. Front – There shall be a front yard of not less than 20% of the depth of the lot, but which need not exceed 40 feet.</p>	<p>The project is consistent because the front yard along Mulholland Drive is greater than or equal to 40 feet at all points along the frontage.</p>
<p>b. Side – There shall be a side yard on each side of the main building of not less than 10% of the width of the lot, but which need not exceed 20 feet.</p>	<p>The side yards are greater than or equal to 20 feet at all points along the side yard.</p>
<p>4. Fences, Gates and Walls. All fences, gates and walls visible from Mulholland Drive shall be constructed of the following materials: rough-cut, unfinished wood; native-type stone; split-face concrete block; textured plaster surface walls; black or dark green chain-link or wrought iron; or a combination thereof.</p>	<p>Although the architectural details have not yet been determined, the proposed project would be subject to review and approval by the Mulholland Scenic Parkway Design Review Board and must comply with the requirements of the Specific Plan.</p>
<p>5. Drain pipes laid on the ground and visible from Mulholland Drive shall be black or earth tone brown.</p>	<p>The proposed project will comply with this requirement. Review and approval by the Mulholland Scenic Parkway Design Review Board will provide verification of compliance.</p>
<p>6. Utilities. The Advisory Agency, where feasible, shall require that all utilities installed in connection with the development of new subdivisions be placed underground.</p>	<p>The proposed project would be subject to review and approval by the Mulholland Scenic Parkway Design Review Board and must comply with the requirements of the Specific Plan and place new utility lines underground where feasible.</p>

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
7. Roofs. All roofs visible from Mulholland Drive shall be surfaced with non-glare materials and no equipment shall be placed thereon. This provision shall not apply to solar energy devices.	Although the architectural design has not yet been determined, the proposed project would be subject to review and approval by the Mulholland Scenic Parkway Design Review Board and must comply with the requirements of the Specific Plan.
Section 7: MULHOLLAND DRIVE AND RIGHT OF WAY REGULATIONS	
A. Changes and/or Improvements	
No change or improvement may be made to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, without prior approval of the City Council acting after receipt of the recommendation of the Director.	The project would construct a 30-foot wide private road in the Mulholland Drive right-of-way to provide primary access to the development area, which will require the recommendation of the Director and approval of the City Council for an encroachment permit. No other improvements to either the paved portion of Mulholland Drive or the right-of-way are required or proposed. The traffic study prepared for the proposed project identified an optional measure of turn lanes to further improve traffic flow on Mulholland, but those turn lanes are not needed to mitigate significant traffic and access impacts, are not required as mitigations measures, and are not included as project features. If the City desires such turn lanes, then the City Planning Director would have to approve such turn lanes.
B. Alignment and Design	
Any change or improvement to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, shall conform to the following standards:	
1. Roadway Alignment. The paved portion of Mulholland Drive shall conform to its existing alignment from California State Highway Route 101 to the intersection of Topanga Canyon Boulevard, except as modified for safety reasons.	The proposed project would make no changes to the alignment or design of the paved portion of Mulholland Drive.
2. Right-of-Way Width. The width of the right-of-way shall conform to its existing approximately 100-foot wide corridor east from Laurel Canyon Boulevard to the Hollywood Freeway (Route 101), and to the approximately 200-foot wide corridor west of Laurel Canyon Boulevard to the City-County boundary.	The proposed project would make no changes to the right-of-way width of Mulholland Drive.

