

Save Oak Savanna

Draft Environmental Impact Report (DEIR) Assessment



4.30.16

TABLE OF CONTENTS

1. SUBDIVISION.....	Page 3
2. ROADWAYS/DRIVEWAYS.....	3
a. Public vs Private Street	
b. New Street Location	
c. Driveways at intersection of 3 way stop sign	
3. SCENIC IMPACT.....	6
4. TRAFFIC STUDY.....	7
5. STORM DRAINAGE/WATER USAGE.....	7
6. RETAINING WALLS.....	8
7. GARAGES vs COVERED PARKING.....	9
8. NUMBER OF STORIES/PROJECT COMPATIBILITY.....	9
9. TREE REMOVAL & PROTECTION.....	11
10. DEIR ALTERNATIVES & POCKET PARK PROPOSAL.....	12
11. GRADING.....	14
12. LOT #5 & #6.....	15
13. CUL-DE-SAC LOCATION.....	16
14. COMMON STREET FOR LOTS 1-4.....	17
15. LOT #19.....	18
16. CONSTRUCTION CONCERNS.....	19
17. HOMEOWNERS ASSOCIATION.....	21
18. WILDLIFE.....	22

1. SUBDIVISION

The Developer has stated that the “architectural style of the proposed homes will be compatible with the architectural styles already existing in the area and to be consistent with the Mulholland Scenic Parkway Specific Plan” (MSPSP). Allowing future property owners to subdivide their lots would severely contrast with the existing architectural styles in the area as well as the MSPSP. Additionally, allowing future property owners to build separate structures on their property would also contrast with the existing architectural styles in the area as well as the MSPSP. In order to preserve the existing architectural styles and character of our neighborhood, the final subdivision map needs to clearly state that lots cannot be further subdivided and no further structures can be built in backyards, especially in lots with large backyards where there will be protected Oak trees in many cases.

Action: Require specific language that states 19 lots cannot be further subdivided in anyway in the future and no further structures can be built on lots

2. ROADWAYS/DRIVEWAYS

- a. The DEIR makes frequent references to public and private streets, but there is a great deal of confusion as to the intent of the developer. For instance, On Page II-1, the DEIR states that there will be a “new **public street** to run from San Feliciano Drive into the site.” On page V G-19, the DEIR states, “The Proposed Project would provide a **private access road** from San Feliciano Drive...” It is felt that this is a serious issue that needs clarification. Private streets and public streets are significantly different.

Outside of the statement that this roadway would be public, there is no comment in the DEIR as to how this would be accomplished. Would the City of Los Angeles have to assume responsibility for the maintenance and upkeep of the street after construction? Is the City obligated to do so? What if the City decides not to obligate itself with this new street? How does that impact the Proposed Project?

- b. The EIR incorrectly states on Page V.I-19 that the speed limit on northbound San Feliciano Drive just before the Proposed Street is 25 mph. Directly in front of 4548 San Feliciano Drive is a speed limit 30 mph sign. There are two homes each with driveways between this speed limit sign and the Proposed Street. This is important because the traffic study used the 25mph standard in assessing impact
- c. In addition, the location of the proposed street appears to be ill conceived. The ingress and egress of the proposed street is at point where San Feliciano Drive is at its narrowest. If there are any vehicles parked, which frequently happens, San Feliciano Drive becomes a very narrow roadway from which to enter or exit the Proposed Project
- d. More importantly, the site of the street is at a place where there is very limited visibility. Vehicles traveling northbound on San Feliciano Drive (from Mulholland Highway) drive down a steep hill which leads to a blind curve just where the Proposed Street is being sited. There is limited visibility for the drivers on San Feliciano Drive regarding the proposed street and there would be similar restrictions for any vehicle entering or exiting the Proposed Project. Anyone using this Proposed Street will do so at great risk.
- e. The distance from when a vehicle can first see the street is at 257 ft. According to the AASHTO Green Book, at the 30MPH speed limit reaction distance + braking distance would equal 200 ft on

a straight roadway. Adding the 11% grade that occurs at this location on San Feliciano plus a blind curve makes this particular intersection extremely dangerous and poses a substantial safety concern. It needs to be further noted, that drivers proceeding in either direction on San Feliciano rarely do so at the posted speed limits which greatly enhances the safety concern of the street location

- f. Our neighborhood has many pedestrians that walk, jog and run along San Feliciano Drive as well as many bikers that bike along San Feliciano Drive. Presumably, new residents living within the Proposed Project would walk, jog, run and bike into and out of the Proposed Street. The safety of the many pedestrians and bikers in our neighborhood would be at great risk if the Proposed Street was located in the dangerous location as sited. The city has noted this area as a special traffic problem due to many commuters using San Feliciano Drive as a bypass street instead of taking Topanga Canyon. Three hit-and-run accidents and five cars totaled are among the tragedies that have occurred just on the 4700 block of San Feliciano--all due to excessive speeding. Most of these collisions occurred at the curve at the bottom of the hill at Cerillos due to speeding.
- g. The DEIR did not conduct any sight distance studies and there is high safety concern for where street is located. Members of Save Oak Savanna suggestion to Harridge San Feliciano, LLC during an August 2015 meeting that locating the street at Cerrillos Drive with a 4 way stop sign would be much safer for all residents of our community.

Below - Northbound approach to new street location (circled in red). Distance from this location to new proposed street is around 250ft



- h. The current configuration of houses bordering San Feliciano Drive has Developer placing two driveways in the intersection of a three way stop sign highlighted below. This location is far from ideal and poses serious safety threats for drivers and pedestrians exiting the driveways on proposed lots 11, 12 and 13. In addition to all the concerns mentioned above, every member of Save Oak Savanna has witnessed drivers running this stop sign in all directions regularly and especially at night.



Below – Looking West from Cerrillos to San Feliciano Drive where at least two driveways would spill out directly into the intersection. In addition, please note row of fully grown, mature, healthy Oak trees lining San Feliciano Drive at the intersection of Cerrillos Drive that would have to be removed to allow development of lots 11-13 even though these are NOT on the removal list.



