2.0 PROJECT DESCRIPTION

OVERVIEW

This RDEIR has been prepared to evaluate potential environmental impacts that could result from the proposed Harvard-Westlake Parking ~~Structure~~ Improvement Plan, which would consist of a three-story (4-level), 750-space parking structure with a rooftop (lighted) ~~athletic~~ practice field ~~and~~, associated retaining walls, and a debris basin. The Project includes a small (~~2,600~~ 2,562 square feet) enclosed (12 feet tall as measured from field level) structure including restrooms, an equipment storage room and athletic office at the north end of the ~~athletic~~ practice field as well as a catchment fence covering the entire field and light poles around the field. The Parking Structure would also include an approximately 289 square feet structure for a security office. In addition, the Project includes a pedestrian bridge crossing over Coldwater Canyon Avenue connecting the Parking Structure to the Harvard-Westlake Campus. The Project also proposes a series of traffic improvements and operational changes that would improve vehicular circulation along Coldwater Canyon Avenue, including but not limited to widening Coldwater Canyon Avenue to add new traffic lanes travelling south on Coldwater Canyon near the Project Site. The Project also includes changes to the existing entrances and parking configuration on the Harvard-Westlake Campus to improve vehicular circulation and provide for bus parking on-site rather than on Coldwater Canyon. The Project Site is comprised of the following: the Harvard-Westlake ~~Upper School (~~Campus ~~(Harvard-Westlake School Campus)~~, located at 3700 N. Coldwater Canyon Avenue and the Development Site, located at 3701 N. Coldwater Canyon Avenue. The Project Site is located in the Studio City area of the City of Los Angeles, California.

The City ~~of Los Angeles~~, as the Lead Agency, has the authority to prepare this ~~Draft EIR~~ RDEIR and, after the comment/response process, act upon certification of the Final EIR and make a decision as to whether to approve the Proposed Project. The City and responsible agencies have the authority to make decisions on discretionary actions relating to the Proposed Project. This ~~EIR~~ RDEIR is intended to serve as an informational document to be considered by the City and responsible agencies during deliberations on the Proposed Project to evaluate the Proposed Project's impact on the environment.

PROJECT LOCATION

The ~~Harvard-Westlake School Campus (~~Project Site~~)~~ is located on the east and west sides of Coldwater Canyon Avenue, approximately 0.3 miles south of Ventura Boulevard and 1.3 miles north of Mulholland Drive, in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area of the City ~~of Los Angeles~~.

The ~~Harvard-Westlake Campus~~ Project Site is approximately ~~24.5~~ 25.83 acres, comprised of two areas: 1) the approximately 19 acre ~~(831,268 square feet)~~ Harvard-Westlake Campus, located at 3700 N. Coldwater Canyon Avenue (it includes the following addresses: 3668, 3674, 3680, 3686, 3700, 3704, 3730, 3736, 3742, 3800, 3900 and 3946 N. Coldwater Canyon Avenue and 12749, 12750, 12825, 12835, 12845, 12853, 12871, 12877, 12886 and 12887 West Hacienda Drive, 3908 and 3920 North Avenida Del Sol) and generally bounded by Halkirk Street to the north, Coldwater Canyon Avenue to the west, and Hacienda Drive to the south; and 2) the approximately ~~5.5~~ 6.83-acre (~~238,740~~ 297,539.3 square feet pre-dedication) Development Site, comprised of an irregularly shaped portion of the ~~Campus~~ Project Site located on the west side of Coldwater Canyon Avenue (3683, 3701, 3703, 3705, 3707, 3717, 3719 and 3801 N. Coldwater Canyon Avenue; 12908, 12916, 12924, 12930 W. Hacienda Drive; and 3666, 3680 N. Potosi Avenue), directly across from the ~~main portion of the~~ Harvard-Westlake Campus.

The Project Site location and general vicinity are shown in **Figure 2-1**. A map showing the Harvard-Westlake ~~School~~ Campus and Development Site is provided in **Figure 2-2**.

The Project Site includes the Harvard-Westlake ~~School~~ Campus and the Development Site for the Proposed Project. The Project Site is located within the western section (Range 15 West, Township 1 North) of the United States Geological Surveys Van Nuys, California Topographical Quadrangle (7.5 Series, photo-revised, 1967).[1] The Project Site elevation ranges from approximately ~~720~~ 710 feet to 820 feet above mean sea level (AMSL).

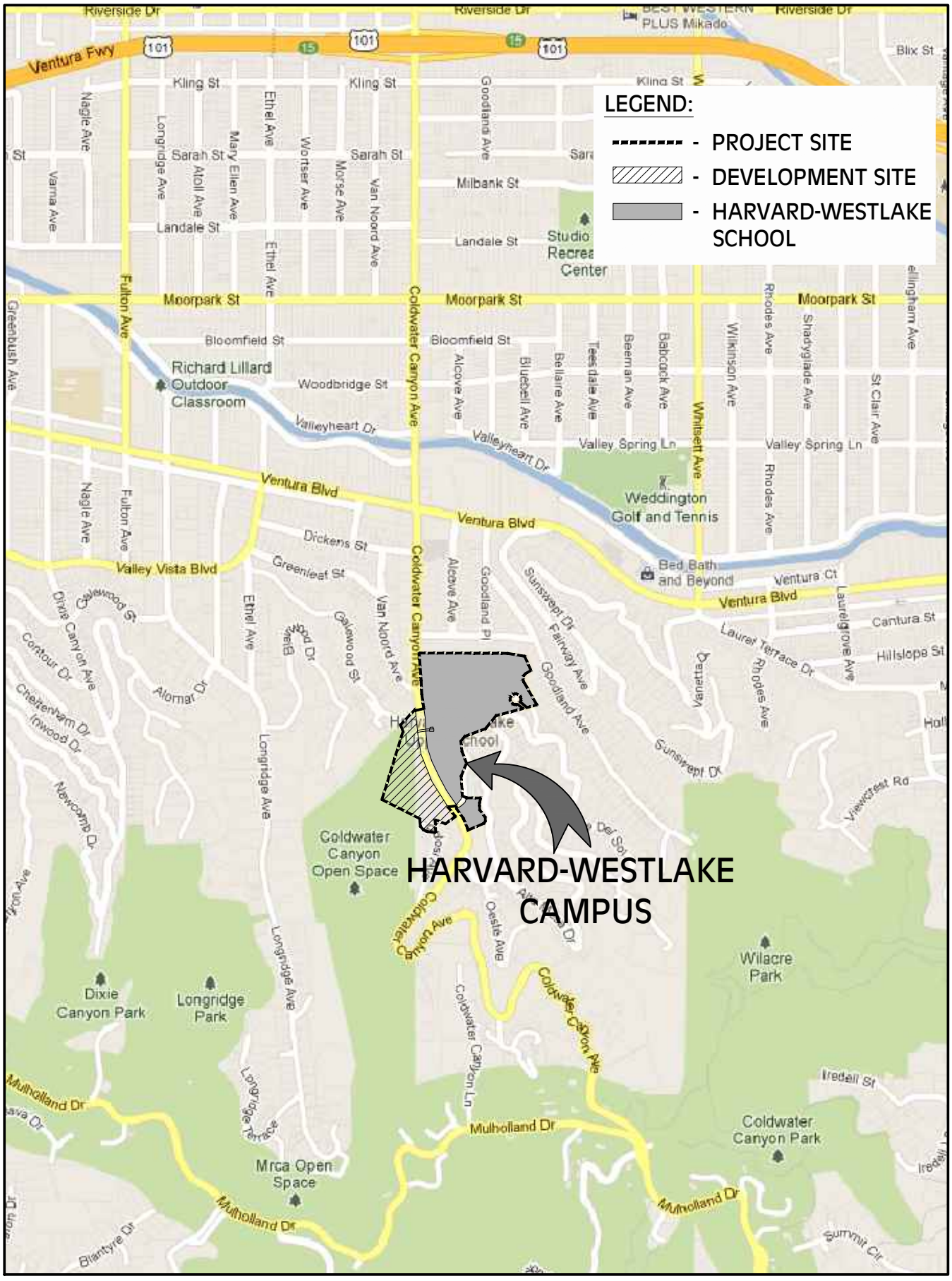
The Harvard-Westlake ~~School~~ Campus is comprised of the following Assessor's Parcel Numbers and lots:

APN	Area (square feet)	Lot	Arb	Block	Tract
2384-007-005	782,994.6	PT 1111	1	None	1000
2384-017-045	20,686.8	2	2	None	10046
2384-017-047	27,587.0	VAC 06-1218741	None	None	10046
Total	831,268.4				

The Development Site includes the following Assessor's Parcel Numbers and lots:

APN	Area (square feet) Post Dedication	Lot	Arb	Block	Tract
2385-018-001	~~33,488.9~~ 24,348.8	FR 135	1	None	6293
2385-018-002	~~15,854.2~~ 14,302.6	FR 135	2	None	
2385-018-003	~~29,455.5~~ 27,170.7	PT 1111	2	None	1000
2385-018-011	159,941.4	PT 1112	45	None	
2385-019-013	5,573.6	63	None	None	7442
2385-019-014	7,770.6	64	None	None	
2385-019-015	3,745.9	65	2	None	
2385-019-016	3,347.7	65	1	None	
2385-019-017	6,329.2	66	None	None	
2385-019-049	5,593.4	67	None	None	
2385-019-050	7,344.6	68	None	None	
2385-019-051	9,308.5	69	None	None	
Paper Hacienda	7,567.3	None	None	None	None
Total	~~238,740~~ 282,343.6				

[1] No Section number for the Project Site is contained within the Canoga Park, CA Quadrangle.

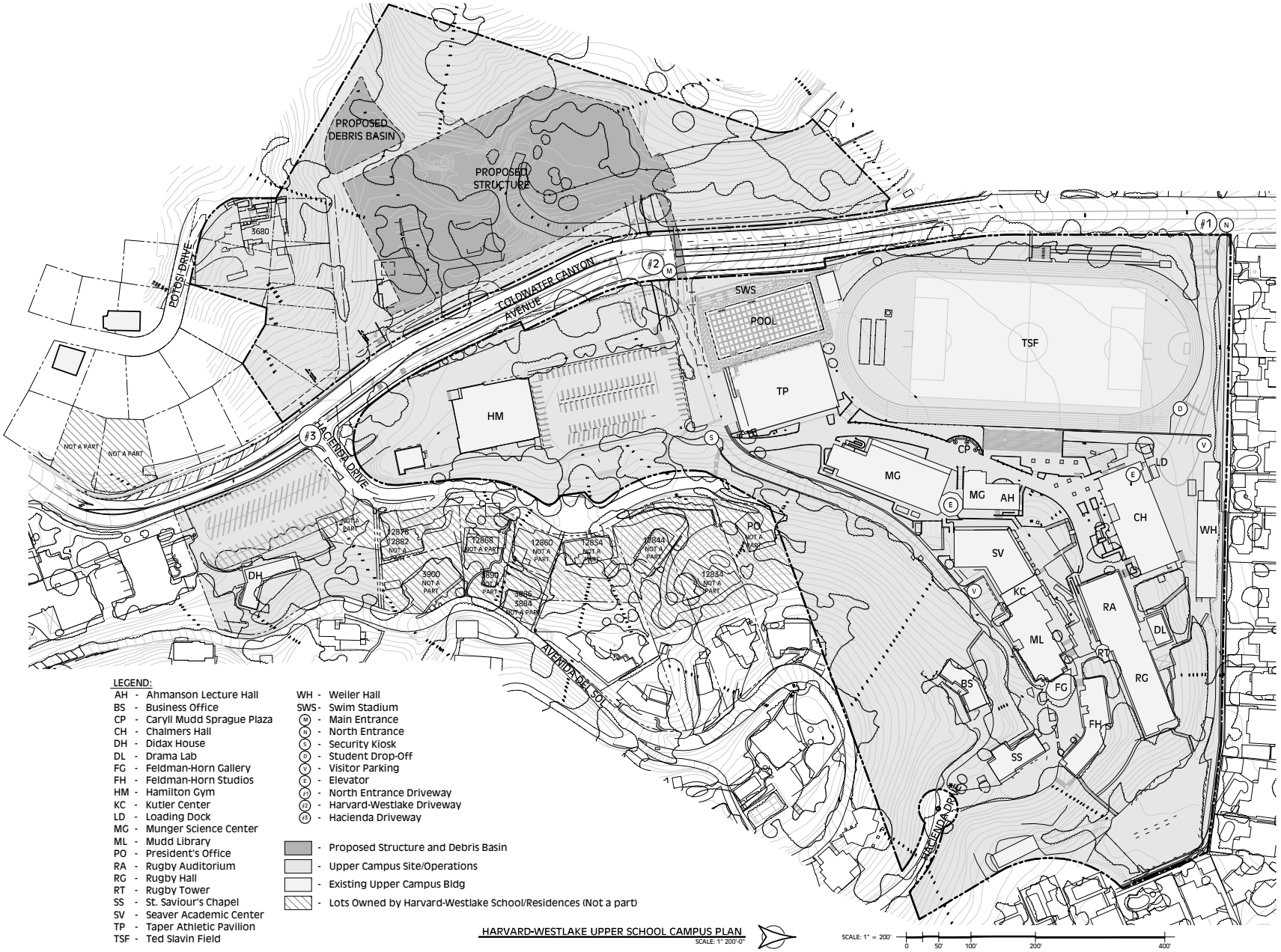


SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 2-1

Project Location



Harvard-Westlake Parking Structure ■

SOURCE: IDG Parkitects, Inc.