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
<p>3. Travel Lanes and Shoulders. Except as provided in subdivision 4 of this Subsection, Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane and one or more shoulders, except for existing improvements between Topanga Canyon Boulevard and Saltillo Street, Encino Hills Drive and Corda Drive, and Beverly Glen Boulevard and Benedict Canyon Drive.</p> <p>This shoulder shall be level with the roadway and shall serve as a bikeway. The shoulder shall be five feet wide, except that where a slope is required to be graded in order to provide the five foot shoulder, the shoulder may be less than five feet wide. The shoulder or shoulders shall be paved with asphalt or black concrete and shall be separated from the travel lanes by a solid lane stripe in accordance with the adopted standards of the Department of Transportation. If less than five feet is available on each side of the roadway for shoulders, only the uphill shoulder shall be paved. The shoulder or shoulders shall be marked “Bike Lane” and “no Parking” on the pavement by the Los Angeles Department of Transportation.</p>	<p>The proposed project would make no changes to the travel lanes of the paved portion of Mulholland Drive or the width of the shoulder.</p> <p>The proposed project would comply with all DOT and Specific Plan requirements in regard to the posting of right-of way and parking signage.</p>
4. Turn Lanes.	
<p>a. Turn lanes shall not be permitted without the prior recommendation of the Director after receipt of the recommendation of the Board. The Director shall recommend approval of a turn lane where the Department of Transportation has determined that the turn lane is required to facilitate traffic movement and for safety reasons.</p>	<p>The traffic study prepared for the proposed project identified optional turn lanes to further improve traffic flow on Mulholland, but those turn lanes are not needed to mitigate significant traffic impacts, are not required as mitigations measures, and are not included as project features. If the City desires such turn lanes, then the City Planning Director would have to approve such turn lanes.</p>
<p>b. The turn lane shall be a maximum of 12 feet wide and the travel lane parallel to the turn lane shall be a maximum of 12 feet wide.</p>	<p>The turn lanes, if required by the City, would be designed to the City’s satisfaction.</p>
<p>5. Speed Limit. To the extent permitted by state law, the posted speed limit for vehicles shall prohibit speeds in excess of 25 miles per hour.</p>	<p>The proposed project would make no changes to the speed limit of Mulholland Drive.</p>
<p>6. Sidewalks, Curbs and Berms. No sidewalks or curbs shall be permitted. Only berms required for drainage control and/or erosion shall be permitted.</p>	<p>The project does not propose to construct sidewalks or curbs on Mulholland Drive.</p>

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
7. Median Strip. No median strip shall be constructed within the Mulholland Drive right-of-way.	The proposed project would make no changes to the alignment or design, including the provision of a median strip, of the paved portion of Mulholland Drive.
8. Signs. The Department of Transportation shall post signs in the right-of-way indicating the location of the bikelane, core trail crossings, and the major vista points.	The proposed project would comply with all DOT and Specific Plan requirements in regard to the posting of right-of way signage.
9. Plant Material. Existing fire resistant, native-type plants and trees shall be preserved and maintained to enhance the natural scenic character of the parkway. No oak trees shall be removed, cut down, or moved without the prior recommendation of the Director using the criteria set forth in Section 5 B 4 of this Specific Plan.	A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval. A Conceptual Landscape Plan is included as Figure III-5. The proposed project would remove nine (9) <i>Quercus agrifolia</i> (coast live oak) trees to make way for the project's access road. The project applicant would seek an Oak Tree Removal Permit as part of the discretionary and ministerial actions requested from the City. (see Section V.B, Aesthetics for further information). The project would also removed nine (9) Southern California black walnut trees and six (6) Mexican Elderberry trees.
10. Existing Slopes. Existing slopes adjoining the roadway that show no signs of instability shall not be graded.	The slopes of the knoll in the southeast portion of the project site adjoining the roadway would not be graded. Grading plans for the proposed project would be subject to the review and approval of the City of Los Angeles Department Building and Safety.
11. Rock Formations and Outcroppings. All natural rock formations and/or outcroppings, known or discovered during grading, should be preserved on-site and incorporated into the street design.	There are no natural rock formations and/or outcroppings, as defined by the Specific Plan, located on the project site.
7.C. Access to Mulholland Drive	
1. Driveway Access. No driveway may intersect Mulholland Drive without the prior recommendation of the Director after receipt of the recommendation of the Board.	No driveways intersecting Mulholland Drive are proposed. Direct access to the project site would be provided by a 30-foot roadway from a main entrance on Mulholland Drive and from a secondary entrance on San Feliciano Drive. This private roadway would provide internal circulation. All driveways take access from the internal circulation.
7.D. Lighting	