Action:

1. Determine whether Proposed Street is a public road or a private road
2. If the road is a public road, determine whether city of Los Angeles is willing to assume responsibility or is obligated to assume responsibility for maintenance and upkeep of Proposed Street
3. If the road is a private road, determine who will assume responsibility for maintenance and upkeep of Proposed Street
4. Correct the incorrect 25 mph speed limit listed on Page V.I-19 to 30 mph speed limit and revise all calculations based on the correct 30 mph speed limit going Northbound on San Feliciano

5. **Determine whether Proposed Street location is safe to residents, drivers, pedestrians and bikers through sight distance study to determine viability of existing street location as well as alternatives**
6. **Request alternatives to lot 11,12 and 13 from current proposal given safety concerns and impact on protected Oaks not currently captured in DEIR**

3. SCENIC IMPACT

The DEIR indicates that Proposed Project will have an impact on the issue of Scenic Vistas. Due to the grading, retaining walls and three story houses, there will be a significant impact on the scenic qualities that are currently found on the undeveloped site. On Page II-4, the developer argues that mitigation issues are not required because the impact will be less than significant. We disagree.

The Developer's assumption is based upon a proposed landscape plan that will reduce the visibility of the grading, retaining walls, etc. These are very poor mitigation plans. First, it will take 5 years to fully grow out the new landscape plantings, (MSPSP requires a 3 year Plan.) Second, who will be responsible for maintaining the plantings? A new owner may decide they don't like the plantings and cut them down, thereby making the house in violation of MSPSP Guidelines regarding views from Mullholland Highway. Third, the plantings will occur when the houses are built, so it will take 5 years of homeowner efforts in bring the plantings to the level of mitigation. Will all of the homeowners be proficient in maintaining these plantings for that 5 year period of time?

The DEIR also states that "...the reduced visibility of the oak trees could be considered damage to a scenic resource,..." (Page II-6). The mitigation offered is the planting of replacement trees that are required by the removal of living oak trees and other flora on the property. If you build houses that are inappropriate and dramatically impact the scenic resources; planting small trees is not going to change the impact. The only way to not impact the scenic resources is to not build at this location.

The DEIR on Page II-9 states that the loss of views on the site will be a significant impact. If you impact the currently undisturbed woodland by grading and put up retaining walls, planting trees that will require decades to replace the visual character is not an appropriate mitigation.

Further, on Page II-9, the DEIR states, "Therefore, the retaining wall would not substantially damage scenic resources and their impact with respect to scenic resources would be less than significant." Save Oak Savanna disagrees that 520 feet of retaining walls, up to 19 feet in height, would not impact the scenic resources in a negative way. This is a very poor argument and the developer needs to acknowledge that this impact is significant and needs more mitigation to overcome the issue.

Action: The developer needs to submit a significantly improved and much more comprehensive mitigation plan regarding the scenic impact of the Proposed Project

4. TRAFFIC STUDY

The Developer's traffic study was conducted on March 12, 2015. Multiple community members viewed the traffic study being conducted on this day at the corner of Mulholland/San Feliciano and noticed that traffic was unusually light. Typical traffic during morning rush hour backs down San Feliciano, frequently to the property line of the Proposed Project (and beyond). During evening rush hour, San Feliciano is a major pass through street for commuters driving to Ventura Boulevard and Shoup Avenue. Finally, there was no mention of whether traffic impacts take into account traffic associated with new residents ie: workers, gardeners, poolmen, delivery drivers, etc.

On Page V.I-12, EIR projects trip generation of 14 trips in AM Peak Hours and 19 PM Peak Hours. Save Oak Savanna disagrees based on the projected number of residents in the Proposed Project. On Page V.C-18, DEIR, 42 people are estimated to live on development (19 homes x2.2 PPH). (Source: DKA Planning and 2010 Community Plan)

Action: Request that another traffic study be conducted correcting deficiencies in the above mentioned areas with pre-approved dates chosen with community to accurately assess traffic patterns and impact

5. STORM DRAINAGE/WATER USAGE

The DEIR contends that: "...the San Feliciano storm drain would have the capacity to accept the incremental increase in runoff." This is accurate regarding the existing capacity of the underground storm drain, but the DEIR does not comment on the ability of the existing storm drain system to funnel the runoff into this system. There are two access points where the runoff from San Feliciano Drive would enter the storm drain system. One is 9 feet by 8 inches (5.85 square feet) and is sited at the curb. The other is 14 feet by 8 inches (9 square feet) and is also sited at the curb. At this second site there is also vertical drainage of 2 feet by 3 feet (6 square feet). As to the second, larger runoff site, the DEIR maps indicates that the Proposed Project's street intersecting San Feliciano Drive would come out on top of this drainage and would therefore eliminate this as to runoff mitigation. What results is that a total of 1.82 acres of impervious surfaces generated by the Project would flow on to San Feliciano Drive and there would be little capacity to handle this runoff. The DEIR indicates that there could be 1 cubic feet per second runoff created by the Project and it is obvious that the existing storm drainage could not handle this amount of storm water. The impact would be flooding downstream with the possible flooding of the DWP site and houses located on San Feliciano Drive, along with flooding to some of the houses proposed by the Project.

Action: Developer needs to propose storm drainage mitigation plan because the DEIR is insufficient in regards to this major issue. In addition, DEIR states that project would consume approximately 4,807 gallons of water per day or 253 gallons per HH. This is far below usage in this zip code which is closer to 550-600 gallons per day per "Residential Water Usage by Zip Code" data found on Data.gov. Would like to understand how this figure was arrived at and if a change would impact the "less than significant

impact) given the average usage at 2x higher than stated in DEIR or over 2MM additional gallons per year for the project

6. RETAINING WALLS

The DEIR indicates that there will be an extensive network of retaining walls.

- One wall 140 ft. long with a height varying from .5 ft. to 10 ft.
- One wall 80 ft. long with a height of 10 ft.
- Two walls 120 ft. long with the heights reaching 19 ft.
- One wall 120 ft. long with variable heights up to 5 ft.
- One wall 60 ft. long with a variable height up to 8 ft.