Figure 2-2

Harvard-Westlake Upper School Campus Plan

As indicated in the table above, eight parcels and Paper Hacienda, all owned by Harvard-Westlake, have been added to the Development Site, expanding it to the south. The reasons for their inclusion are twofold; first, subsequent to the Draft EIR circulation in 2013, the California Building Code (the Building Code) was updated to clarify the amount of airway required along two sides of a structure. For the Proposed Project, the required airway under the revised Building Code is 20 feet. However, compliant with the Building Code then in effect, the original (2013) Project design resulted in 5 feet of airway along the southern side of the Parking Structure and additional airway along Coldwater Canyon Avenue. Thus, the southern system of retaining walls was relocated 15 feet further south in order to provide the required 20 feet of airway under the revised Building Code. Secondly, extensive geotechnical sampling and analysis of the Development Site (see section 3.5 Geology, Soils and Hydrology for additional information) has resulted in the creation of detailed soil nail retaining wall plans. Based upon the bedrock characteristics and strength in that portion of the Development Site, and in order to achieve the required factors of safety for the retaining walls, soil nails were designed to extend from the relocated southern walls into the newly-added parcels. Approximately 300 soil nails would be used between the two southern walls, ranging in length from 50 feet to 140 feet. The nails would extend into the newly-added parcels to a maximum distance of 118 feet. All soil nails would be inclined 15 degrees. Thus, the soil nails would be subterranean along their entire length and would not be visible nor result in surficial disturbance of the newly-added parcels.

Harvard-Westlake School owns a number of lots east and south of the Harvard-Westlake Campus as well as ~~several~~ parcels south of the Development Site (south of the planned but unimproved ~~[~~paper~~]~~ street -- Hacienda Drive) that are ~~either~~ vacant ~~or improved with single family homes~~ and are not part of the Harvard-Westlake Campus or the Project.

~~See~~ **Figure 2-3** shows the Project Site (the Development Site west of Coldwater Canyon Avenue plus the Harvard-Westlake Campus east of Coldwater Canyon Avenue) and other residences and lots owned by Harvard-Westlake.

On August 11, 2015, the Los Angeles City Council adopted Mobility Plan 2035. The information identified in Figure 2-3 relied on the dedication requirements in effect when the entitlement application was submitted to the City in January 2013. If the City requires the applicant to comply with the Mobility Plan 2035 standards, the applicant would be required to dedicate a 28-foot half street on a 43-foot half right-of-way as opposed to a 35-foot half roadway on a 45-foot half right-of-way, which is the requirement under the Transportation Element, adopted September 8, 1999, that was in effect when the entitlement application was submitted to the City.

PROJECT SETTING

The Harvard-Westlake Campus is one of two campuses in the Los Angeles area owned by the Harvard-Westlake School, an independent co-educational college preparatory ~~grade~~ school for students in grades 7 through 12. The Harvard-Westlake Campus, located at 3700 N. Coldwater Canyon Avenue, serves grades 10 through 12. The Harvard-Westlake middle school campus is located at 700 N. Faring Road, in Holmby Hills, and serves grades 7 through 9.

The Harvard-Westlake School has operated a private school in its present location since 1937, and is recognized as a Private Senior High School on the General Plan Land Use Map of the Community Plan.

Since opening at its present location in 1937, the Harvard-Westlake School has made various improvements to the Harvard Westlake Campus. For instance, in 2006, the Harvard-Westlake School

installed four light pole structures with light fixtures at the Ted Slavin Field, its athletic field. In 2012, the Harvard-Westlake School constructed a 1,282 square foot extension in ~~the~~ its library and a 1,314 square foot reading room addition to connect two existing buildings with a passageway at the lower level. The City approved these improvements, referred to as the Kutler Center, because the City determined that these improvements did not increase the student population. In addition, in 2013, the Harvard-Westlake School replaced an old 25-yard swimming pool and pool house with a new 51-meter swimming pool and pool house that is substantially similar in size to the old pool house. The City determined that the new pool and pool house was private and for the sole use of the Harvard-Westlake School and would not be available for general public use, would meet the current athletic and curriculum requirements and needs of the Harvard-Westlake School, would not necessitate the accretion of the student population, and would include fan seating area equal to or less than provided by the prior pool. The Harvard-Westlake School was required to relocate the old two-story pool house because the new pool was extended.

The Development Site, located immediately across the street from ~~the main portion of~~ the Harvard-Westlake Campus, is primarily vegetated hillside land. The topography of the Development Site provides a natural (hillside) buffer on three sides. The Harvard-Westlake Campus on the east side of Coldwater Canyon Avenue provides a buffer on the fourth side of the Development Site. Photographs of the Project Site and area are provided in the Section 3.1 Aesthetics.

~~Over~~ Approximately half of the Development Site (~~2.91~~ 3.16 acres of the approximately ~~5.5~~ 6.83-acre site) is disturbed, and has been previously graded with a number of relatively flat areas. In addition, approximately 0.30 acres are occupied by a vacant single-family home (3680 Potosi Avenue) and associated hardscape. The remainder of the Development Site consists of generally undisturbed, ~~heavily~~ moderately vegetated north and east-facing slopes (with an elevation gain of 100 feet on the site with an additional up to 200 feet of elevation gain to the ridgeline above) with two west to east trending drainages traversing the Development Site. The easternmost flatter, graded portion of the site has been used for temporary storage of construction equipment and supplies. At the time of the biological survey (see **Appendix D.1**), two houses occupied this eastern part of the site; these residences were subsequently demolished in 2011. Demolition of the houses only affected the area of the site that was already characterized as disturbed area in the biological survey; the demolition did not affect this biological characterization.

Uses adjacent to the Development Site include the following:

North. Zoned R1-1 & RE15 1-H: Single-family residential uses are located to the north of the Harvard-Westlake Campus.

South. Zoned R1-1: Single-family residential neighborhood. The St. Michael and All Angels Episcopal (St. Michael's) Church is located south of the Harvard-Westlake Campus and is also located in the R1 Zone.

East. Zoned RE15-1-H and R1-1: Across Coldwater Canyon Avenue Harvard-Westlake Campus and single-family residential neighborhood beyond.

West. Zoned RE15-1-H and RE40-1-H: Coldwater Canyon Open Space (west and continuing southwest of the site) and single-family residences further to the west.

~~The athletic field would be at an elevation of approximately 755 feet AMSL. Four residences (plus one residence on Potosi owned by Harvard-Westlake) are located adjacent to the Development Site (plus one~~

~~residence on Van Noord the corner of that property touches the Development Site). Of the four adjacent private residences all are located at a higher elevation than the athletic field; one is lower than the lights but higher than the field. The closest residential property line~~ **Table 2-1** sets forth the distances from residential structures and property lines to ~~the construction limits is located approximately 91 feet to the north (12917 Galewood); it is located at an elevation of approximately 765 feet AMSL (i.e. 10 feet above the field level and 28 feet 6 inches below the height of the lights). This residential property line would be 303 feet from the Parking Structure and 297 feet from the athletic field. The property located at 12920 Galewood would be the closest to the Parking Structure; the property line for that residence would be 222 feet from the Parking Structure and 217 feet from the athletic field. In general, the residences to the north and northwest are located at elevations ranging from 831 feet AMSL to 945 feet AMSL (from east to west) and at distances of 222 feet to 362 feet from the structure. (~~construction activity, the Parking Structure, and the practice field.

TABLE 2-1: DISTANCES FROM RESIDENTIAL STRUCTURES AND PROPERTY LINES TO CONSTRUCTION ACTIVITY, PARKING STRUCTURE AND PRACTICE FIELD

Address	Elevation of Residence (AMSL) Relative Height Compared to Field/Lights	Distance from Residence / Property Line to Construction Limit Line	Distance from Residence / Property Line to Parking Structure	Distance from Residence / Property Line to Practice Field
3901 N. Van Noord*	716 ft -39 feet/-78	77 ft./16 ft.	405 ft./ 351 ft.	509 ft./ 434 ft.*
12917 W. Galewood	765 ft. +10 feet/-29feet	92 ft./15 ft.	303 ft./ 257 ft.	297 ft./ 252 ft.
12920 W. Galewood	831 ft. +76 feet/+37 feet	167 ft// 171 ft.	204 ft. / 200 ft.	186 ft./ 184 ft.
12949 W. Blairwood	866 ft. +111 feet/+72 feet	197 ft./ 191 ft.	225 ft./ 200 ft.	219 ft./ 184 ft.
12952 W. Blairwood	945 ft. +190 feet/+151 feet	308 ft./ 209 ft.	362 ft./ 237 ft.	356 ft./ 231 ft.
3663 Potosi	849 ft. +94 feet/+55 feet	279 ft./ 223 ft.	373 ft./ 318 ft.	367 ft./ 313 ft.

* The property line for this residence is adjacent to the Development Site; there is no line of sight from the residence to the practice field. The residence is below the level of the field and lights and the line of sight would be blocked by the Parking Structure itself. There is also an intervening vegetated hillside that would substantially block line of sight to the Parking Structure.

SOURCE: Innovative Design Group

The site plan and relationship to immediately adjacent uses are discussed more fully in Section 3.1 Aesthetics/Views. See in particular **Figure 3.1-23** Site Plan Showing Relationship to Adjacent Uses in Section 3.1 Aesthetics.~~)~~

Homes to the east of the Harvard-Westlake Campus (approximately 500 feet east of the Development Site), that overlook the Development Site, generally range in elevation from 28 feet below the Field Level of the Parking Structure to 110 feet higher than the Field Level of the Parking Structure.

Vehicular access to the Harvard-Westlake Campus is presently provided via three driveways (see description below) on the east side of Coldwater Canyon Avenue. A total of 578 parking spaces are currently provided on the Harvard-Westlake Campus.[2] In addition ~~the School~~ Harvard-Westlake uses off-campus spaces~~:~~ including 40 spaces in the St. Michael's lot (through an agreement with St. Michael's), as well as spaces in the neighborhood.

The Harvard-Westlake Campus is located in a residential neighborhood that contains other institutional uses. The Saint Michael's and All Angels Episcopal Church is located adjacent to the Harvard-Westlake Campus at 3646 Coldwater Canyon Avenue. Saint Michael's currently leases its school space to the Sunnyside Preschool. Saint Michael's also offers Sunday school. In addition, TreePeople (an environmental non-profit organization) leases a site to the southwest at 12601 Mulholland Drive (at the intersection of Coldwater Canyon Avenue and Mulholland Drive), within the City's Coldwater Canyon Park. The TreePeople site, which is zoned OS-1XL with a General Plan Land Use designation of Open Space, includes a recreation and education center with related facilities.

PROJECT OBJECTIVES

The 578 parking spaces currently provided on the Harvard-Westlake Campus do not accommodate the parking demand generated by the Harvard-Westlake School. The Harvard-Westlake Campus currently has one playing field (Ted Slavin Field), which cannot accommodate practices and games related to all of the numerous sports for boys and girls offered by the Harvard-Westlake School, such as football, lacrosse, field hockey, soccer and track and field. Many of the Harvard-Westlake School teams currently practice off-site.

The Proposed Project, which consists of the construction of a 750 space Parking Structure with a rooftop ~~athletic~~ practice field, is guided by the following goals and objectives:

- Increase on-site parking supply for the Harvard-Westlake Campus for regular school use, as well as for typical school-related activities outside of regular school hours, essentially eliminating the need for school-related vehicles to park on-street, either on Coldwater Canyon Avenue or in the residential neighborhood north of the Harvard-Westlake Campus.

- Improve area circulation by removing vehicles and buses parking on Coldwater Canyon Avenue and on other nearby residential streets.

- Improve the flow of traffic on Coldwater Canyon Avenue by constructing the following public improvements at no cost to the City or to the community:
    - Provide one northbound through lane and two southbound through lanes on Coldwater Canyon Avenue along the Development Site frontage (resulting in the addition of one southbound through lane).
    - At the intersection of Coldwater Canyon Avenue and the Development Site's northerly driveway opposite the relocated Main Entrance driveway, provide:
        - Northbound: One left-turn lane, one through lane and one right-turn lane;
        - Southbound: One left-turn lane, two through lanes and one right-turn lane;
        - Eastbound: One left-turn lane and one optional through/right-turn lane; and

[7] Certificate of Occupancy dated March 6, 2013.

        - Westbound: One left-turn lane and one optional through/right-turn lane.
    - At the intersection of Coldwater Canyon Avenue and the Development Site's northerly driveway opposite the relocated Main Entrance, provide new traffic signal equipment, including left-turn phasing for northbound and southbound Coldwater Canyon Avenue traffic, and LADOT's ATSAC/ATCS equipment with connection to the Coldwater Canyon Avenue intersection at Ventura Boulevard.
    - At the intersection of Coldwater Canyon Avenue and the Development Site's southerly driveway, provide:
        - Northbound: One through lane (i.e., no left-turns from northbound Coldwater Canyon Avenue to the southerly driveway would be permitted).
        - Southbound: Two through lanes and one right-turn lane.
        - Eastbound: One optional left-turn/right-lane (controlled by a stop sign, with no left-turns permitted weekdays 7:00 a.m. – ~~6:00~~ 7:00 p.m.).

- Enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area, including the relocation of:
    - Cars that currently park off-campus along Coldwater Canyon Avenue and neighboring streets, and
    - School bus drop-off/pick-up operations on-site.

- Enhance ~~playing~~ practice field facilities to increase opportunities for recreational activities on campus. The number of events that occur on-campus would not change. The school would be able to hold simultaneous practice sessions on separate fields instead of on the same field as currently occurs.