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
1. Sodium and mercury vapor lamps shall be prohibited.	The proposed project does not include the installation of any new street lighting along the private access road between Mulholland and San Feliciano Drive, or along Mulholland Drive. In addition, the proposed project would be subject to review and approval by the Mulholland Scenic Parkway Design Review Board and must comply with the requirements of the Specific Plan.
2. Lighting standards within the right-of-way shall use cut-off type fixtures which focus the light directly onto the street and shoulders.	If required, lighting standards for the proposed project would comply with the requirements of the Specific Plan.
3. Lighting standards shall be located only in the immediate vicinity of major vista points and major intersections, except as provided in subdivision 5 of this Subsection.	If required, the location of lighting standards for the proposed project would comply with the requirements of the Specific Plan.
4. The lamp shall cast a white light, similar to metal halide or incandescent lighting.	If required, lighting standards, including lamping, for the proposed project would comply with the requirements of the Specific Plan.
5. Where the Board of Public Works determines that a lighting standard is needed to improve parkway safety, the location and design of said lighting standard shall have the prior recommendation of the Director after receipt of the recommendation of the Board. The Director may recommend approval of the location and design of a lighting standard after making the following findings:	If required, parkway safety lighting standards for the proposed project would comply with the requirements of the Specific Plan and the recommendations and subsequent findings of the Board of Public Works.
a. The lighting standard does not obstruct a scenic feature or resource.	If required, parkway safety lighting standards for the proposed project would comply with the requirements of the Specific Plan and the recommendations and subsequent findings of the Board of Public Works.
b. The lighting standard complements the views from Mulholland Drive.	If required, lighting standards for the proposed project would be subject to review and approval by the Mulholland Scenic Parkway Design Review Board and must comply with the requirements of the Specific Plan.
c. The lighting fixture proposed to be used reduces the visual intrusion of lighting into the right-of-way.	If required, lighting fixtures for the proposed project would be subject to review and approval by the Mulholland Scenic Parkway Design Review Board and must comply with the requirements of the Specific Plan.

**Table V.F-2
Mulholland Scenic Parkway Specific Plan**

Regulation	Proposed Project
<p>6. Existing lighting standards located in the right-of-way between Corda Drive and Encino Hills Drive, between Beverly Glen Boulevard and Benedict Canyon Drive, between Skyline Drive and Laurel Pass Avenue, between Laurel Canyon Boulevard and Dona Pegita Drive, and at Woodcliff Road should be redesigned by the Department of Public Works to reduce the glare, and cut-off fixtures should be installed to focus the light directly onto Mulholland Drive and the shoulders.</p>	<p>The project site is not within any of these right-of-way areas.</p>
<p>7.E. Features</p>	
<p>1. All guard rails shall be constructed according to Bureau of Engineering standards and shall have a wood facing treated and finished to achieve a rustic and/or natural appearance.</p>	<p>No guard rails are proposed. If required, guard rails would comply with the requirements of the Specific Plan.</p>
<p>2. All historic survey monuments set during the original survey for Mulholland Drive shall be preserved at their original location.</p>	<p>No historic survey monuments are known to exist on the project site. However, the proposed project would comply with the requirements of the Specific Plan and the recommendations and subsequent findings of the Board of Public Works.</p>
<p>SECTION 8: CORE TRAIL</p>	
<p>A. The core trail design and location shall be approved by the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of the core trail upon making specified findings.</p>	<p>No trails are planned for the proposed project. The Specific Plan maps show the proposed Core Trail as being located on the south side of Mulholland Drive at the project location, not on the north (project) side; therefore, the proposed project will have no effect on the Core Trail.</p>
<p>SECTION 9. MAJOR VISTA POINTS</p>	
<p>A. Location. Fourteen major vista points are designated on maps 1B through 6B. B. Development. No new vista point...shall be constructed without the prior approval of the City Council acting after receipt of the recommendation of the City Planning Commission.</p>	<p>No major vista points are planned for the proposed project.</p>
<p>SECTION 10: LANDSCAPING</p>	
<p>10.A. Standards. Any public or private landscaping installed on or after the effective date of this Specific Plan shall conform to the following standards:</p>	