The amount of retaining walls is in violation of Guideline 1 of the Mulholland Scenic Parkway Specific Plan (MSPSP) which states: “Minimize the amount of grading and the use of retaining walls. Design structures and grading to fit the natural topography and existing conditions of the site, rather than making changes in the topography to accommodate the structure...”. MSPSP further indicates that when there are retaining walls, they should be constructed in a way that approximates the natural terrain that the retaining walls are impacting. The developer deliberately goes against this instruction and proposes large retaining walls to maximize the number of houses.

As to specifics, MSPSP allows a maximum height of 10 ft.; so the proposed project is out compliance with Guideline 28 for one of the retaining walls. The proposed project is also out of compliance with a number of Los Angeles City sections and will require that a Zoning Administrator Determination be granted for the retaining walls.

Page I-1 specifically states, “The Project would utilize four retaining walls ranging from .5 to 19 feet in height in lieu of slopes...”. This language suggests a single wall to a height of 19 ft., not walls with a “variable” height of 19 ft. Also, Page III-12 states that, “Project proposes six retaining walls with a total of 510 linear feet.” which does not match sentence above referencing four walls.

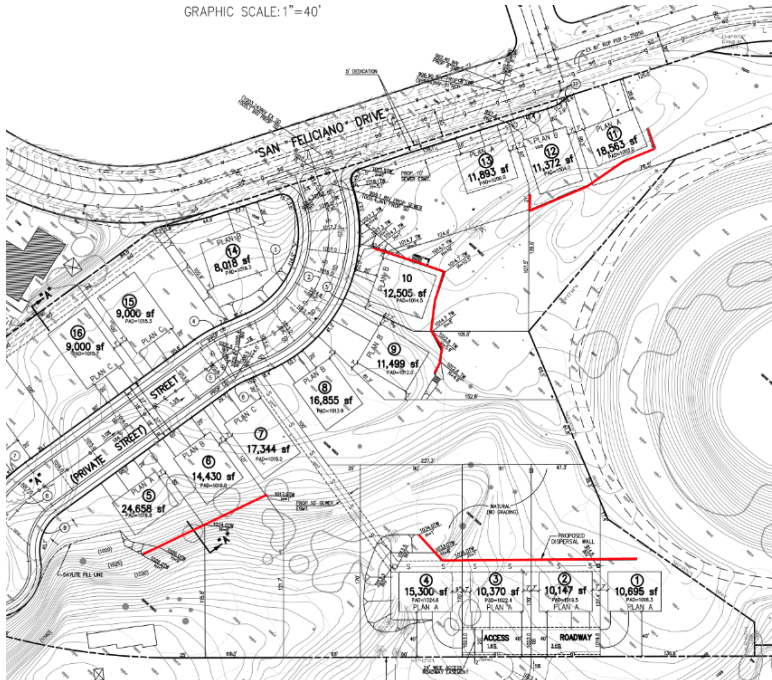
Page II-6: states: “The retaining walls would only be minimally visible from Mulholland Drive and San Feliciano Drive and none of the oak trees would be removed to accommodate the retaining walls; rather, the walls have been proposed as mitigation to reduce impacts to oak trees.” The community is highly concerned about trees adjacent to the proposed retaining walls. Figure V.B-6 of the DEIR (map of trees to be removed on property), shows retaining walls being built underneath the tree canopy of several different trees near lots 1, 3 10, 11, and 12. The community is highly skeptical that the trees next to the aforementioned lots will survive the grading necessary to prepare the lots and the construction of retaining walls.

In the event that a tree does not survive the construction phase of the Proposed Project, developer must provide a mitigation plan to plant new trees according to MSPSP guidelines.

Action:

1. The exact height of each retaining wall needs to be clarified
2. The proposal needs to be in compliance with the Mulholland Scenic Parkway Specific Plan's limits on the maximum height of retaining walls
3. The retaining walls need to be in compliance with Guideline 1 of the Mulholland Scenic Parkway Specific Plan
4. The retaining walls may need to be relocated in order to protect trees near lots 1, 3 10, 11, and 12. A mitigation plan must be presented
5. Developer must provide a mitigation plan in case trees are damaged during construction or within a certain period following construction

Red highlighted areas below show extensive use of retaining walls across development both on height and length
GRAPHIC SCALE: 1"=40'



7. GARAGES vs COVERED PARKING

DEIR proposes construction of 38 covered parking spaces for residents multiple times. Our understanding is that there would be 19 homes with two car garages so 38 parking spots within 19 garages.

Action: request that language not be ambiguous and any reference to “covered parking spots” be removed and replaced with “two-car garages”

8. NUMBER OF STORIES/PROJECT COMPATIBILITY/LOT SIZES

DEIR states that residences have maximum height of 3 stories. Developer explicitly stated in August 2015 meeting with Save Oak Savanna that no residence would be over 2 stories. In addition, in 2008, developer (then named DS VENTURES) agreed to make units along Southern Property line 1 story homes so as to

preserve both the current make-up of the neighborhood and to protect the privacy and view shed of the neighbors living South of the property.

Given that developer has committed to build homes that match the character of the neighborhood, of the 175 homes that are directly around the proposed development (see below for coverage map), only around 8% of them are two story homes. The proposal for 100% two story homes does not fit the character of this neighborhood as the average square feet of homes in this area is 2,149 while a full two story development would have homes averaging 4,000 square feet (55% larger than existing) and possibly as large as 4,800 square feet.