PROJECT CHARACTERISTICS

Parking Structure

The Proposed Project consists of the development of a three-story (4-level) Parking Structure with 750 parking spaces ~~and~~, a rooftop (lighted) ~~athletic~~ practice field with an ancillary 2,582 square foot enclosed structure for offices, restrooms and equipment storage use. The Parking Structure would also include an approximately 289 square feet structure for a security office. The ~~building~~ Parking Structure would be 45 feet to the field level (approximately 755 feet AMSL), and 57 feet (767 feet AMSL) to the top of the ancillary structure proposed to be located at the north end of the field. The Parking Structure would also feature a catchment fence around and on top of the field atop the structure (32 feet above the field level, approximately ~~387~~ 787-feet AMSL). There would be approximately ~~10~~ 14 light poles, each with ~~two or three~~ four LED fixtures that would reach a height of approximately seven feet above the catchment fence, or 39 feet above the field, with the total overall height up to approximately 84 feet (794 feet AMSL).

The proposed Parking Structure would be used for parking purposes only, with no student drop-off and pick-up operations permitted on the Development Site. All student drop-offs and pick-ups would continue to be accommodated on the Harvard-Westlake Campus, although in a slightly modified configuration to allow for a safer and more efficient operation for motorists and pedestrians and improved vehicular circulation near the ~~Main Entrance~~ main entrance driveway.

The Proposed Project would also relocate school bus loading and unloading from Coldwater Canyon Avenue to within the Harvard-Westlake Campus, and eliminate the use of local streets by students and visitors for parking for all but the biggest special events, such as graduation and homecoming.

Practice ~~Athletic~~ Field and Lighting

An open, approximately 330-foot long by 195-feet wide, 64,350-square foot ~~athletic~~ practice field comprised of synthetic turf would be located on the top level of the Parking Structure. The footprint of the ~~athletic~~ practice field would be larger than the footprint of the Parking Structure and would be cantilevered out from the top of the Parking Structure. It would extend five feet beyond the Parking Structure walls on the north and south, ~~six~~ 6 feet 9 inches from the east face along Coldwater Canyon Avenue and 25 feet 3 inches on the west (see **Figure 2-4**). The rooftop ~~athletic~~ practice field would be used for school-related athletic practice activities by the Harvard-Westlake School. An approximately 12-foot tall, ~~2,600~~ 2,582 square foot ancillary structure containing an equipment room, office and restrooms would be located on the north end of the field. ~~The athletic field would be used by the School.~~ The ~~rooftop~~ ~~athletic~~ practice field would include nighttime lighting, to be used as needed up to 8 pm during weekdays (no weekend ~~use~~ lighting). The ~~athletic~~ practice field would be an integral part of Harvard-Westlake School's athletic program and would relieve the demand and use of the Harvard-Westlake Campus' Ted Slavin Field, which is currently used for practice and game events for numerous sports. There would be no bleacher or other seating for audience seating. In addition, there would be no public address system at the rooftop ~~athletic~~ practice field.

The catchment fence (32 feet tall), proposed around the perimeter and on top of the ~~athletic~~ practice field would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue. Lighting for the field would be integrated into the catchment fence with approximately ~~10~~ 14 poles (each with ~~two to three~~ four LED fixtures) located around the perimeter of the field reaching seven feet above the catchment fence. Although the catchment fence is technically a structure, it would primarily consist of netting that would be marginally visible. Lighting (on ~~10~~ 14 poles that would be 7 feet above the catchment fence) would be directed towards the field and would include a state-of-the-art lighting system (such as Musco Green Systems) to minimize direct spillover of light on to adjacent properties.

The proposed Parking Structure would also include interior lighting from shielded LED, metal-halide or fluorescent fixtures on motion sensor controls for each level and in segregated areas. All interior lighting point sources would be shielded from exterior view.

Pedestrian Bridge

The Proposed Project also includes a pedestrian bridge crossing Coldwater Canyon Avenue that would connect the proposed Parking Structure to the Harvard-Westlake ~~School~~ Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling north and south along Coldwater Canyon Avenue. For safety reasons associated with the danger of speeding vehicles currently traveling along Coldwater Canyon Avenue, no pedestrian access to the Development Site would be provided from the street. Similarly, a sidewalk would not be provided along the west side of Coldwater Canyon Avenue so as to further discourage the possibility of student drop-off or pick-ups from occurring along the west side of Coldwater Canyon Avenue. The pedestrian bridge would be fully accessible in compliance with the requirements of the Americans with Disabilities Act.

The pedestrian bridge would reach a height of approximately 41 feet in the center (approximately 18 feet as measured from the bottom of the bridge to the top of the bridge). The height at the top of the elevator on either end of the bridge would be approximately 65 feet on the west side and approximately 46 feet on the east side. The bridge would be approximately 163 feet long and 13 feet wide and would provide a minimum vehicular clearance of approximately 25 feet 7 inches above Coldwater Canyon Avenue (at the

curb). Connection to the pedestrian bridge would be provided at Level 2 of the proposed Parking Structure and a bridge landing would be constructed on the Harvard-Westlake Campus. Pedestrians would be able to access the Harvard-Westlake Campus from the Parking Structure, and vice versa, only via the proposed pedestrian bridge crossing Coldwater Canyon Avenue. The pedestrian bridge would be enclosed with a metal screen over Coldwater Canyon Avenue (between the elevator towers) to prevent objects from ~~being thrown~~ falling from the bridge. The pedestrian bridge would be secured when the ~~school~~ Harvard-Westlake School is closed to prevent unauthorized access to the pedestrian bridge.

Retaining Walls

~~Two retaining walls are also proposed on the Development Site. The primary retaining wall would be located on the north, west and south sides of the Parking Structure. Along the rear (west side) of the Parking Structure, the retaining wall would step back from east to west at the third level of the Parking Structure and would vary in height from 50 feet to 87 feet. The south face of the retaining wall would vary in height from 20 feet to 60 feet (from east to west), and the north face of the wall would vary in height from 30 feet to 70 feet (from east to west). The second retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This retaining wall would vary in height from 4 feet to 28 feet (from north to south). Due to the topography of the Development Site, the retaining walls are necessary to protect the adjacent hillsides and to construct the Parking Structure.~~ Four soil nail retaining walls are proposed on the Development Site in order to protect the adjacent hillsides and to construct the Parking Structure. The first soil nail retaining wall is located along the rear (west side) of the Parking Structure and is the lower portion of a stepped wall design along that section. It varies in height from 28 feet to 30 feet (south to north). The second soil nail retaining wall is the upper portion of the stepped retaining wall along the west side of the Parking Structure and also extends around the north and south sides of the Parking Structure. The south face of the second soil nail retaining wall would vary in height from 18 feet to 58 feet (from east to west), and at its eastern endpoint is directly abutted by a conventional retaining wall that gradually transitions to grade along the proposed southern access road. The west face of the second soil nail retaining wall varies from 52 feet to 90 feet in height (including the height of the first soil nail retaining wall), and the north face from 46 feet to 62 feet (from east to west). The third soil nail retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This soil nail retaining wall would vary in height from 17 to 44 feet (from north to south). The northern end of the third soil nail retaining wall terminates at an energy dissipation structure that, along with flow-through planters, treats and controls the flow of storm water so that it can be safely discharged onto Coldwater Canyon Avenue. The fourth soil nail retaining wall would be on the south end behind the south side of the second soil nail retaining wall and would vary in height from 4 feet to 23 feet (from east to west). All retaining wall height measurements include a 3-foot high protective fence. As discussed earlier, the relocation of the southern retaining walls (the south face of the second retaining wall and the fourth retaining wall) and the soil nail design resulted in the addition of parcels, owned by Harvard-Westlake, to the Development Site.

The design of the retaining walls is intended to blend into the natural hillside area through the use of textured and colored concrete. The retaining walls also maximize the amount of open space areas to the west of the Parking Structure within the steep hillside that has been designated as "Desirable Open Space" on the Community Plan Land Use Map. The retaining walls would also be shielded by landscaping to further minimize their appearance from surrounding areas.

Debris Basin & Deflection Walls

A debris basin is proposed to be located in the southwest corner of the Development Site. The debris basin would be earthen material. The 0.22-acre basin would be surrounded by trees (within the newly landscaped area) that would be a mix of native vegetation (oaks) and other landscape trees. Its purpose is to collect and discharge water or other surficial runoff, such as might occur during a heavy rain event, from the hillside areas to the south and west. Similarly, ten deflection walls are also proposed (average length of 13 feet and ranging in height from 18 inches to three feet) on the northwest side of the Development Site. They would be installed along a 30-degree angle to the adjacent ascending topography and would deflect surficial runoff into a downstream debris channel to maintain positive flow.

Roadway Dedications/Traffic Improvements

The Proposed Project includes a property dedication on the west side of Coldwater Canyon Avenue, along the Harvard-Westlake School's property frontage, of 15 feet to provide the City's standard half right-of-way dimension for Secondary Highways, as measured from the roadway centerline. On the southbound Coldwater Canyon Avenue approaches to the two driveways proposed to serve the Parking Structure, ~~a widening of at least 11 feet is proposed to provide the minimum 35-foot half-street dimension. The~~ roadway widening is proposed ~~at the driveway approaches~~ so as to allow for the striping of separate right-turn lanes for each intersection. The widening would allow for a separate 300-foot long northbound left-turn lane and a 200-foot long southbound right-turn lane at the northerly (signalized) intersection. A separate 100-foot southbound right-turn lane would also be provided at the southerly driveway. Two southbound through lanes on Coldwater Canyon Avenue would also be installed to provide additional capacity for southbound traffic and minimize potential delay and loss of green-time to non-School related vehicles on Coldwater Canyon Avenue adjacent to the Project Site.

In summary, the following roadway improvement features are proposed to Coldwater Canyon Avenue in conjunction with the Project (see also **Figure 2-16**):

- Provide one northbound through lane and two southbound through lanes on Coldwater Canyon Avenue along the Development Site's frontage (i.e., addition of one southbound through lane).

- At the intersection of Coldwater Canyon Avenue and the Proposed Project's northerly driveway opposite the relocated Main Entrance, provide:

    - Northbound: One left-turn lane, one through lane and one right-turn lane;
    - Southbound: One left-turn lane, two through lanes and one right-turn lane;
    - Eastbound: One left-turn lane and one optional through/right-turn lane; and
    - Westbound: One left-turn lane and one optional through/right-turn lane.

- Also at the intersection of Coldwater Canyon Avenue and the Proposed Project's northerly driveway opposite the relocated Main Entrance, provide new traffic signal equipment, including left-turn phasing for northbound and southbound Coldwater Canyon Avenue traffic, and LADOT's ATSAC/ATCS equipment with connection to the Coldwater Canyon Avenue intersection at Ventura Boulevard.

- At the intersection of Coldwater Canyon Avenue and the Proposed Project's southerly driveway, provide:

- Northbound: One through lane (i.e., no left-turns from northbound Coldwater Canyon Avenue to the southerly driveway would be permitted);
- Southbound: Two through lanes and one right-turn lane; and
- Eastbound: One optional left-turn/right-lane (controlled by a stop sign, with no left-turns permitted weekdays 7:00 a.m. – 7 ~~6~~:00 p.m.).

To enhance safety for students and others using the Project Site, no pedestrian crossings are proposed at the street level. Accordingly, a sidewalk is not proposed along the west side of Coldwater Canyon Avenue so as to further discourage the possibility of student drop-off or pick-ups from occurring along the west side of Coldwater Canyon Avenue. The Project proposes to landscape the strip of public right-of-way between the westerly curbline and westerly property line. Additionally, no crosswalks are proposed across Coldwater Canyon Avenue adjacent to the Development Site, including at the signalized intersection with the Project's northerly driveway across from the main entrance driveway. As previously noted, a pedestrian bridge is proposed connecting the proposed Parking Structure with the Harvard-Westlake Campus.

Landscaping

As illustrated in **Figure 3.1-26** in Section 3.1 Aesthetics, the Proposed Project would include ~~vegetation~~ new landscaping and permeable area, or be undisturbed except for planting new native vegetation/mitigation trees on approximately ~~60~~ 63.98% of the Development Site. The maximum proposed building footprint~~, or maximum lot coverage,~~ for the Parking Structure is proposed to be ~~35.1~~ 28.12%, plus an additional approximate ~~4.5% of hardscape areas.~~ 4.69% of driveway and new street paving. Approximately ~~39.9~~ 33.55% of the Development Site would ~~remain with existing vegetation (augmented with~~ be undisturbed Development Site except for planting new native vegetation/mitigation trees~~)~~, and approximately ~~20.5~~ 30.43% of the Development Site would be ~~newly landscaped using native vegetation~~ new drought tolerant landscaping (1.86 acres) and permeable area (0.22 acres). ~~Additional landscaping is also proposed outside of the property lines along Coldwater Canyon Avenue.~~ The vegetation would be designed to screen the Proposed Project and debris basin, and minimize ~~its~~ their appearance. The Potosi residence and its associated hardscape is approximately 3.21% of the site.

The Harvard-Westlake ~~School~~ Campus main access driveway would also include new landscaping to provide an attractive entrance to the school.