**Table V.F-2
Mulholland Scenic Parkway Specific Plan**

Regulation	Proposed Project						
<p>1. Graded Slopes. Graded slopes shall be landform graded in accordance with the provisions of the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code. Slopes which cannot be landform graded shall be landform planted in accordance with the provisions of the Landform Grading Manual. Landscaping shall be installed within six (6) months of the completion of any grading.</p>	<p>Steepness of topography has been taken into consideration during site planning: 65.6% of the project site has slope gradients of 10% or less; 6.9% of the site has slope gradients between 10 and 15%; and 27.5% of the site has slope gradients over 15%. Site development has been located on the gentler slopes to the extent feasible. Manufactured slopes would have a maximum horizontal to vertical ration of 2 to 1. The project would utilize retaining walls in lieu of manufactured slopes in order to preserve as many oak trees on the site as possible. A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.</p>						
<p>2. Location. Plant material in the inner corridor shall not obstruct the view from Mulholland Drive and the right-of-way.</p>	<p>A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.</p>						
<p>3. Type. Landscaping shall predominantly consist of native-type fire resistant plant materials.</p>	<p>A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.</p>						
<p>4. Oak Trees. Oak trees shall not be removed except as set forth in Sections 5 B 4 or 7 B 9 of this Specific Plan.</p>	<p>The location of the existing trees on site was taken into consideration during site planning with the majority of the existing trees (160 out of 197) being preserved in place. However, the proposed project would remove nine coast live oak trees to make way for the project's access road and other development. The project applicant would seek a Protected Tree Removal Permit as part of the discretionary and ministerial actions requested from the City.</p>						
<p>5. Replacement Trees. Native trees, including oak trees, which are removed shall be replaced with the same type of tree according to the following replacement schedule:</p> <table border="1" data-bbox="159 1528 766 1747"> <thead> <tr> <th align="center">TYPE OF TREE</th> <th align="center">REPLACEMENT SIZE AND QUANTITY</th> </tr> </thead> <tbody> <tr> <td>Quercus agrifolia, Q. lobata, Q. Virginiana</td> <td>36-inch box (2 for 1 replacement)</td> </tr> <tr> <td>All other.</td> <td>15 gallon (2 for 1 replacement)</td> </tr> </tbody> </table>	TYPE OF TREE	REPLACEMENT SIZE AND QUANTITY	Quercus agrifolia, Q. lobata, Q. Virginiana	36-inch box (2 for 1 replacement)	All other.	15 gallon (2 for 1 replacement)	<p>The proposed project would remove a total of 37 trees, including nine <i>Quercus agrifolia</i> and 15 other native trees (9 Southern California black walnuts and 6 Mexican elderberry, which will require the following replacement trees; 18 – 36" box <i>Q. agrifolia</i> replacement trees and 30 – 15-gallon trees to replace the 15 other native trees that would be removed. A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.</p>
TYPE OF TREE	REPLACEMENT SIZE AND QUANTITY						
Quercus agrifolia, Q. lobata, Q. Virginiana	36-inch box (2 for 1 replacement)						
All other.	15 gallon (2 for 1 replacement)						

Table V.F-2
Mulholland Scenic Parkway Specific Plan

Regulation	Proposed Project
6. Maintenance. An automatic irrigation system shall be installed where necessary to sustain plants and trees and a fire resistant corridor.	A Landscape Plan, including irrigation plans, for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.
10. B. Prohibited Plant Material	
The following plant material shall not be planted in the scenic corridor parkway on or after the effective date of this Specific Plan. (Refer to Specific Plan text, page 22 for list of prohibited plant material).	A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.
10. C. Landscape Plan	
1. A landscape plan shall be submitted to the Board for review and recommendation.	A Landscape Plan for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.
2. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.	A Landscape Plan, including irrigation plans, for the proposed project in compliance with Specific Plan requirements would be submitted to the Mulholland Scenic Parkway Design Review Board for review and approval.

Mountain Fire District and Very High Fire Hazard Severity Zone

Section 91.223 the LAMC defines a “Very High Fire Hazard Severity Zone” as any land in the City established by the Board of Forestry and State Fire Marshal and described in Division 72 as Mountain Fire District and Fire Buffer Zones. The entire project site is located within a Mountain Fire District and a proposed Very High Fire Hazard Severity Zone. As such, the project site is subject to certain provisions in Section 91.7207 of the LAMC relating to Mountain Fire Districts and Very High Fire Hazard Severity Zones that, with certain exceptions, require residential buildings to have enclosed under-floor areas and utilities, protect attic openings, and have fire retardant roofing assembly.

City of Los Angeles Hillside Grading Ordinance

The project site is subject to the City of Los Angeles Hillside Grading Ordinance. LAMC §17.05.J. requires designs for subdivisions in hillside areas to meet the grading standards established by the Board of Public Works and the grading regulations established by Article 1, Chapter 9 of the LAMC. The

requirements could also include providing a soils report prepared by a Registered Civil Engineer specializing in Soil Mechanics and/or reports on geological investigations.

City of Los Angeles Oak Tree Ordinance

In April 2006, the City of Los Angeles' Oak Tree Ordinance was amended to become the "Protected Tree Ordinance." Ordinance 177,404 amends Sections 12.21 A 12, 17.02, 17.05 H 7, 17.05 R, 17.06 B 13, 17.06 C, 17.51 D, and 17.52 I of the Zoning Code to assure the protection, and regulate the removal, of four species of native trees, specifically all native oaks (*Quercus* sp., with the exception of *Quercus dumosa*, aka *Q. berberidifolia*, scrub oak), Southern California black walnut (*Juglans californica*), Western (California) Sycamore (*Platanus racemosa*), and California bay laurel (*Umbellularia californica*).