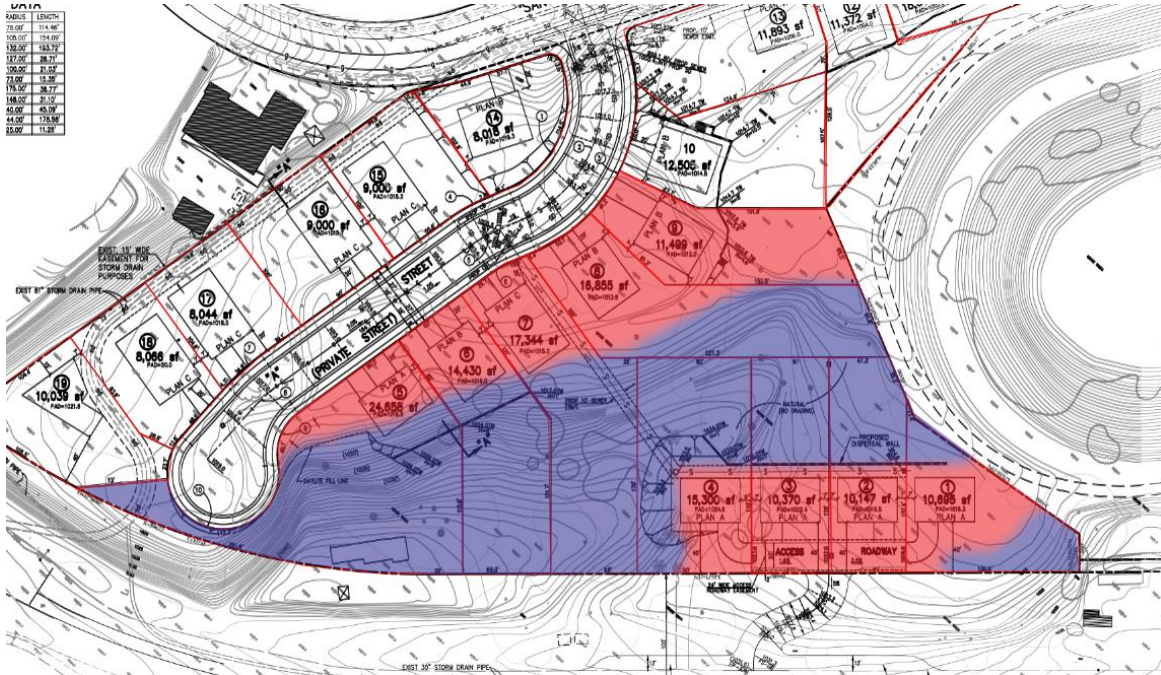
Area covered to determine % of two story homes



In addition, while the average lot sizes in the proposed development are approximately 12,000 square feet (which does fit the existing character of the neighborhood), eight of the proposed homes use a small percentage of their lot with coverage. These eight homes have nearly no usable space in which to have a yard (see blue shaded areas below) while being responsible for unusable hillside. It does not fit with the existing character of the neighborhood to have large, unusable backyards and small, cramped front yards.

In effect while lot coverage looks small on the surface, these houses actually cover nearly all the usable lot making effective lot coverage (more than 50% in all the cases highlighted below). The Proposed Project's layouts of the homes on the lots are in stark contrast to the existing character of homes in the neighborhood.

Area in blue highlights hillside that would greatly reduce the usable area of these lots, in some cases giving certain homes minimal backyard space



Action:

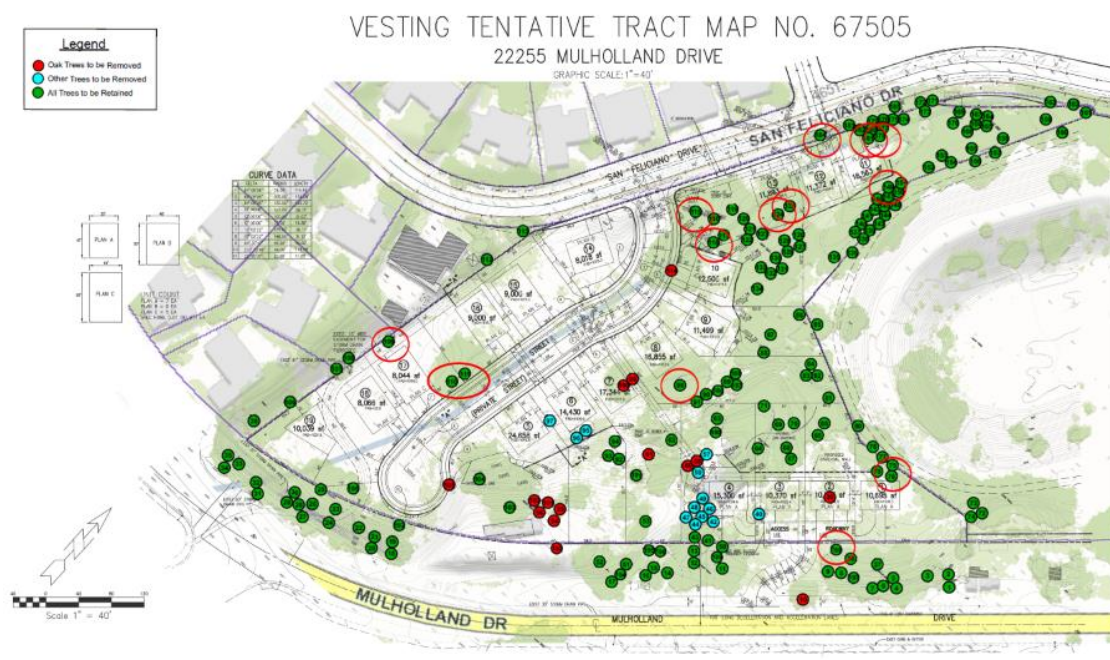
1. Request that DEIR reflect the past statements of developer that no unit would be taller than 2 stories
2. Request that lots bordering southern property line (15-19) and San Feliciano (11-14) cannot exceed one story in height based on conversations with developer when they were still known as DS Ventures
3. Request that eight homes highlighted in red (Lots 1-8) in map above make better use of lots to match existing character of the homes in the neighborhood

9. TREE REMOVAL & PROTECTION

Overlaying tree canopies over tree map (see map below) suggests areas of oak trees that are very close to structures or roadways. Our concern is that these oak trees will either be damaged during the construction or will die eventually due to encroachment. In addition, it is unclear how a development that will require 4,200 cubic yards of additional fill material brought in can realistically protect so many trees on the property, especially trees located next to heavy grading and construction.