Of the ~~315~~ 338 protected trees located on the Development Site, ~~129~~ 147 are proposed to be removed (~~12~~ 13 oaks and ~~117~~ 134 walnuts), ~~26~~ 20 are proposed to sustain permanent encroachment and ~~160~~ 171 are proposed to be preserved in place.[3] The Development Site includes several hundred trees/shrubs that do not meet the 4-inch diameter at breast height (dbh) threshold identified in the Protected Tree Ordinance as well as other trees not protected by ordinance. A numerical count of these trees was not taken because these individual trees are not protected. Rather this is a protected habitat type and therefore the environment is characterized by habitat type. The Project would impact ~~0.95~~ 1.43 acres of Southern Live Oak Woodland/Southern Walnut Woodland~~ as well as an additional 0.10 acres of adjacent woodland area; 2.24~~; 3.33 acres of Southern Live Oak Woodland/Southern Walnut Woodland are present on-site ~~(2.97 acres are present within the area surveyed)~~ so the majority of this protected woodland community would remain undisturbed. The Development Site contains ~~2.91~~ 3.16 acres of landscaped/disturbed area plus an additional ~~0.33~~ 0.34 acres of ruderal land, of which ~~2.79~~ 3.0 acres would be impacted by the Project. Therefore the majority of the Development Site that would be

[3] The number of protected trees impacted by the Project was revised based on an updated tree count (see Appendix ~~D.2A~~ D.3) because the construction footprint was revised to reflect an additional 15 feet of clear area atop the proposed retaining walls and the Development Site was expanded to include additional area to the south.

impacted is already disturbed ~~(an additional 0.01 acres of landscaped/disturbed area, is located off-site on property owned by Harvard-Westlake -- within 10 feet of the construction limits and could be impacted by the project)~~. See **Figure 3.3-2** in Section 3.3 Biological Resources for a map of vegetation types and the construction limit line and building footprint. **Figure 3.1-22** in Section 3.1 Aesthetics shows proposed site land coverage (structure, driveway, new landscaping, existing vegetation [to be augmented with new native vegetation plantings including trees planted to mitigate loss of protected trees]).

The City requires that the impacts of all protected trees that are removed be mitigated upon completion of construction at a 2 to 1 ratio (City of Los Angeles Municipal Code 17.05R4(a)). However, the Harvard-Westlake School proposes to replace all removed protected trees at a 4 to 1 ratio, which is consistent with City practices and exceeds the actual minimum requirements. Trees that the City determines to be dead (i.e., health grade "F") do not need to be replaced. Based on the tree inventory and associated condition grades, the 132 protected, non-dead trees to be removed would be replaced with 528 mitigation trees. In addition, the City requires all non-protected trees that are significant in size that are removed to be replaced at a 1 to 1 ratio. The School would replace all non-protected trees that are significant in size at a 1 to 1 ratio. ~~To comply with the current Board of Public Works policy of requiring the replacement of protected trees at a 4:1 replacement ratio, at least 516 mitigation trees (the species to be approved by the City's Urban Forrester) are proposed to be planted on the open space areas of the Development Site (as noted above approximately 60% of the Development Site would be open space) or other location as determined by the Forestry Division.~~ See Section 3.3 Biological Resources for a more detailed discussion of impacts to protected trees and biological resources.

Changes to Harvard-Westlake Campus

As part of the Proposed Project, the Harvard-Westlake ~~School~~ Campus main entrance driveway would be relocated approximately 37 feet to the south along Coldwater Canyon Avenue to align with the proposed northerly Project driveway (this would result in the loss of 140 parking spaces from the parking lots south of the main entrance driveway and parking spaces located along the driveway). Similar to the existing main entrance driveway, the proposed relocated intersection with the northerly ~~Project~~ parking structure driveway would be controlled by a traffic signal, with new traffic signal equipment provided based on LADOT requirements. The east landing of the pedestrian bridge would be constructed on the Harvard-Westlake Campus. A new pedestrian promenade would be created from the bridge in to the center of Campus.

A bus pick-up/drop-off zone would be provided on the Harvard-Westlake Campus in the Southern Parking Lot, which would result in the elimination of the use of approximately 103 parking spaces from the Harvard-Westlake Campus (however, these 103 parking spaces would remain as overflow parking, as needed, for special events). Special events do not usually occur at the same time as regular bus activity. During special events, associated bus service (team and event buses) would use the north driveway (as at present).

Through the reconfiguration of the existing main entrance driveway into the Harvard-Westlake Campus and the resulting removal of 140 parking spaces from the parking lots south of, and along, the main entrance driveway, and the 103 parking spaces displaced within the Southern Parking Lot for the bus pick-up/drop-off zone, a total of 335 surface parking spaces[4] would remain on the main portion of the Harvard-Westlake Campus. With the development of the 750-space Parking Structure and the 335 remaining parking spaces, a total of 1,085 parking spaces would be provided for the Harvard-Westlake

[4] Not including the bus parking zone in the Southern Parking Lot, as discussed above.

Campus. During events, 1,188 spaces would be available on the Harvard-Westlake Campus. (See parking discussion below and in Section 3.8 Transportation, Circulation and Parking.)

Special Events and School Hours

The Harvard-Westlake School's current hours of operation are as follows:

> Monday - Friday: 6:30 am - 11:30 pm; classroom hours are 8:00 am – 3:10 pm on Monday and 8:00 am – 2:35 pm Tuesday through Friday
> Some Weekends (Saturday and Sunday): 6:30 am - 11:30 pm

The Harvard-Westlake Campus would continue to operate these same hours with the Project.

The ~~proposed hours of operation for the athletic field on the top level of the Parking Structure are as follows:~~ practice field will be used Monday through Friday from 8:00 am to 8:00 pm, and on weekends and holidays from 8:00 am to 5:00 pm. There will be no lights used on the practice field on weekends.

- ~~Summer Recess (Mid-June to September 1): Monday - Friday: 7:00 am - 7:30 pm~~
- ~~Winter Term: Monday - Friday: 2:30 pm - 8:00 pm, Saturdays: 8:00 am - 1:00 pm~~
- ~~Spring Term: Monday - Friday: 2:30 pm - 8:00 pm, Alternating Saturdays: 9:00 am - 12:00 noon, or 10:00 am - 3:00 pm~~
- ~~Fall Term: Monday - Friday: 2:30 pm - 8:00 pm, Saturdays: 8:00 am - 1:00 pm~~
- ~~Year Round: Occasional use on Sundays~~

~~The proposed rooftop athletic field would not be used after 8:00 p.m. on weeknights and would be used only during limited daytime hours on weekends.~~

No change in the number or size of special events as compared to those held over the past several years on the Harvard-Westlake Campus is proposed. Special events at the Harvard-Westlake School are comprised of conventional school operations including, but not limited to, the following: parent-teacher nights, musicals and other student performances, sports events, fundraising events, and graduation.

Design

A Project elevation, floor plans, renderings and traffic and parking improvements are shown in **Figures 2-4** through **2-16** at the end of this section.

The Parking Structure has been designed to blend into the surrounding natural hillside area. The Project includes natural colors, design elements to reduce building massing, and landscaping for screening. The hillside areas to the west would remain undeveloped with native vegetation and abundant trees.

The proposed Parking Structure includes a front yard setback of approximately 20 feet along Coldwater Canyon Avenue at ground level, and approximately 13 feet at the ~~athletic~~ practice field level~~, a~~. A secondary retaining wall along a portion of Coldwater Canyon Avenue that is necessary to stabilize the hillside would be located ~~set back~~ approximately ~~15 feet from~~ along the property line and approximately ~~21~~ 14 feet increasing to 23 feet from the roadway curb. A service access ramp for ~~Fire Department~~ service and emergency access to the roof would be provided at the southern end of the site (no setback from the roadway). The pedestrian bridge support would be set back approximately 49 feet from the street on the west side of Coldwater Canyon Avenue; and would be set back approximately 16 feet from the street on the east side.

The pedestrian bridge would provide safe access from the Parking Structure over Coldwater Canyon Avenue to the ~~School's~~ Campus. It would be ~~168~~ 163 feet long, 13 feet wide and would provide a minimum vehicular clearance of approximately 25 feet 7 inches ~~ft.~~ over Coldwater Canyon Avenue, with elevators and stairs provided at each end. The bridge would be a bowed-truss open frame structure with a translucent panel covered walkway and solid panel wainscot and security mesh screening on the sides. The bridge and elevator/stair design and finishes would be designed to minimize intrusion in the streetscape through lighter colors, translucent materials where possible, slender building elements, and setbacks.

There would be a minimum of approximately ~~69~~ 52-foot (increasing to ~~112~~ 169 feet as a result of the irregular shape of the Development Site and orientation of the ~~building~~ Parking Structure) side yard setback along the southwesterly property line (which generally runs east-west) from the retaining walls to the property line, and a minimum approximately ~~47~~ 57-foot (increasing to ~~170~~ 196 feet) side yard setback along the northerly property line. A minimum of approximately ~~29~~ 35-feet ~~foot~~ at the northwest corner (increasing to approximately ~~213~~ 206 feet along the western property line) rear yard setback would be provided along the westernmost property line that is approximately parallel to Coldwater Canyon Avenue.

The ~~steep~~ slopes contained on the southern, western, and northern portions of the Project ~~require~~ suggest that the proposed Parking Structure ~~to~~ is best ~~be~~ constructed closer to Coldwater Canyon Avenue. This orientation allows for the Development Site to maintain a large amount of open space to the west ~~rear~~, where the property remains in its natural ~~vegetated~~ state and abuts land that is within the designated "Desirable Open Space" area.

The proposed retaining walls would be constructed with finishes that would allow them to blend in with the hillside. The proposed cast-in-place, soil-nail and conventional concrete walls would be provided with a natural appearing rock finish and colored to match the indigenous rock to mitigate the appearance of the ~~wall~~ walls.

As a result of the irregular shape of the Development Site, the southwestern point of the Parking Structure and retaining wall would encroach in the southerly and north-south running southwesterly side yards to keep the Parking Structure at a maximum distance from the open space hillside area to the west. On the west side of Coldwater Canyon Avenue, there are four private residences to the north that overlook the ~~project site~~ Project Site, plus one to the south (not including the home owned by Harvard-Westlake).[5] On the east side of Coldwater Canyon Avenue, numerous homes overlook the Harvard-Westlake Campus and the Development Site. The ~~athletic~~ practice field level would be approximately ~~217~~ 186 feet from the closest private residence structure (12920 Galewood) located to the south. The retaining wall would be approximately ~~91~~ 124 feet from the closest private residence structure (~~12917 Galewood~~ 3901 N. Van Noord); the property line for this residence would be ~~43~~ 16 feet from construction activities.

Vehicular Access

Vehicular access to the Harvard-Westlake Campus is presently provided via three driveways located on the east side Coldwater Canyon Avenue:

- *North Entrance Driveway*: The north entrance driveway is located on the east side of Coldwater Canyon Avenue at the northwest corner of the Harvard-Westlake Campus. The north entrance

[5] The residence owned by Harvard-Westlake (at the end of Potosi Avenue ~~Drive~~) overlooks the Project Site.

driveway presently accommodates a majority of student pick-ups/drop-offs as well as access to faculty parking. The north entrance driveway currently provides full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

- *Main Entrance Driveway*: The main entrance driveway is located on the east side of Coldwater Canyon Avenue and is controlled by a traffic signal. The main entrance driveway presently accommodates both staff and student vehicles. The main entrance driveway currently provides full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

- *Hacienda Drive Driveway*: The Hacienda Drive driveway is located on the east side of Coldwater Canyon Avenue at Hacienda Drive at the south end of the Harvard-Westlake Campus. The Hacienda Drive driveway presently accommodates student vehicles and provides access to the Harvard-Westlake Campus. In addition, the Hacienda Drive driveway provides access to the parking lot immediately south of Hacienda Drive and north of St. Michael's ~~and All Angels Episcopal~~ Church (Southern Parking Lot), which currently serves as student parking during school hours. The Hacienda Drive driveway currently provides full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

Vehicular access to the Campus would continue to be provided via these same three access driveways off of Coldwater Canyon Avenue. Locating the Parking Structure on the Development Site would allow pick-ups and drop-offs for both vehicles and school buses to be relocated from Coldwater Canyon Avenue to within the Harvard-Westlake Campus. No student drop-off or pick-up would be allowed within the Parking Structure. As described previously, the main entrance driveway would be relocated 37 feet further to the south as a result of the location of the proposed pedestrian bridge landing. The main entrance driveway would include one ingress lane and two egress lanes. One egress lane would allow for cars to make a left turn only onto Coldwater Canyon Avenue, while the other egress lane would allow cars to make either a right turn onto the street or to continue straight into the Parking Structure across Coldwater Canyon Avenue. Secondary driveways would continue to be provided along the northern side of the Campus and along the southern side of the Campus (Hacienda Drive). Hacienda Drive, east of Coldwater Canyon Avenue, is a previously vacated, private street that also provides access to the adjacent single-family homes located east of the campus.

Vehicular access to the Development Site is presently provided via two partially-paved driveways on the west side of Coldwater Canyon Avenue, south of the existing Harvard-Westlake Campus main entrance driveway and north of Hacienda Drive.

Vehicular access to the Proposed Project would be provided via two driveways located along the west side of Coldwater Canyon Avenue:

- *Northerly Project Driveway*: The northerly Project driveway would be located on the west side of Coldwater Canyon Avenue at the northeast corner of the proposed Development Site. The northerly Project driveway would be located directly across from the Harvard-Westlake Campus main entrance driveway following the relocation of the existing traffic signal. The northerly Project driveway would provide primary access into the proposed Parking Structure and would accommodate full vehicular access in three lanes – one ingress-only lane and two egress-only lanes to allow for either a right turn ~~or left-turn~~ onto Coldwater Canyon Avenue ~~(i.e., left-turn and right-turn ingress and egress movements).~~ or through crossing lane across Coldwater Canyon Avenue onto the Harvard-Westlake Campus. The northerly Project driveway would also provide for a left-turn onto Coldwater Canyon Avenue.

- *Southerly Project Driveway*: The southerly Project driveway would be located on the west side of Coldwater Canyon Avenue at the southeast corner of the proposed Development Site. The southerly Project driveway would provide secondary access to the proposed Parking Structure and would accommodate limited vehicular access (i.e., right-turn ingress and right-turn egress movements, with left-turn egress permitted outside of the weekday period 7:00 a.m. – ~~6:00~~ 7:00 p.m.).