Ordinance 177,404 provides that a protected species tree cannot be removed or relocated without first obtaining a permit from the Board of Public Works. The application for the permit must indicate the location of each protected species tree in the development area proposed to be retained, relocated or removed. Further, the Ordinance requires that for each protected species tree removed, a minimum of two trees of the same species (minimum 15 gallon size) shall be planted and that the size and number of the replacement trees shall approximate the value of the trees to be replaced.

In addition, because the proposed project site is within the Mulholland Scenic Parkway Specific Plan area, a minimum of two oak trees (minimum of 36-inch box size) are to be planted for each one that is removed; additionally, any native (non-oak) tree removed must also be replaced at a two for one ratio (minimum of 15 gallon size). Further, a bond must be posted to guarantee the survival of trees which would be maintained, replaced or relocated to assure the existence of continuously living trees for a minimum of three years from the date the bond was posted or the trees were replaced or relocated.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the CEQA Guidelines, a project would have a significant land use impact if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Project Impacts

Would the proposed project physically divide an established community?

The potential for the proposed project to physically divide an established community is based on a comparison of the existing land uses on and adjacent to the project site and the proposed project. As previously discussed, the proposed project site currently contains a vacant two-story single-family residence, sheds and an aged kennel with the remaining portion of land undeveloped. The project site is bounded on the north, west and east by single-family homes. The properties to the south of the project site consist of a private high school and convent, undeveloped land, a two-story commercial building with a surface parking lot and a strip mall. 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 to the west of the project site. Therefore, the proposed project would not physically divide any established communities and there would be no impact.

Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Consistency with Land Use Plans, Policies and Regulations

This section analyzes the consistency of the proposed project with the provisions and requirements of the applicable regional and local plans and regulations that currently govern development of the project site and surrounding areas.

Regional Comprehensive Plan and Guide

The RCPG does not include any policies which are generally applicable to the proposed project. According to SCAG, the proposed project is not regionally significant per SCAG Intergovernmental Review Criteria and CEQA.¹

South Coast Air Quality Management District

As discussed in Section V.C (Air Quality) of this Draft EIR, the housing growth resulting from the proposed project would be consistent with the SCAG's housing forecasts for the City and the County, and would not increase the local housing within the City or County beyond those already projected by the SCAG. Therefore, the proposed project would be consistent with the AQMP housing forecasts for Los Angeles County, and would not jeopardize attainment of State and federal ambient air quality standards in the Basin. Based on this information, the proposed project would not impair (or conflict with) implementation of the AQMP.

Congestion Management Program

As discussed in Section V.H (Traffic/Transportation/Parking) of this Draft EIR, the local CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest arterial CMP monitoring station is located on Topanga Canyon Boulevard at Ventura Boulevard. The proposed project will not add 50 or more peak hour trips to this CMP intersection. Therefore, no significant CMP impacts would occur. In addition, the CMP also requires any freeway segment where a project is expected to add 150 or more trips in any direction during the peak hours to be analyzed. The maximum number of directional trips generated by the proposed project would be 23 total inbound trips during the PM peak hour. As the peak hour trips expected to use the freeway network for project site access are less than the freeway threshold of 150 directional trips, no significant project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary. Therefore, the project would not conflict with the CMP.

¹ Correspondence from SCAG, Jeffrey M. Smith, AICP, Senior Regional Planner, Date: [REDACTED].

City of Los Angeles General Plan - Community Plan

The 6.19-acre proposed project site is within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, which designates the site as Low Residential. The Low Residential designation allows residential densities of up to nine (9) dwelling units per net acre. Based on density allowed under the land use designation, the maximum number of single-family units that could be developed on the site would be approximately 54 units. As the proposed project consists of 37 units, it would be consistent with the Community Plan land use designation. As shown in Table V.F-1, Project Consistency with Applicable Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Policies, the proposed project can be found to be consistent with the applicable policies of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

Mulholland Scenic Parkway Specific Plan

As previously stated, the 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 design requirements and grading restrictions that are applicable to the Inner Corridor and which are subject to a mandated Design Review process. There are no Prominent Ridge lines, Public Parklands, Major Vista Points or Core Trails as defined by the Specific Plan located on the project site. There are no known Archeological and/or Paleontological Resources located on the project site (see Section V.A, Impacts Found to be Less Than Significant). An analysis of the proposed project compatibility with the Mulholland Scenic Parkway Specific Plan is provided in Table V.F-2. The viewshed analysis required by the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines for any project within the Inner Corridor is presented below in Table V.F-3. With approval of the requested discretionary actions from the City of Los Angeles, the proposed project could be found not to conflict with the Mulholland Scenic Parkway Specific Plan. Those discretionary actions include:

- Vesting Tentative Tract Map No. 61553 – 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 – To change the zoning on the project site from R1-1 to (Q) RD6. 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 would 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 – Would grant permission to encroach into the scenic parkway "viewshed" with a limited number of the residences. These structures would be screened

from Mulholland Drive by existing tree canopy and proposed landscape screening along the highway.