Action:

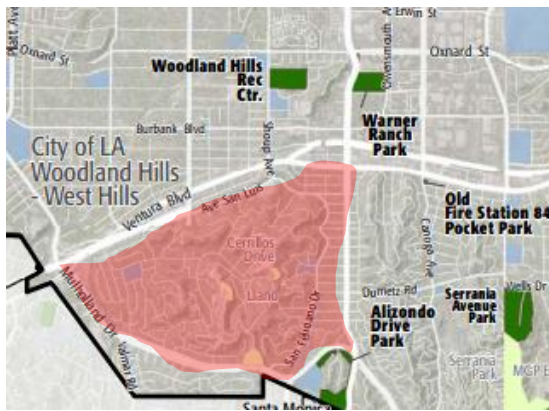
1. Trees circled in the map below need mitigation strategy to ensure survival given their proximity to structures, walls or roadways
2. Given the heavy use of grading and material removal, DEIR does not go far enough in explaining how harm to protected trees will be avoided
3. Request that specific language be included in final EIR that predefines fines for cutting the wrong trees down (<http://www.latimes.com/opinion/editorials/la-ed-brentwood-trees-20160314-story.html>) similar to case above where the developer's existing building permits were revoked and any future permits were withheld for five years. Some of these trees on property are hundreds of years old so there is no alternative other than aggressively protecting them
4. New homeowners will need to be informed of rules regarding protected oaks in this area to avoid homeowner tree removal of protected species (HOA needed, see Section 17 below).



10. DEIR ALTERNATIVES & POCKET PARK

According to the latest LOS ANGELES COUNTYWIDE COMPREHENSIVE PARKS & RECREATION NEEDS ASSESSMENT (<http://lacountyparkneeds.org/>) the Woodland Hills area is below average with only 2.6 park acres per 1,000 people (vs Los Angeles County average of 3.3 park acres per 1,000 people). Only 32% of the population in Woodland Hills lives within 0.5 miles of a park (vs 49% for Los Angeles County).

In map below note that in the area bounded by Ventura, Topanga and Mulholland (highlighted in red) where there are nearly 4,000 homes there are currently zero parks. Given that there are so few open spaces left in this area, this development presents a perfect opportunity to add a desperately needed small pocket park to the neighborhood.

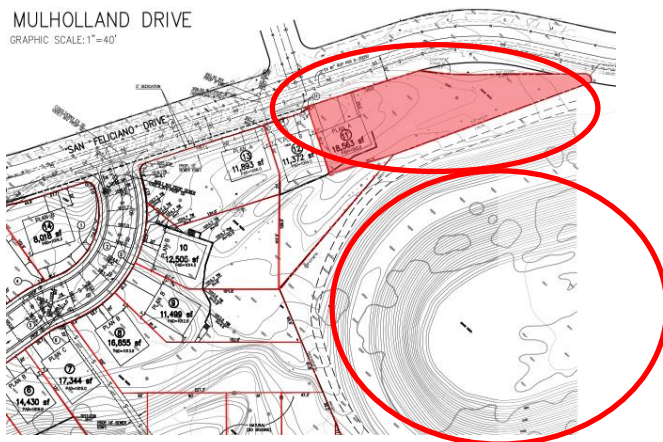


City of LA West Hills - Woodland Hills \ Uninc. Canoga Park - West Hills

Existing Park Existing Park Outside Study Area
Existing School Other Open Space

One proposal would be to remove or reduce Lot 11 (18,653 sq ft) and add a park in the corner closest to the LADWP pump station. It's an ideal location for a small park, especially considering the success of the Fire Station Park on Canoga and Ventura (8,200 sq ft). Options include Developer building Park with HOA maintaining the park or donating the parcel to the City of Los Angeles or to the Santa Monica Conservancy. In addition, there is currently a partnership between the LADWP and the Santa Monica Conservancy to make the Girard Reservoir a natural parkland that will include public access. The combination of this small pocket park for children and a ¼ mile walking track at the reservoir creates a unique and enriching addition to the community.

Lot 11 below and adjacent Girard Reservoir



Viewing Lot 11 looking South (left) and looking towards the West from San Feliciano (right)



The need for trees goes way beyond just the visual impact, as a recent LA Times article recently stated <http://www.latimes.com/science/sciencenow/la-sci-sn-greenspace-urban-trees-20150723-story.html>

After analyzing two sets of data from the city of Toronto, researchers report that adding just 10 trees to a single city block could improve how healthy a person feels as much as if they made an additional \$10,000 a year or if they were seven years younger.

The study in the journal Scientific Reports also found that residents of neighborhoods with higher tree density are less likely to have cardio-metabolic conditions like hypertension, obesity and diabetes.

Action:

Instead of just providing lip service in meetings, the developer should come to the table with a real plan in the DEIR on how to give back to the community they plan on profiting from with a viable option of a pocket park that not only benefits the 19-unit project, but the neighborhood at large

11. GRADING

The total grading proposed is allowed based upon the project's acreage. (One cubic yard for every four square feet of site area.). However this amount of grading, does not comport with Guideline 1 of the MSPSP. That Guideline 1 states: "Minimize the amount of grading and the use of retaining walls. Design structures and grading to fit the natural topography and existing conditions of the site, rather than making changes in the topography to accommodate the structure..."

The grading proposed is excessive: 61% of the property. For practical purposes, all of the level surface will be graded and transformed from the current natural topography into graded pads for houses and a street.

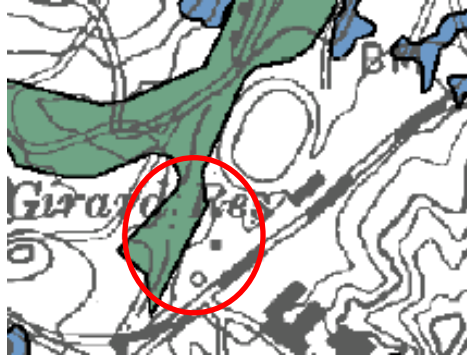
Guideline 10 of the MSPSP states that grading should be minimized and not alter the site to fit the project. The grading proposed, however, is for the expressed purpose of changing the natural topography in order to allow the maximum number of homes that can built on the site. This is in direct contradiction of Guideline 10 of the MSPSP.