No access to the Parking Structure or Development Site would be provided from Galewood Street, Blairwood Drive, Potosi Avenue, or any other street except Coldwater Canyon Avenue. Further discussion of the proposed Development Site access and circulation is provided in the Transportation and Parking Section of Chapter 3.

Fire Protection

Construction materials would be non-combustible and the structure would be fully sprinklered. The Parking Structure would be open and a minimum ~~5~~ 20-foot wide airway on the south side and minimum 5-foot airway on the west and north sides would be provided ~~on three sides around the parking structure~~ at-grade between the perimeter of the ~~building~~ Parking Structure and the retaining walls. Fire Department access to the Parking Structure would be provided along the east side from Coldwater Canyon Avenue to openings on all parking levels for the full length of the Parking Structure. ~~(~~Fire Department access would be possible from grade; access would also be possible from the open stairways and the Fire Department access stair located inside the Parking Structure. Specific emergency fire access openings throughout the perimeter security grillwork would be designed and coordinated with the Fire Department. Fire truck and equipment access would be from the street.~~)~~ While the ~~athletic~~ practice field would include a catchment fence around the perimeter and on top of the field, it would be accessible to the Fire Department along the entire length ~~and would be open to the sky~~. A service access ramp for ~~Fire Department~~ service and emergency access to the ~~athletic~~ practice field level would be provided at the southern end of the Development Site. The Parking Structure will include an open stairway (requested by the Fire Department) servicing all levels with an additional fire standpipe.

Pedestrian Access

As part of the Proposed Project, a ~~new~~ pedestrian bridge is proposed to cross Coldwater Canyon Avenue, connecting the proposed Parking Structure to the Harvard-Westlake Campus. Pedestrians would be able to access the Campus from the Parking Structure, and vice versa, only via the proposed pedestrian bridge crossing Coldwater Canyon Avenue.

Parking

578 parking spaces are currently required for the Harvard-Westlake ~~School~~ Campus.[6] In addition, approximately ~~121~~ 104 spaces are used off-site.[7] As part of the Proposed Project, approximately 243 parking spaces would be removed from the Campus[8] (in addition, the approximately ~~121~~ 104 off-site

[6] Per City of Los Angeles, Certificate of Occupancy for Building Permits 11010-20000-01949 and 11010-20001-01949.

[7] This includes approximately 36 parking spaces on Coldwater Canyon Avenue (that were not used during the recent LADWP water line construction activities), approximately 40 parking spaces in the St. Michael's Church parking lot, and approximately ~~45~~ 28 parking spaces in the surrounding neighborhood (Linscott, Law & Greenspan Traffic and Parking Impact Analysis, see Appendix G).

[8] This includes approximately 140 spaces from surface parking lots near the Main Entrance and along the Main Entrance Driveway as a result of reconfiguration of the Main Entrance Driveway, and approximately 103 spaces from the Southern Parking Lot.

spaces that are currently used by the School would no longer be used on a regular basis). The construction of the Proposed Parking Structure would add 750 parking spaces. Thus, following the construction of the Proposed Project, 1,085 parking spaces would be provided on the Harvard-Westlake Campus for regular use and 1,188 would be available for special events (with use of the 103 spaces in the Southern Parking Lot), as shown in **Table 2-2**.

Following completion of the Project, the Southern Parking Lot (103 spaces) would be primarily used for bus circulation, staging, and parking, but would continue to be striped for parking and available for occasional special events, such as graduation and homecoming. The Ted Slavin football field is not now nor will be in the future used for overflow parking, as the surface of the field and underlying substructure are not suitable for parking cars.

TABLE 2-2: PROJECT PARKING

Parking Location	Existing Parking Supply	Regular School Days Proposed Parking Supply	Regular School Days Change	School Events Proposed Parking Supply	School Events Change
On-Campus	578	335	-243	438	-140
Parking Structure	0	750	+750	750	+750
Total	578	1,085	+507	1,188	+610

The Project parking, as shown in **Table 2-2**, includes only those spaces that will be provided on-Campus and in the Parking Structure. **Table 2-2** does not factor in or take credit for the removal of off-site parking spaces.

As part of the parking supply, the Project must provide a minimum of 15 handicap accessible spaces to comply with the Americans with Disabilities Act requirements. A minimum of two percent (2%) of the total number of spaces within the Parking Structure are required to be provided as handicap spaces, with one in every eight handicap spaces being van accessible.

As documented in Section 3.8 Transportation, Circulation and Parking, the existing supply of parking is insufficient to accommodate existing parking demand during regular school days, as well as in conjunction with school-related activities that occur outside regular school hours such as football games. School-related vehicles regularly park on street along Coldwater Canyon Avenue, as well as in the residential neighborhood north of the Harvard-Westlake Campus and east of Coldwater Canyon Avenue.

The Proposed Project is intended to eliminate the use of local streets by students and visitors for parking for all but the biggest special events (such as graduation).

A more-detailed discussion of parking demand and LAMC Zoning Code requirements is provided in the Section ~~3.5~~ 3.8 Transportation, Circulation and Parking.

CONSTRUCTION ACTIVITIES

Construction is estimated to last approximately ~~24~~ 30 months, which includes ~~nine months of excavation, and 15~~ approximately nine months of grading, and 21 months of construction. ~~Excavation would occur on the Development Site over approximately 9 months. Final grading~~ The foundations and structure construction would extend over ~~a two-year period~~ approximately 13 months. It is estimated that the excavation would require the removal of approximately ~~135,000~~ 137,000 cubic yards of soil from the site [to be conservative 140,000 cubic yards is analyzed in the RDEIR]. This grading quantity includes approximately 3,000 cubic yards of excavation for the necessary field access service ramp, driveways and other site improvements, approximately 10,000 cubic yards of excavation per the ~~Soils Report~~ Final Geologic Soils and Engineering Report (5-foot lateral extension, 8-feet deep) for a foundation and approximately ~~113,000~~ 122,000 cubic yards of excavation would be required for the Parking Structure. In addition, approximately ~~9,000~~ 2,000 cubic yards of excavation within the area to be dedicated to the City is required to accommodate the required roadway widening along Coldwater Canyon Avenue. Equipment and worker staging would occur on the ~~Development~~ Project Site.

In addition to grading and construction activities, the Proposed Project would include soil nailing to ~~stabilize the slope at the Development Site~~ create the necessary retaining walls. The soil nailing technique involves the insertion of relatively slender reinforcing elements into the slope and it generates a noise level similar to an auger drill, which is less than a grader or tractor (see Section 3.7 Noise).

Trucks with a capacity of 20 cubic yards of material per truck would be used to carry the soil. This RDEIR assumes that each truck would carry 14 cubic yards of material due to soil packing inefficiencies. ~~Construction, including~~ Truck activities would occur Monday through Saturday ~~Friday~~ from ~~7~~ 8:00AM to ~~5~~ 4:00 PM ~~and Saturdays from 8:00 AM to 4:00 PM~~ (approximately 25 days per month). During the peak period of grading and export activities, up to ~~100~~ 160 truck trips per day (i.e., ~~50~~ 80 inbound trips and ~~50~~ 80 outbound trips) are anticipated. Staging of all construction equipment and material would occur on the ~~Development~~ Project Site. During excavation/grading parking for approximately ~~up to 20~~ 33 construction workers would occur on the ~~Development~~ Project Site.

During excavation, haul trucks are anticipated to be stationed on the Development Site (up to 6 trucks) and the Southern Parking Lot (up to 6 trucks). Construction workers parking would also be located on the Development Site and Southern Parking Lot. Up to 6 additional trucks could stage at a designated location off-site to be called upon by the on-site dispatcher. During construction of the structure, up to ~~45~~ 33 construction workers would park on the Southern Parking Lot on-campus.

During excavation and construction, the Harvard-Westlake School would replace the 103 spaces in the Southern Parking Lot that would be lost to staging and construction worker parking with valet parking on-Campus as needed.

Trucks would proceed to the Development Site, heading southbound on Coldwater Canyon. Loaded haul trucks would exit the site onto Coldwater Canyon Avenue, proceed northbound to the US-101 East (Ventura) Freeway, merge onto the US-101 South, then proceed to the CA-134 eastbound and then to I-210 eastbound then turning southbound on I-605 to Lower Azusa Road in Arcadia, leading to the landfill site which is approximately 35 miles from the Development Site.

SCHEDULE

It is anticipated that the start of construction would be in ~~2014~~ 2016 with completion of the Project and full operation in ~~2016.~~ 2019.

DISCRETIONARY ACTIONS

This RDEIR is intended to inform decision-makers and the public of the environmental effects of implementing the Proposed Project and of the mitigation measures or available alternatives that could reduce or avoid significant impacts. This RDEIR analyzes and documents the impacts of the Proposed Project and all discretionary and ministerial actions associated with the Project. The City, as Lead Agency, would use this RDEIR in assessing the effects of the City actions detailed below. The discretionary approvals required to implement the Proposed Project include the following:

1. Vesting Conditional Use, pursuant to LAMC Section 12.24-T.3(b), to permit the construction of a three-story parking structure with 750 parking spaces and a rooftop ~~athletic~~ practice field with a protective fence, netting and lighting, in the RE40-1-H and ~~RE15-1-H~~ R1-1 Zones, as accessory uses to the Harvard-Westlake Campus. As part of the Conditional Use, minor revisions to the Site Plan for the Harvard-Westlake Campus are also requested to allow for a pedestrian bridge and bridge landing on the east side of Coldwater Canyon Avenue, the relocation of the Harvard-Westlake Campus' main driveway approximately 37 feet to the south off of Coldwater Canyon Avenue, minor alterations to the parking lot south of the main driveway (the Senior Parking Lot), and landscaping in the Senior Parking Lot.

   A. Proposed Parking Structure: Pursuant to LAMC Section 12.24-F., height and area regulations (in conjunction with the requested Conditional Use for the Parking Structure):

      i. Encroachments into portions of the front yard setback area (along Coldwater Canyon Avenue), to allow for the following setbacks, in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1:

         a. A 20-foot front yard setback for the Parking Structure wall, a 13' 3" front yard setback for the ~~athletic~~ practice field, and an 11' 1" front yard setback for the fence support poles,

         b. A 15-foot front yard setback for the proposed retaining wall,

         c. A zero-foot front yard for the pedestrian bridge and ancillary bridge structures, and

         d. A zero-foot front yard for the service access ramp needed for Fire Department access from Coldwater Canyon Avenue.

      ii. Encroachments into the southerly and southwesterly side yard setback areas, to allow for the following setbacks, in lieu of the 17-foot side yard setback otherwise required by LAMC Section 12.21 C.10-1:

         a. A zero-foot southerly side yard setback to accommodate a service access ramp needed for Fire Department access from Coldwater Canyon Avenue, and

         b. Zero-foot southerly and southwesterly side yard setbacks for a portion of the Parking Structure and retaining wall.

      iii. The following maximum heights for the Parking Structure and ancillary structures located on portions of the Development Site, in lieu of the 30-foot height limit otherwise required by LAMC Section 12.21 C.10-4:

a. Approximately 41 feet 3 inches to the top of the pedestrian bridge,

b. Approximately 64 feet 11 inches to the top of the elevator tower on the west side of the pedestrian bridge (the West Landing),

c. Approximately 44 feet 6 inches to the top slab of the Parking Structure,

d. Approximately 56 feet 6 inches to the top of the rooftop equipment room/offices on the Parking Structure,

e. Approximately 76 feet 6 inches to the top of the catchment fence on the rooftop of the Parking Structure,

f. Approximately 83 feet 6 inches to the top of the field lights secured above the catchment fence, and

g. Approximately ~~87~~ 90 feet 5 inches (maximum height of the tallest wall) for retaining walls including 3 feet of fencing atop the wall.

iv. A maximum grading quantity of approximately ~~3,000~~ 2,500 cubic yards in a Hillside Area on a lot in the ~~RE15~~ RE40-1-H Zone, in lieu of the 1,600 cubic yard maximum grading limit otherwise required by LAMC Section 12.21 C.10(f)(1), (or such amount as may be increased pursuant to LAMC Sections12.21 C.10(f)(3) and (4). (The Project would involve grading of a total of ~~135,000~~ 137,000 cubic yards [to be conservative 140,000 cubic yards is analyzed in the EIR], although ~~132,000~~ 134,500 cubic yards is exempt from the grading and export limits pursuant to the Baseline Hillside Ordinance (LAMC Section 12.21 C.10(f)(3)), as it is underneath the footprint of structures, is required for driveways and Fire Department access, and is required to accommodate the required widening of Coldwater Canyon Avenue.)

v. A maximum quantity of earth export of approximately ~~3,000~~ 2,500 cubic yards in a Hillside Area, in lieu of the 1,000 cubic yard export limit otherwise required by LAMC Section 12.21 C.10(f)(2)(i), or such amount as may be increased pursuant to LAMC Sections12.21 C.10(f)(3) and (4). (The Project would involve export of a total of ~~135,000~~ 137,000 cubic yards [to be conservative 140,000 cubic yards is analyzed in the RDEIR], although ~~132,000~~ 134,500 cubic yards is exempt from the export limits pursuant to the Baseline Hillside Ordinance (LAMC Section 12.21 C.10(f)(3)), as it is underneath the footprint of structures, is required for driveways and Fire Department access, and is required to accommodate the required widening of Coldwater Canyon Avenue.)

vi. A maximum residential floor area of approximately 79,261 square feet in a Hillside Area, in lieu of the maximum residential floor area limits otherwise required by the Baseline Hillside Ordinance (LAMC Section 12.21 C.10(b). The Project would provide the following square footages allocated among the two zoning designations that comprise the Development Site: a) 18,788.15 square feet (R1-1); and b) 60,472.96 (RE40-1-H).