- Specific Plan Exception, Height – Would grant 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 would be needed for those pads which could be defined as upslope.
- Zoning Administrator Determination (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 would be 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) – 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) – 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-foot linear portion of the wall along Mulholland would be a double wall.
- Protected Tree Removal/Relocation Permit - to authorize the removal of 18 protected species trees, nine (9) coast live oaks and nine (9) Southern California black walnuts.

Viewshed Analysis

The Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines require that a viewshed analysis be prepared for any project within the Inner Corridor, in order to determine the extent to which building heights negatively impact view. An analysis was conducted, as explained below; however, after consultation with Los Angeles City Planning Department staff some modification and interpretation of the prescribed viewshed analysis was necessary in order to produce an analysis which provides meaningful commentary on the visual impacts of the proposed project.

Methodology

The following analysis, depicted in Table V.F-3, is an assessment of the extent and degree of viewshed encroachments which would potentially result from development of the proposed project. The Mulholland Scenic Parkway Specific Plan and Design and Preservation Guidelines as written, do not wholly explain how to conduct the viewshed analysis under the specific circumstances of the proposed project. The Mulholland Scenic Parkway Specific Plan and Design and Preservation Guidelines were written for application to a situation of one building on one lot. Since the proposed project involves 37 detached single-family residences on two lots, direct application of the Design and Preservation Guidelines, absent interpretation, is not possible. Specifically, Guideline 19 of the Design and Preservation Guidelines, would require classification of a lot as upslope or downslope based on the comparison of the highest elevation of the building pad, to the lowest elevation of the Mulholland Drive right-of-way (the "ROW") contiguous to the property. In the subject case, determination of upslope or downslope would depend on which of the 37 pads was compared to the ROW. An additional question arises regarding which vantage point along the edge of the Mulholland Drive paved roadway (the "Edge of Roadway") should be used to conduct the Analysis. To resolve these and related methodological questions, Mr. Daniel O'Donnell of the Los Angeles City Planning Department staff was consulted. Based upon that consultation, the following methodological assumptions and procedures were determined to be appropriate and have been used in preparing the viewshed analysis:

- Determine upslope or downslope - use the single point of lowest elevation along the ROW (an approximate elevation of 1018 feet near Pad 1) for comparison to each pad in determining upslope or downslope.
- If upslope – consider the allowable building height and encroachment into the 15 foot height limitation within 100 feet of Mulholland and the 30 foot height limitation between 100 and 500 feet of Mulholland.
- If downslope – consider the encroachment into the required viewshed, as described in Guideline 19.

- Calculate the encroachment – when calculating the height and/or viewshed encroachment, use multiple vectors perpendicular to the ROW. Use the fewest amount of vectors needed to intersect all pads.
- Note intervening physical features² – Table V.F-3 (explained below) lists the *Calculated Theoretical Impact*, which notes the extent of the encroachment without consideration of physical realities, as well as the *Practical Impact* which documents the overall impact taking into consideration intervening vegetation, topography and structures.

To determine whether the units are upslope or downslope, the extent to which each encroaches into the height limitation and into the viewshed, and the extent to which intervening vegetation, topography and structures mediate the practical impact, a series of cross-sections of the project site were prepared. The cross-sections are shown in Figure V.F-1. Based on these cross-sections, section profiles were then developed (see Figures V.F-2 and V.F-3. The scales on either end of each profile indicate the elevation of the Mulholland Drive centerline at the cross-section; the scale can then be used to determine: (1) the elevation of the Mulholland Drive ROW adjacent to the project site; (2) the existing ground line; (3) the finished ground line at the completion of construction; (4) the extent to which the relevant units encroach into the height limitation and into the viewshed; and (5) the line-of-sight from the centerline of Mulholland Drive. A total of 15 Cross-Sections (A-A through O-O) are analyzed. They extend from the centerline of Mulholland Drive to the centerline of San Feliciano Road.

Since the purpose of the Specific Plan and Design and Preservation Guidelines is to preserve and enhance the unique character and scenic features of Mulholland, a "worst case scenario" approach is used for the analysis and is documented in Table V.F-3. Each residence is examined under both upslope and downslope conditions. The determination of upslope versus downslope is documented in the *Upslope vs. Downslope* column. Following that column, the columns for *If Downslope – Viewshed Encroachment* and *If Upslope – Height Violation* are listed for every pad. Thus, the analysis considers the potential impacts of either interpretation of the Guidelines.