Regarding the one cubic yard for every 4 square feet, MSPSP Guideline 10 states that even though a project is with these maximums, "...these limits may still be recommended for disapproval if the amount and/or design grading impacts the scenic resources of Mulholland Drive, is incompatible with the natural contours of the mountain terrain, or is incompatible with the Parkway Environment." This issue is further confounded by the developer's lack of a required Grading Plan that would show what is being graded and for what purpose.

Project doesn't address a single time the Baseline Hillside Ordinance, which sets forth certain requirements around setbacks, measurement of height (also present in the MSPSP) and encroachments. Since BHO does apply to this property, and there is not clear indication of final housing heights, determination around setbacks which depend on height cannot be addressed. In addition, there is not clear language per lot as to the Maximum Residential Floor Area (MRFA) given that there will be various slope bands given the topography of the property. DEIR does not contain a slope analysis map as part of

the BHO requirements and requires clear delineation of slope bands and shall include a tabulation of the total area in square-feet within each Slope Band as well as the FAR and Residential Floor Area value of each corresponding Slope Band (Table IV-2 does not meet these requirements).

The Seismic Hazard Zones map for the Canoga Park Quadrangle lists a portion of this property as a liquefaction zone. The DEIR does not address what measures will be used in preparing the site for this issue.



Finally, the excessive amount of grading on the site could lead to severe erosion, especially in lots with steep slopes and hillsides. Who will be responsible for maintaining the integrity of the soil, slopes and hillsides once it has been graded and built upon?

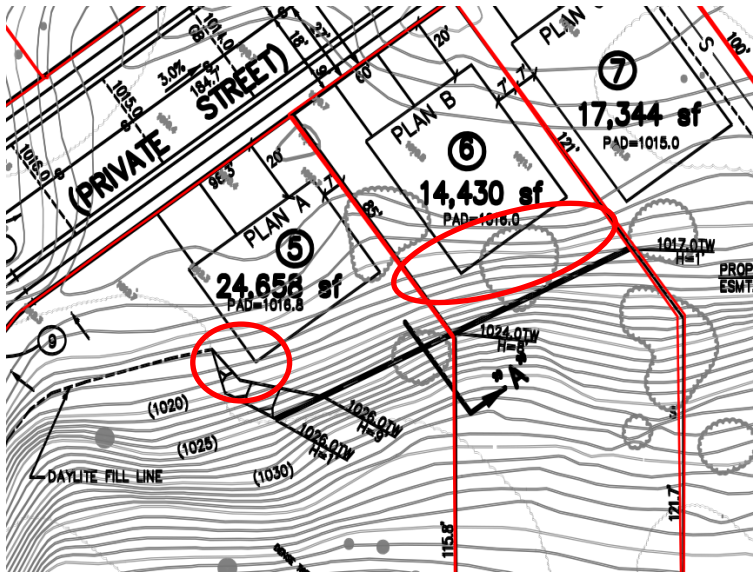
Actions:

1. **Revise grading to conform to Guidelines 1 and 10 of the MSPSP**
2. **Meet requirements of the Baseline Hillside Ordinance and provide further documentation that DEIR meets requirements set forth for all setbacks, encroachments, slope analysis maps, MRFA's, Prevailing Height and possibly lots fronting on Substandard Hillside Limited streets**
3. **Present community with more detailed grading map**
4. **Address liquefaction concerns for this property and steps for mitigation**
5. **Explore alternatives that minimize the amount of grading (currently at 61%) and fewer retaining walls and present alternatives to the community**
6. **Determine who will be responsible for maintaining the integrity of the soil, slopes and hillsides once it has been graded and built upon**

12. LOT #5 & 6

Lot 5 cuts too far into the hillside and the pad is too close to hillside cut given the 35-40 ft. elevation gain in that area. Lot 6, while looking to meet lot coverage requirements actually covers most of the "usable" lot while most of lot is behind large retaining wall and consists of all hillside. See the map below.

Action: Proposing to remove Lot 5 and 6 or reconfigure according to City guidelines and MSPSP Guidelines.



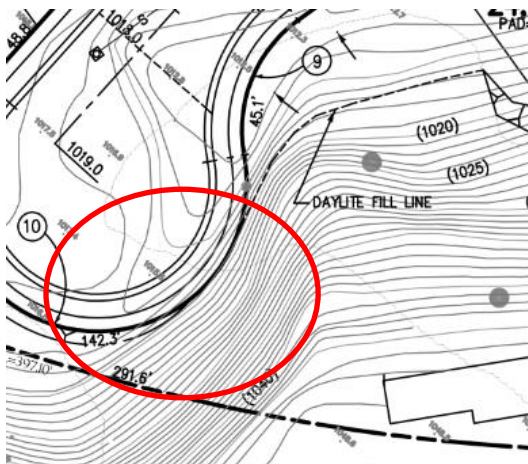
13. CUL-DE-SAC LOCATION

The end of the cul-de-sac on the proposed street cuts deep into hillside. Given the steep elevation gain surrounding the cul-de-sac, there is concern around the hillside eroding into the Street and possibly collapsing altogether into the street. See the map below.

There is also concern over who will be responsible for the maintenance and upkeep of the steep hillsides around the cul-de-sac. Some party must be assigned responsibility.

Action:

1. Provide community with more specificity on how this particular hillside will be supported to prevent erosion and collapse of hillside
2. Determine who will be responsible for maintenance and upkeep of steep hillsides around cul-de-sac. Homeowner Association, City of Los Angeles, homeowners adjacent to hillside?



14. ACCESS ROADWAY, COMMON DRIVEWAY, AND ACCELERATION/DECELERATION LANES FOR LOTS 1-4

The community has concerns for the access roadway and common driveway connecting lots 1-4. Who is responsible for maintenance and upkeep of the access roadway and common driveway? Would the residents of lots 1-4 have to assume responsibility for the maintenance and upkeep of the access roadway and common driveway after construction? Would the residents be informed of their common obligation? Is the City of Los Angeles obligated to assume responsibility for the maintenance and upkeep of the access roadway and common driveway after construction? What if the City decides not to obligate itself with these new requirements? How does that impact the Proposed Project?