B. Main Portion of Campus: Pursuant to LAMC Section 12.24.F., related to height and area regulations (in conjunction with the requested Conditional Use Permit):

i. To allow for the bridge and bridge landing (the East Landing) to observe a zero-foot front yard setback into portions of the front yard setback area (along Coldwater Canyon Avenue), in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1, and

ii. To allow for the a maximum height of approximately 45 feet 7 inches at the top of the East Landing;

2. Waiver of the Tentative Map Requirement under LAMC Section 91.7006.8.2, pursuant to the Department of City Planning's, Filing Procedures for Review of Grading Plans in Hillside Areas Having an Area In Excess of 60,000 square feet, dated January 11, 2012.

In addition to the Planning approvals identified above, the following approvals have been requested from other City agencies:

1. A Revocable Permit from the City of Los Angeles Board of Public Works to allow for a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue.

2. An Airspace Vacation from the City of Los Angeles to allow for a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue.

3. Approval from the City of Los Angeles to allow for the vacation of paper street Hacienda Drive.

4. Approval from the City of Los Angeles Cultural Affairs Commission for the design of the pedestrian bridge.

5. Approvals and permits from the City ~~of Los Angeles~~ for Project construction activities including, but not limited to the following: demolition, removal of protected trees, haul route, excavation, shoring, grading, foundation, and building and interior improvements.

CUMULATIVE DEVELOPMENT

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present and reasonably foreseeable future projects. Both CEQA and CEQA Guidelines require that cumulative impacts be analyzed in an RDEIR. As set forth in the CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts, and their likelihood of occurrence, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone."

According to Section 15355 of the CEQA Guidelines:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

a) The individual effects may be changes resulting from a single project or a number of separate projects.

b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts

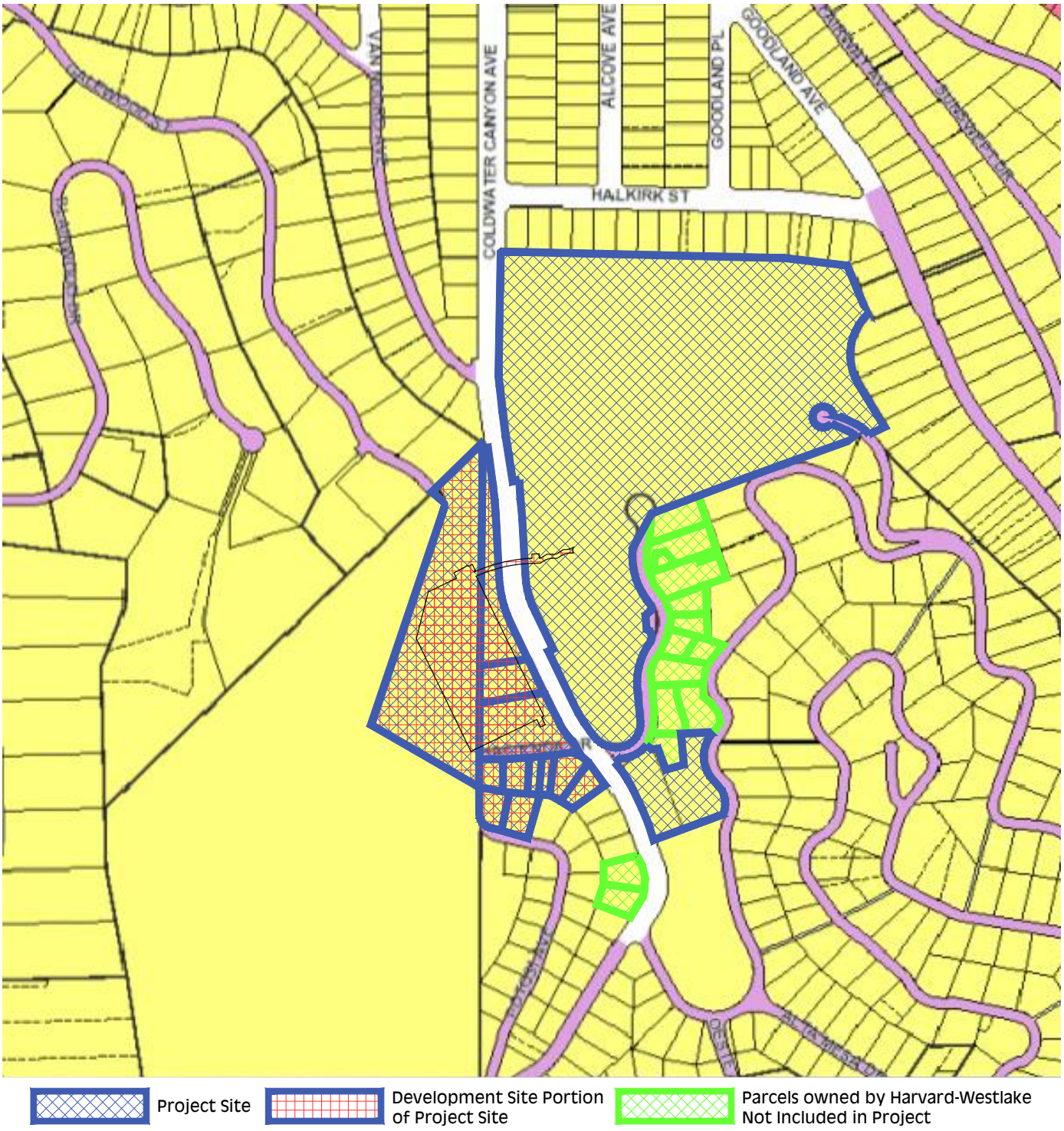
> can result from individually minor but collectively significant projects taking place over a period of time."

Therefore, the cumulative discussion in this ~~EIR~~ RDEIR focuses on whether the impacts of the Proposed Project are cumulatively considerable within the context of impacts caused by other past, present, or future projects. Cumulative impacts are discussed within each issue area. CEQA Guidelines ~~[~~Section 15130(d)~~]~~ allow for two methods for reviewing cumulative development:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or greenhouse gas reduction plan. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

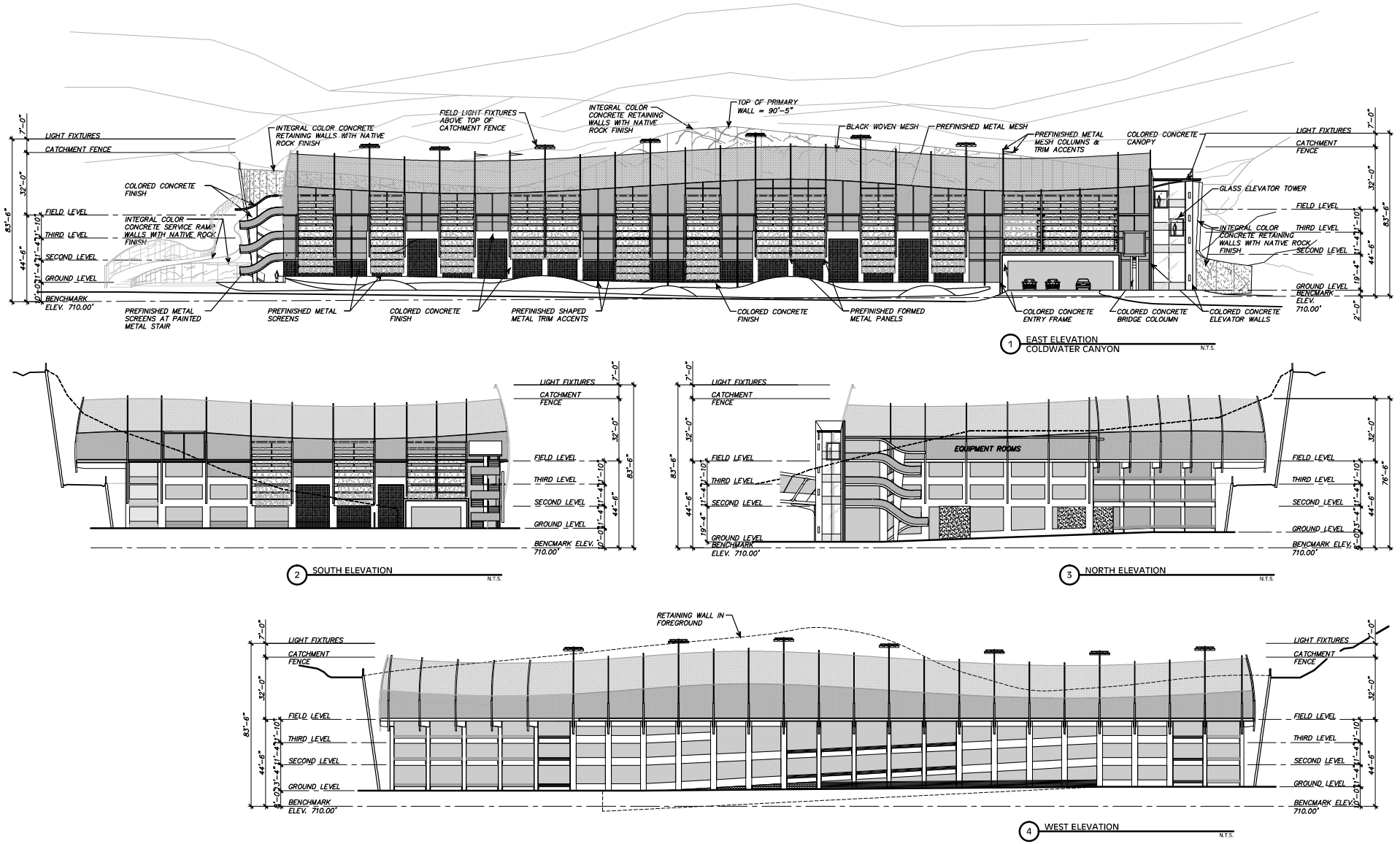
For purposes of the traffic analysis a list of related projects in the area was compiled (see **Table 3.8-8** and **Figure 3.8-2** in Section ~~3.7~~3.8 Transportation, Circulation and Parking); in addition, anticipated growth rates for the area were included in the analysis. Other issue areas consider cumulative impacts at a scale proportionate to the area over which impacts could occur. Many impacts are localized and any cumulative effects would occur only with construction in the immediate vicinity. LADWP ~~is currently constructing~~ has completed construction of a water trunk line along Coldwater Canyon Avenue in front of the Project Site. The Harvard-Westlake School ~~has~~ had indicated that construction of the Project would not begin until construction of the trunk line in the vicinity of the site (where cumulative impacts could occur) ~~has~~ had been completed.



SOURCE: IDG Parkitects, Inc.

Figure 2-3

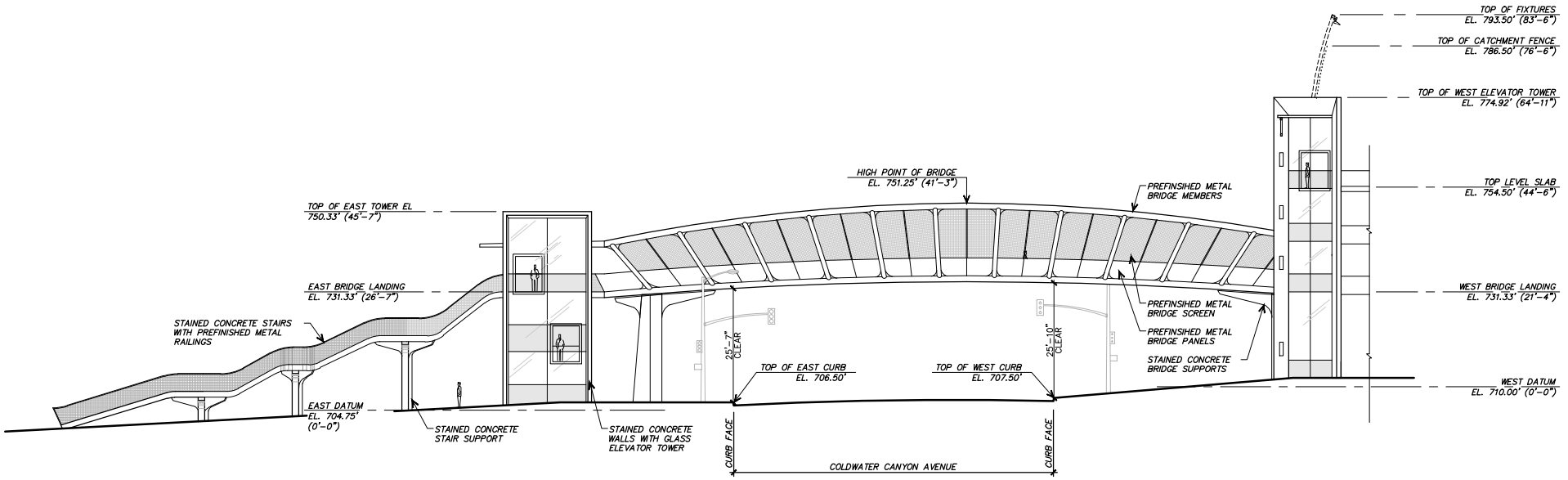
Project Site and Other Properties Owned by Harvard-Westlake



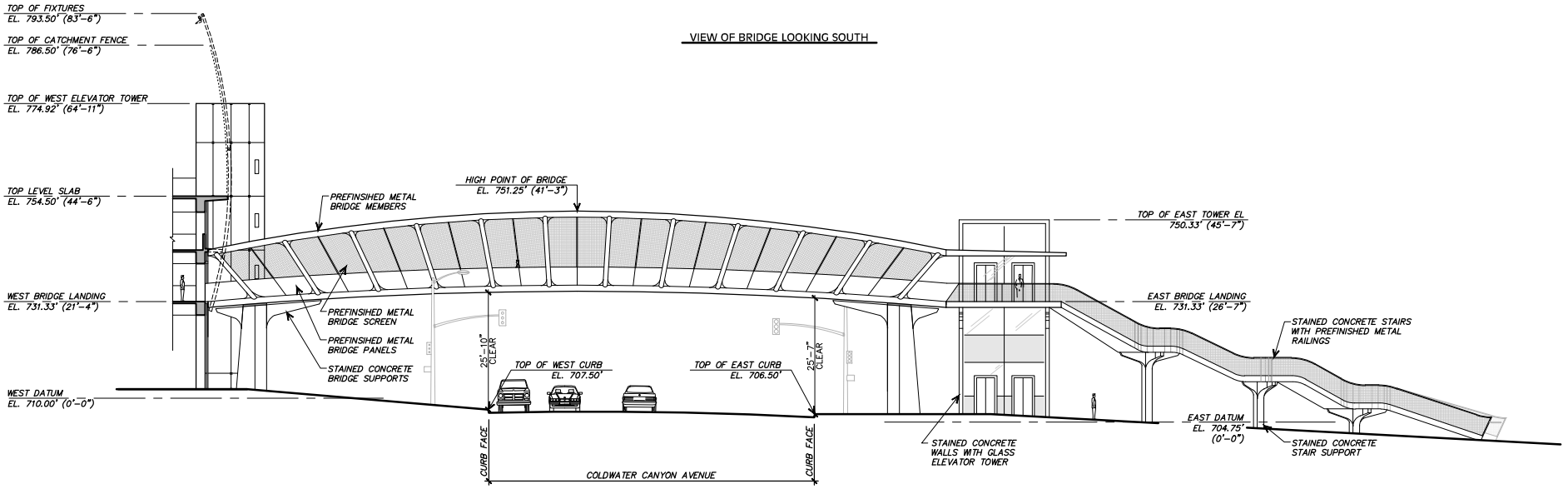
SOURCE: IDG Parkitects, Inc.