As shown in Table V.F-3 and graphically presented in Figure V.F-4, the potential visible impact from Mulholland Drive is eliminated by intervening topography, vegetation and/or structures for the majority of residences. Of the 37 new homes, 30 homes (or approximately 81%) would be entirely screened from view at all points along the Mulholland Drive right-of-way contiguous with the property. The homes that would not be visible are Units 2 and 7 through 35. Five homes (or approximately 14 %) may be partially visible from one or more points along Mulholland Drive, but are substantially screened by intervening

² While it is understood that determination of a viewshed encroachment or height violation is based on the calculated impact as outlined in the Mulholland Scenic Parkway Specific Plan and Design and Preservation Guidelines, the *Practical Impact* section was included to provide a more complete picture of the impacts the project will have on the Mulholland Scenic Parkway.

vegetation, topography and/or structures as indicated. The homes that would be partially visible are Units 1, 5, 6, 36 and 37. Only two (2) residences, Units 3 and 4 would be wholly visible from Mulholland Drive, although these two homes would be blocked from view at some points along Mulholland Drive. Based upon the following analysis, the project can be found to be in substantial conformance with the Specific Plan and Design and Preservation Guidelines.

Figure V.F-1, Viewshed Cross Sections

Figure V.F-2, Viewshed Section Profiles, A-A to I-I

Figure V.F-3, Viewshed Section Profiles, J-J to O-O

Figure V.F-4, Viewshed Impact Analysis

Table V.F-3 (page 1)

Table V.F-3 (page 2)

Table V.F-3 (page 3)

Table V.F-3 (page 4)

The Mulholland Scenic Parkway Specific Plan also prohibits the removal of any oak trees without the prior written approval of the Planning Director after making the following findings:

- a. *The removal, cutting down or moving of an oak trees will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.*

According to the preliminary hydrology investigation for the project site, the existing unimproved project site drains into the abandoned Girard Reservoir and from there into an existing storm drain in San Feliciano Drive. Currently, during a 50-year storm event, the project site would produce a peak flow of 25.7 cubic feet per second (cfs). After project development, the developed site would produce a peak runoff of 30.9 cfs from an equivalent storm. However, while site runoff would increase by 5.2 cfs, the increased runoff would be conveyed to the storm drain in San Feliciano Drive via non-erosive drainage improvements and paved streets. Therefore, the proposed project would result in less potential for soil erosion from uncontrolled runoff. Furthermore, the oak trees would only be removed to accommodate development. Site preparation in the vicinity of the removed oak trees would include soil stabilization in the form of building construction, pavement or landscaping. Consequently, the removal of the oak trees would not be expected to result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.

- b. *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*

A review of Figure V.B-6 in Section V.B (Aesthetics) demonstrates that all of the nine (9) oak trees and the nine (9) Southern California black walnuts and most of the other trees proposed for removal are located within the interior of the project site and are not readily visible from offsite locations. The oak trees are primarily situated behind groves of existing trees and/or behind intervening knolls. Additionally, six (6) of the nine six oak trees to be removed have an aesthetic rating of “D” (poor), or dead (D and F), while only two the remaining three are rated as “B” (fair to good) (C and B); two of the walnuts are rated as poor (D), five are rated as fair (C), with the remaining two rated as good (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 project site.

Los Angeles Municipal Code

See previous discussion regarding the Mulholland Scenic Parkway Specific Plan.

Hillside Grading Ordinance

The proposed project will be required to comply with the requirements of the Hillside Grading Ordinance. Generally, the applicant will be required to submit a Geotechnical Report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety prior to the issuance of building or grading permits. Also, the project must be designed and built in accordance with City of Los Angeles Building Code construction requirements for habitable structures. Furthermore, City required erosion controls would be imposed during grading and via building permit regulations. 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.

Mountain Fire District and Very High Fire Hazard Severity Zone

Because the proposed project is approximately 2.2 miles from the nearest fire station, the homes would be required to install sprinkler systems. In addition, the proposed project would be designed according to California Fire Code requirements and would undergo Los Angeles Fire Department review prior to the recordation of a final map or prior to the approval of a building permit, as is required by the LAMC (refer to Appendix A, Initial Study, Public Services, Fire Protection). With compliance with the Fire Department's requirements, the proposed could be found not to conflict with the Mountain Fire District and Very High Fire Hazard Severity Zone.