There is also concern that the deceleration and acceleration lane could become a passing lane for vehicles on Mulholland Drive. Vehicles driving on Mulholland Drive frequently exceed the speed limit and perform dangerous maneuvers such as passing vehicles on the shoulder and in the center turn lane. The community believes that the deceleration/acceleration lane will contribute to and exacerbate existing dangerous behaviors of drivers on Mulholland Drive.

There is also concern as to who is responsible for maintenance of the 100 foot long deceleration and acceleration along Mulholland Drive? Would the residents of lots 1-4 have to assume responsibility for the maintenance and upkeep of the 100 foot long deceleration and acceleration lanes after construction? Is the City of Los Angeles obligated to do so? What if the City decides not to obligate itself with these new requirements? How does that impact the Proposed Project?

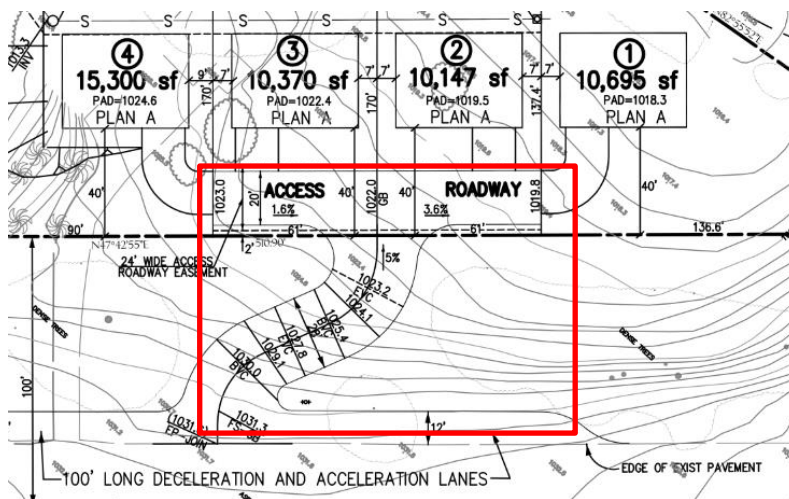
Given that the developer has not approached the Mulholland Scenic Parkway Design Review Board, what happens to the 4 lots adjacent to Mulholland if deceleration/acceleration lanes or common driveway unto property is not approved?

Finally, the area running parallel to lots 1-4 is designated as an equestrian trail according to the "General Plan Land Use Map for Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan" map. There is no mention in the DEIR to the impact of this trail with the inclusion of a new driveway as well as new acceleration/deceleration lanes which is highly unusual for this area and does not exist for other homes on this street.



Action:

1. The community needs specifics on who owns and is responsible for maintenance and upkeep of the common driveway and access road connecting lots 1-4
2. The community needs to understand how the developer will ensure the safety of drivers on Mulholland Drive around the deceleration/acceleration lane
3. The community needs specifics on who is responsible for the maintenance of the deceleration and acceleration lanes on Mulholland Drive
4. The community believes that submitting a DEIR proposal before they have even approached the MSCDRB to get their input for something directly affecting Mulholland Drive is presumptuous and could severely affect the final tract map
5. Address equestrian trail running parallel to Lots 1-4 and mitigation strategy in DEIR

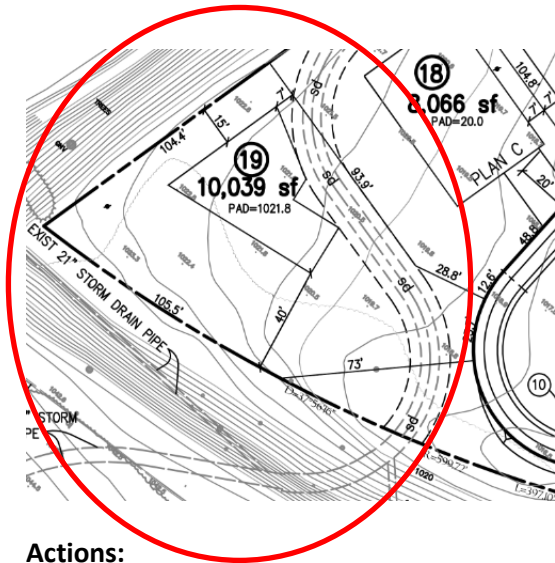


15. LOT 19

Pad doesn't meet 15 ft. easement requirements and there is no marked driveway on the drawing. In addition storm drain will run directly under the driveway of lot 19 driveways and right up against the house creating serious issues if the storm drain needed to be accessed.

The home of lot 19 is also listed as a Spec Home in DEIR. What exactly does developer want to do with this lot? Is there a plan to sell this lot separately?

In addition, Table III-1 (Proposed Lot Summary) shows that access point to this lot is a "Specialized/New Public Street". What does that mean? Where would this "Specialized/New Public Street" be?



Actions:

1. Inform community as to what “Specialized/New Public Street” means, where it would be located and all relevant details
2. Inform community as to what “Spec House” is and what the intentions around the “Spec House” are and all relevant details
3. Highlight driveway on lot 19
4. Inform community as to what mitigation strategy is for the easement issues
5. Provide mitigation plan for accessing the storm drain

16. CONSTRUCTION CONCERNS

- DEIR calls for 4,200 cubic yards of additional fill or approximately 420 dump trucks. It also assumes 40 tons of material exported during site preparation (Page V.C-20).
- DEIR details construction time on page V.C-20: about 1.5 months of site preparation; a grading phase (4 months); a construction phase (18 months); a paving phase (1 month); and architectural coatings (6 months). This totals nearly 31 months from start to finish for this project. However, Page II-18: First paragraph mentions “26 month duration of construction activities.” Which is the accurate construction estimate?
- It is estimated that an average of six delivery truck trips per weekday would occur (Page V.I-21).
- There are estimated to be a maximum of 37 construction workers on the property at certain times.
- The noise level experienced would exceed the City’s “conditionally acceptable” exterior noise standard for schools (Page V.H-15) of which there is a private parochial school located 200 ft. south of the Proposed Project.
- DEIR states that haul routes approval would be required. Who approves the route?
- The community expresses many concerns about the construction schedule, the logistics of preparing the site, and the logistics of constructing 19 homes.
- Page V.H-28: “H-12 The Project Applicant shall ensure that heavily loaded trucks used during construction shall be restricted to Mulholland Drive and Topanga Canyon Road, and shall be routed away from residential streets surrounding the Project Site.” It is not possible to restrict

heavily loaded trucks to Mulholland Drive and Topanga Canyon Road if 15 homes will be built on San Feliciano drive. This information would likely understate the projected noise, dust and traffic levels for all the existing homes along San Feliciano Drive.