Figure 2-4

Parking Structure Elevations



VIEW OF BRIDGE LOOKING SOUTH

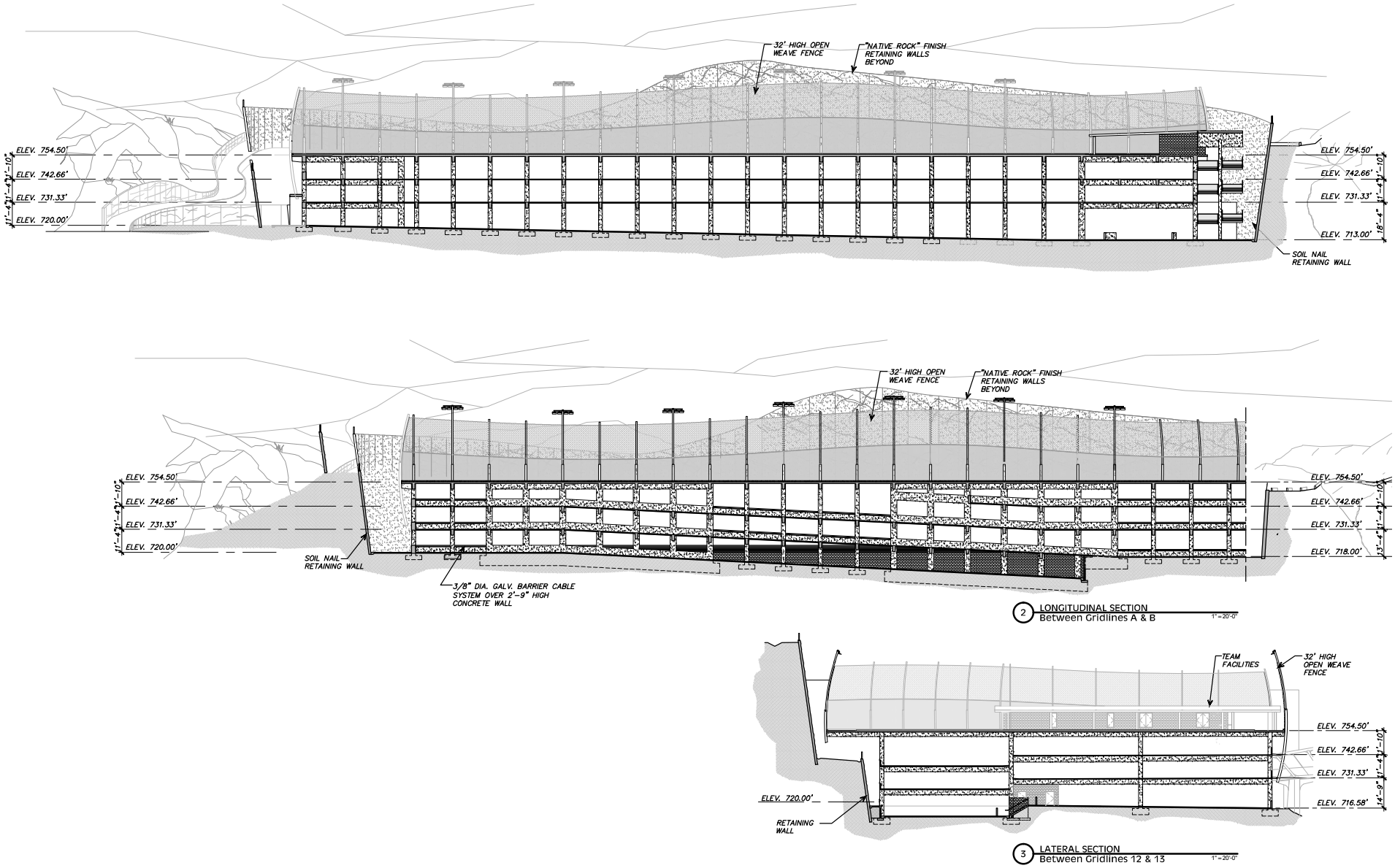


VIEW OF BRIDGE LOOKING NORTH

SOURCE: IDG Parkitects, Inc.

Figure 2-5

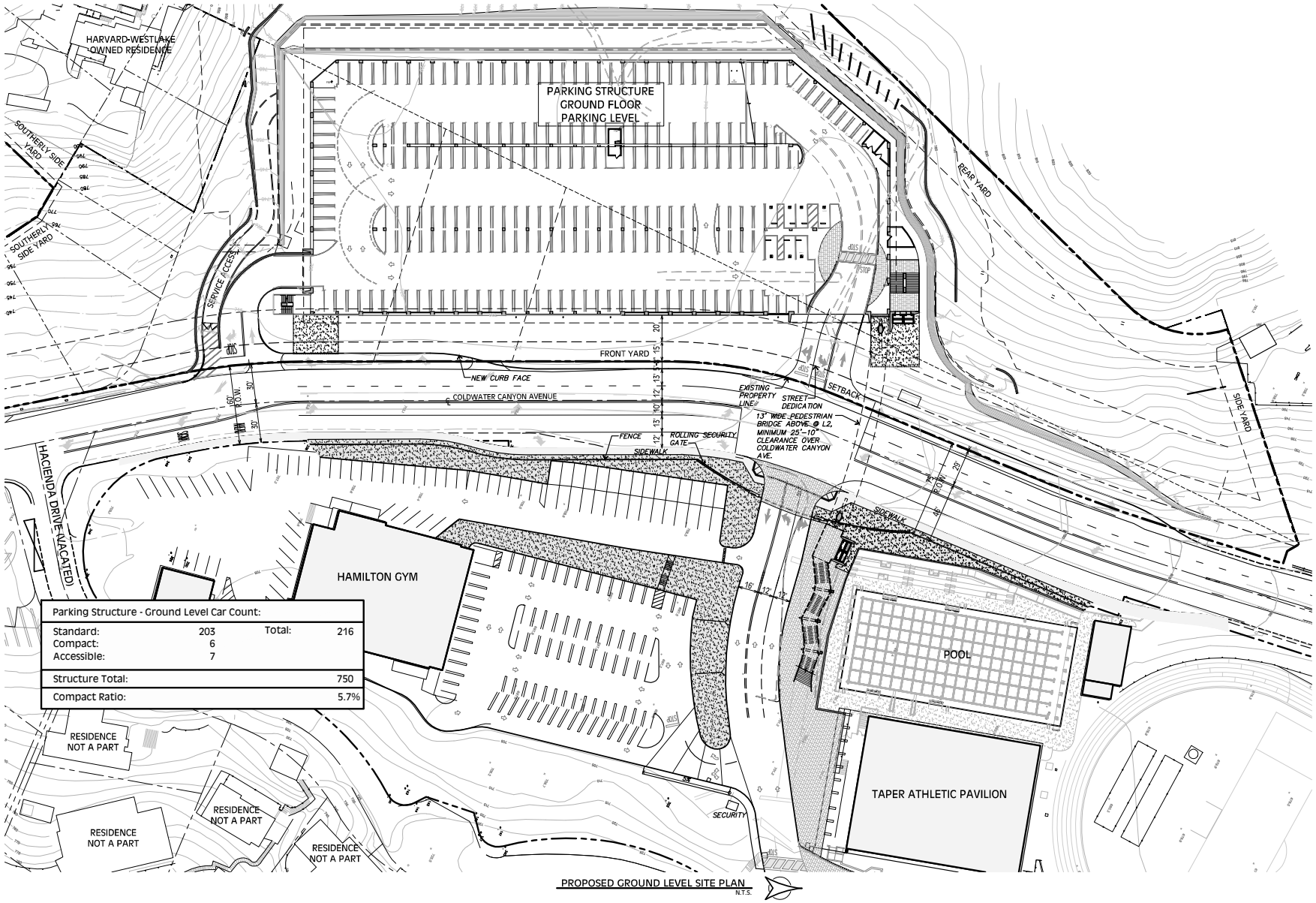
Bridge Elevations



SOURCE: IDG Parkitects, Inc.