Protected Tree Ordinance

A Protected Tree Removal permit would be required for the removal and replacement of up to nine (9) coast live oak trees and nine (9) Southern California black walnut trees in accordance with City of Los Angeles Ordinance 177,404. In accordance with those regulations, prior to the issuance of a grading permit, a tree report and landscape plan prepared by a City-designated tree expert would be submitted to the City. In addition, because the proposed project site is within the Mulholland Scenic Parkway Specific Plan area 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), and any non-native tree removed must be replaced at a one for one ratio (minimum of 15 gallon size). Further, a bond would be posted to guarantee the survival of trees which would be maintained, replaced or relocated to assure the existence of continuously living trees for a minimum of three years from the date the bond was posted or the trees were replaced or relocated. This issue is discussed in greater detail in Section V.B (Aesthetics) and V.D. (Biological Resources).

Habitat Conservation Plans

There are no habitat conservation plans or community conservation plans that are applicable to the project site. Therefore, the proposed project would not conflict with any habitat conservation plan or community conservation plan and there would be no impact.

Land Use Compatibility

During the Notice of Preparation public review period, a number of concerns were expressed regarding the proposed project's compatibility with the existing community. These concerns are briefly discussed as follows:

Concern: The proposed zone change would permit the introduction of a high-density development into a single-family neighborhood.

Assessment: The project site is zoned R1-1. This is a single family residential designation with a minimum lot size of 5,000 square feet. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area designates the project site as Low Residential. The Low Residential designation allows residential densities of up to nine (9) dwelling units per net acre, or a minimum area of 4,840 square feet per residence. Thus, the Low Residential land use designation permits the maximum development of approximately 54 single-family homes on the project site. The proposed project does not require and is not seeking a change in land use designation. However, the project proposes to change the zoning to (Q) RD6. The RD6 designation requires a minimum area of 6,000 square feet per residence. 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 would be imposed on a permanent basis to insure that only detached single family residences can be developed on the subject property. At a minimum area of 6,000 square feet, the RD6 designation would allow 44 homes on the project site, or 10 homes less than is currently allowed by the Community Plan. The project proposes to develop 37 detached single-family homes, which is less than is currently permitted by either the existing zoning and land use designation. Therefore, the proposed zone change would not introduce a higher density development than is that already permitted for the site.

Concern: The proposed project is not compatible with the General Plan and the Community Plan, which makes these plans meaningless.

Assessment: As discussed above, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan designates the project site as Low Residential. The Low Residential designation allows a range of residential densities from 4 to 9 dwelling units per acre, with a mid-range of 6.5 units per acre. The project proposes single-family homes at a density of 6 units per acre. Thus, the proposed project is consistent with the Community Plan land use designation for the project site.

Concern: The proposed project would change the character of the community.

Assessment: The proposed project would provide 37 single-family detached condominium units. These units offer single-family ownership with common grounds maintenance. Although the type of ownership would be detached single-family condominium, the resulting project would look more like a conventional single-family project. No multi-family housing is proposed.

Concern: The proposed condo units could be converted to apartments, which would be incompatible with the neighborhood.

Assessment: The proposed residential units are single-family detached homes. They are not attached units in a multi-family structure. For the most part, the homes would be expected to be owner occupied. However, it is possible that some owners may elect to rent their homes. It is common in single-family neighborhoods for some of the homes to be rental units.

Concern: The proposed buildings have a “blocky” appearance that will detract from the community character.

Assessment: The proposed homes have not been designed. The tract map depicts preliminary building footprints shown for planning purposes. No conclusion about the architecture of the homes can be drawn from these footprints. However, it should be noted that the proposed homes are expected to sell in the vicinity of \$1,000,000 each.

Concern: The proposed project will reduce property values in the neighborhood.

Assessment: At a sale price of approximately \$1,000,000 each, the proposed home prices would be comparable to or perhaps more than the going home prices in the surrounding neighborhood.

CUMULATIVE IMPACTS

Development of the 27 related projects is expected to occur in accordance with adopted plans and regulations. Development of the proposed project in conjunction with the related projects would result in an intensification of existing prevailing land uses in the project area. However, based on the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support important local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

MITIGATION MEASURES

The proposed project would not physically divide an established community or conflict with any applicable land use plan, policy, regulation, habitat conservation plan or natural community conservation plan. The proposed project's land use impacts would be less than significant. Therefore, with the approval of the requested entitlements, no mitigation measures are required or recommended.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project's land use impacts would be less than significant.