The DEIR also doesn't address elevated risks of Valley Fever for residents in the immediate vicinity of the project. Incidents have Valley Fever have grown considerably the last few years and this property is located close to other locations that have reported Valley Fever (ie; Pierce College). Given the drought conditions, the arid climate in this area, and the high fire zone designation of this property compounded by construction activity, there is a large safety concern around whether a proper mitigation strategy is built into the EIR.

Actions:

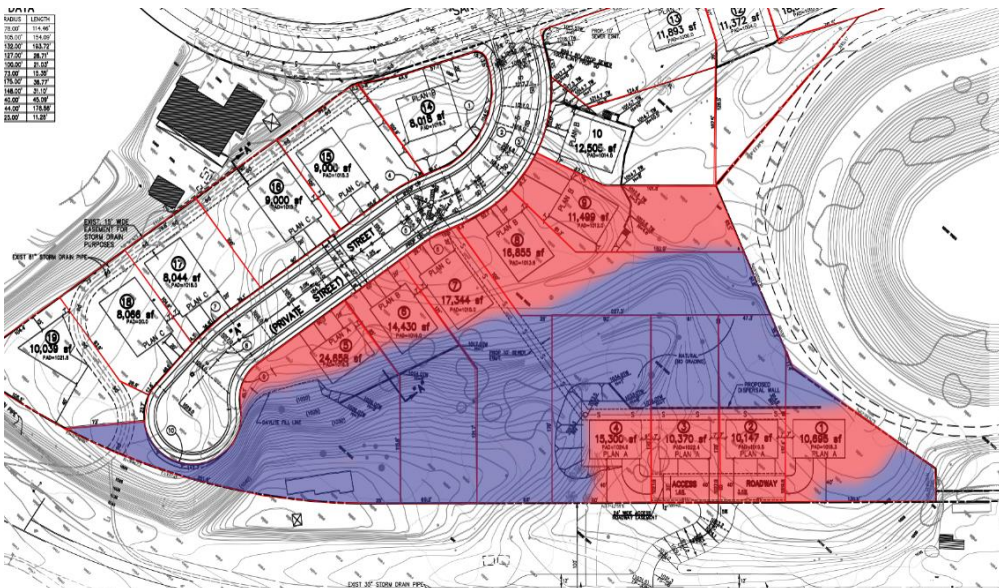
1. **Given that this is a quiet, mature neighborhood with small kids and elderly persons, what assurances does the neighborhood have that this construction project won't completely turn this neighborhood upside down for 2.5 years?**
2. **Who will be responsible that complaints are dealt with quickly?**
3. **Who will be responsible in ensuring that 37 construction workers (based on DEIR) aren't parking up and down San Feliciano day in and day out?**
4. **Who approves the haul routes?**
5. **Who will be responsible for the offsite parking mentioned in the DEIR?**
6. **Who will be responsible for ensuring cleanliness on San Feliciano and Mulholland?**
7. **Can an entrance for construction vehicles be located on Mulholland instead of San Feliciano to minimize impact to neighborhood?**
8. **Will people safely be able to exit and enter their homes during construction?**
9. **Will emergency vehicles be able to quickly pass in case of an emergency during construction?**
10. **What will be done to mitigate the excessive noise levels for Louisville High School given Page V.H-15 stating that the noise from this project, "would exceed the City's "conditionally acceptable" exterior noise standard for schools**
11. **How will the DEIR address issues around Valley Fever and what meaningful mitigations will be offered? A \$1,000,000 bond should be required to provide for sick and injured persons, to compensate for lost wages, and other damages; unused portions of such bond could expire after a reasonable period once all lots have been fully developed**
 - a. **Has an epidemiologic study been done to assess this risk? If not, shouldn't one be?**
 - b. **Is there a plan to re-locate the dozen or so households that will be severely impacted by dust and airborne spores during the entire construction of the development and are there funds set aside for such a purpose?**
 - c. **How will the risk of Valley Fever be addressed during construction and what meaningful mitigations will be imposed?**

17. HOMEOWNERS ASSOCIATION

Given so many protected Oaks would be located in people's yards, what assurances are there that these trees will be protected and not cut down by the homeowners at some point?

In addition, there is a question as to who is responsible for the access roadway and common driveway on Mulholland for lots 1-4.

Page II-9-10: B-4 and B-5 prohibit exterior up-lighting fixtures and glowing fixtures on new buildings. Who will enforce these prohibitions? A homeowners association is likely to be the only solution.



Actions:

1. Community recommended on April 11, 2016 meeting that it might make sense to create a common area (in purple above) that would be managed by an HOA which would not be part of the proposed lots. This would protect Oaks while reducing lot sizes with large amounts of unusable land. This would also serve to maintain any common areas including the shared driveway off of Mulholland.
2. HOA could also be responsible for maintaining the public street/private street, the access roadway, the driveway connecting Mulholland to lots 1-4 as well as the 100 foot long deceleration and acceleration lanes if approved
3. HOA could also be responsible for maintaining the network of retaining walls throughout the development

18. WILDLIFE

DEIR incorrectly states, “There are few native communities remaining within this area, and those which remain have little to no value to wildlife due to lack of connectivity.” Even with development and Mulholland Drive, there are actually multiple corridors that animals traverse into this property. Neighbors have personally seen large varieties of birds, packs of coyotes, red tail hawks, rabbits, squirrels, skunks, opossums, owls, and snakes. There have also been two sightings of a bobcat on the Southern end of property within the past few years.

Actions:

DEIR seems to have misrepresented the true nature of the wildlife on the property. Would like a more comprehensive review of wildlife on property and the true impact of development

Map of wildlife corridors into the subject property from Topanga Canyon