Figure 2-6

Parking Structure Sections

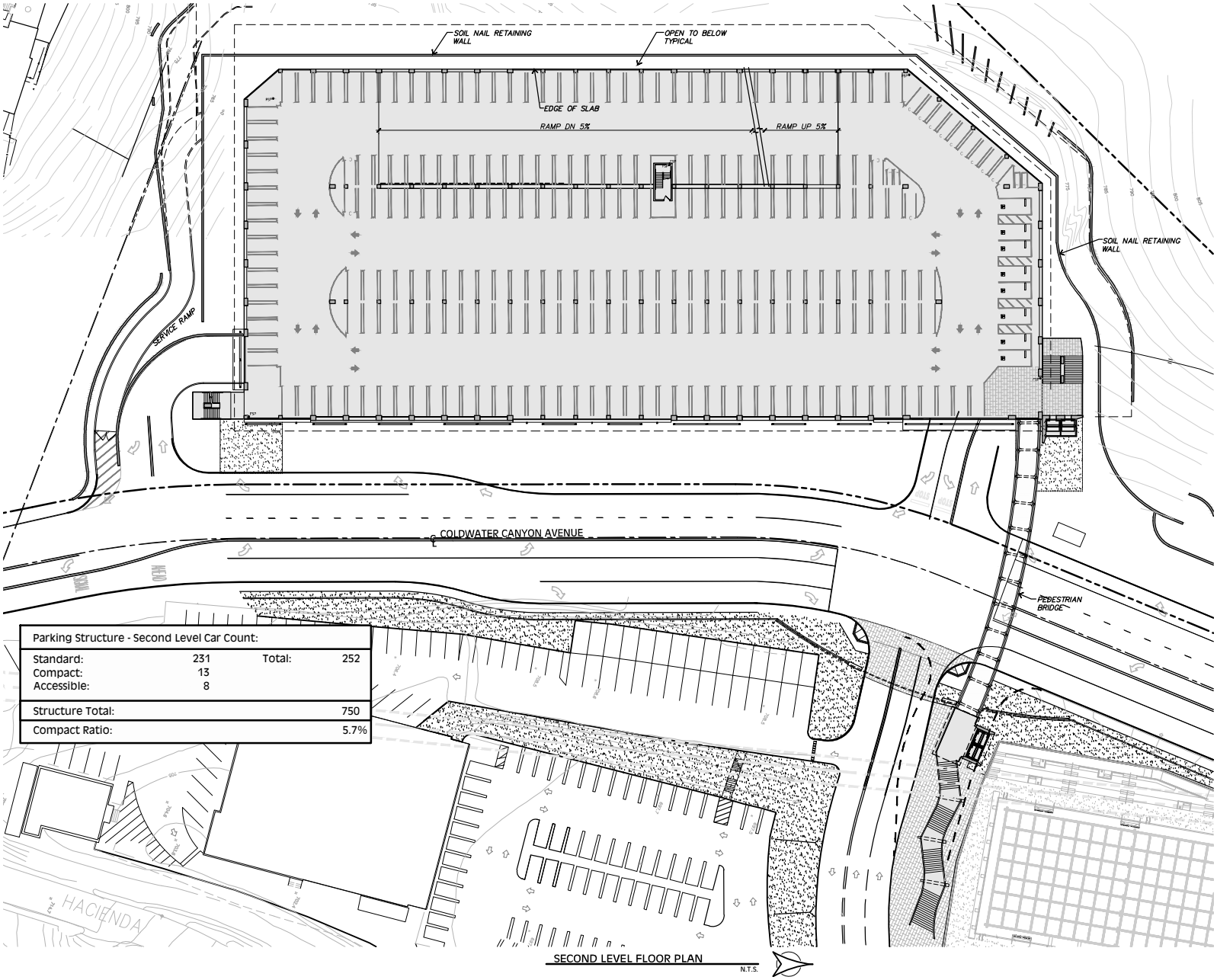


SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 2-7

Ground Level Site Plan

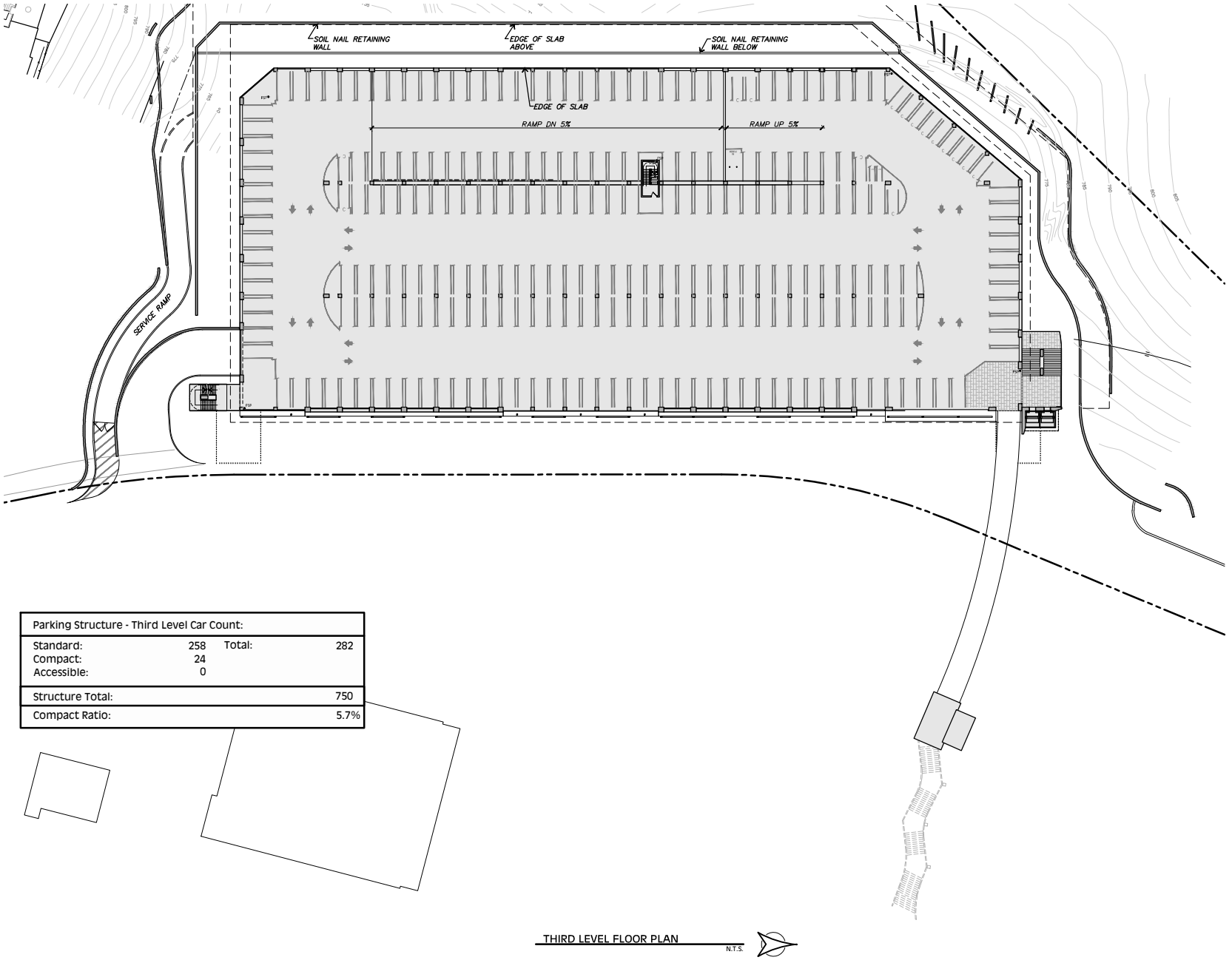


Parking Structure - Second Level Car Count:			
Standard:	231	Total:	252
Compact:	13		
Accessible:	8		
Structure Total:			750
Compact Ratio:			5.7%

SOURCE: IDG Parkitects, Inc.

Figure 2-8

Second Level Floor Plan

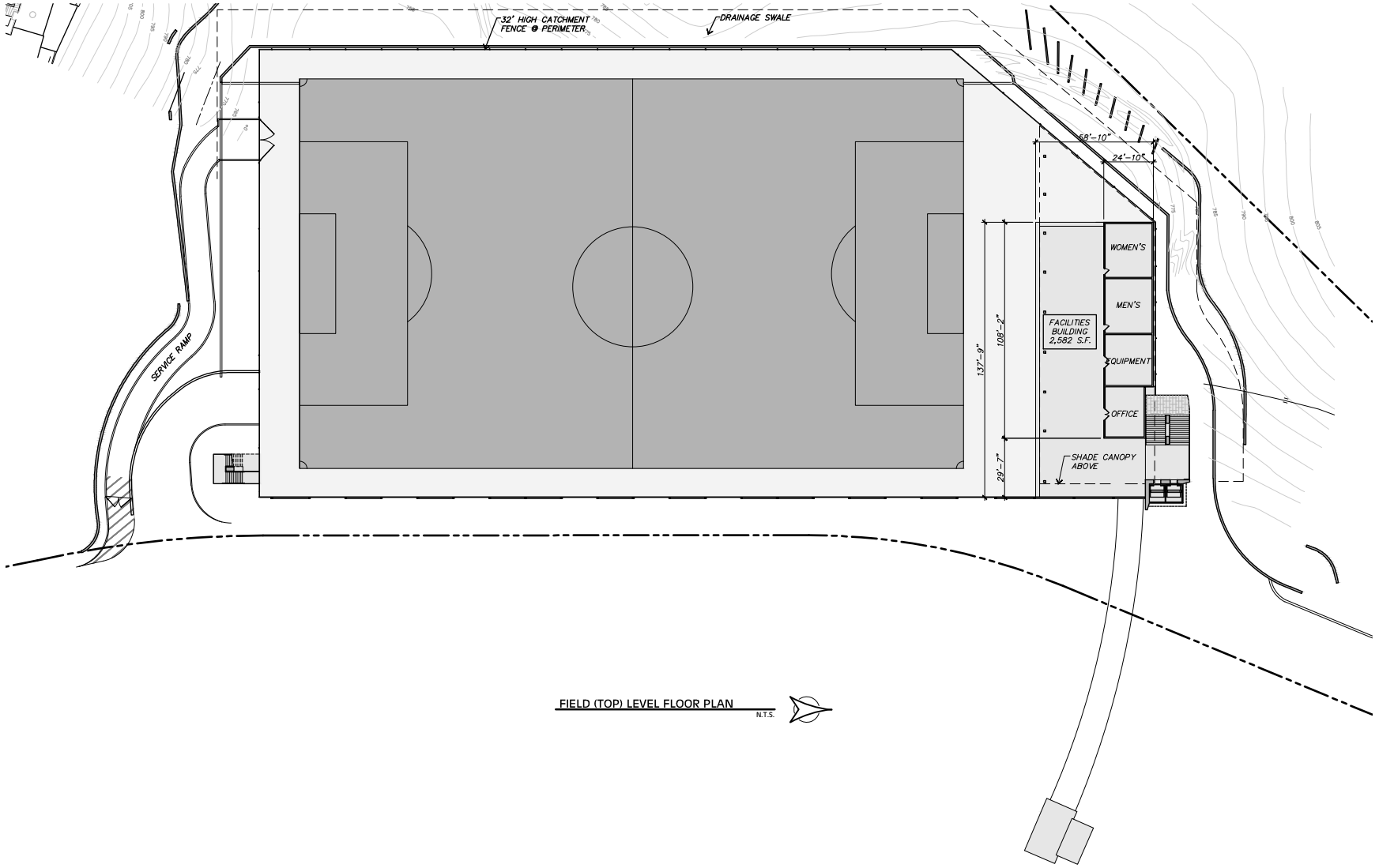


SOURCE: IDG Parkitects, Inc.

Harvard-Westlake Parking Structure ■

Figure 2-9

Third Level Floor Plan



SOURCE: IDG Parkitects, Inc.

Figure 2-10

Practice Field Layout (Rooftop)

Harvard-Westlake Parking Structure ■

SOURCE: IDG Parkitects, Inc.

Figure 2-11

Rendering of Parking Structure and Pedestrian Bridge Looking South (Aerial View) Along Coldwater Canyon Avenue

SOURCE: IDG Parkitects, Inc.

Figure 2-12

Rendering of Pedestrian Bridge, Parking Structure and Reconfigured Main Campus Entry Looking North Along Coldwater Canyon Avenue

Harvard-Westlake Parking Structure ■

SOURCE: IDG Parkitects, Inc.

Figure 2-13

Rendering of Parking Structure and Pedestrian Bridge Looking Northwest

SOURCE: IDG Parkitects, Inc.

Figure 2-14

Rendering of Parking Structure and Pedestrian Bridge Looking Southwest

SOURCE: IDG Parkitects, Inc.

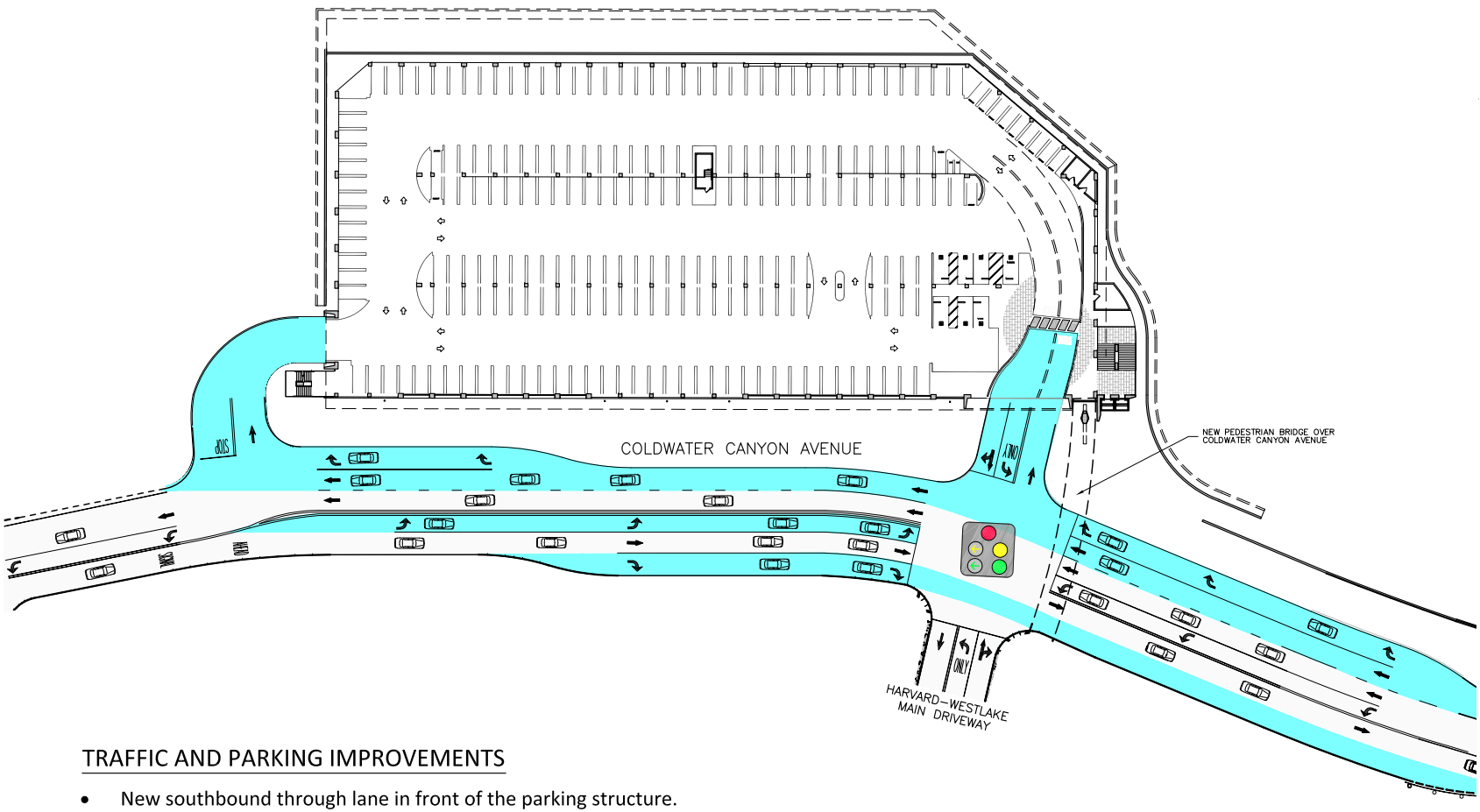
Figure 2-15

Rendering of Parking Structure -- Street Level View Looking South

SOURCE: IDG Parkitects, Inc.

Figure 2-16

Rendering of Parking Structure and Bridge as Viewed from Adjacent to St. Michael's Church Garden



TRAFFIC AND PARKING IMPROVEMENTS

- New southbound through lane in front of the parking structure.
- New dedicated southbound right-turn lanes into the parking structure entrances.
- New dedicated northbound left-turn lane into the north parking structure entrance.
- Harvard-Westlake related on-street parking moved to the new parking structure.
- On-street bus loading/unloading moved on-site.
- Existing traffic signal at main entrance upgraded with new "smart" signal and left-turn arrows.

SOURCE: Linscott, Law, & Greenspan, 2012

Harvard-Westlake Parking Structure ■

Figure 2-17

Traffic and Parking Improvements