

## **Cumulative Impacts**

Due to the distance separating the Related Projects, any of their potential zoning inconsistencies would be site specific, and would not compound any impacts associated with the Proposed Project. Therefore, no cumulative impacts would occur.

## **Mitigation Measures**

None required with approval of a new Conditional Use Permit.

## **Impacts After Mitigation**

None Anticipated.

## **2. Community Plan**

### **Environmental Setting**

The project site is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area of the City of Los Angeles. This Plan provides guidelines for development and broad policy statements regarding land uses. The Community Plan for the area was adopted by the Los Angeles City Council on October 24, 1984, and most recently amended on August 17, 1999. The Community Plan consists of map designations and supporting text.

The adopted Community Plan designates approximately 10.2 acres of the northern portion of the site, from Calabasas Road south approximately 800 feet, for Medium Density Multiple-Family residential use. Approximately 32.6 acres of the southerly portion of the site is designated for Low Density residential use. Approximately 2.0 acres of the site in the general location of Dry Canyon Creek is identified as Open Space. Medium Density Multiple-Family designation permits residential uses with density of 20 to 55 dwelling units per gross acre and has an identified corresponding zone of R3. The Low Density residential designation permits four to nine dwelling units per gross acre and has identified corresponding zones of RE9, RS, R1 and RD6. The Open Space designation does not have any corresponding zone identified. The Community Plan map includes a health center symbol on the northerly portion of the site, and identifies an equestrian trail along the eastern boundary of the site. See **Figure 14, Community Plan**, page 111.

Several footnotes indicating specific policies in the text portion of the Community Plan are also applied to the site. Text that specifically applies to the site includes the Housing section, and the Service Systems sections. The Housing section of the Community Plan states, “Single-family housing located along Topanga Canyon Boulevard south of Ventura Boulevard and north of Mulholland Drive shall be limited to Two Stories *as should residential development west of Mulholland between Valmar Road and Ventura Boulevard*” [emphasis added to identify the portion of the text that applies to the site]. The Service Systems sections states, “The Plan proposes the landscaping and utilization of flood control and power line right-of-way for open space purposes and /or hiking, bicycle and equestrian trails where appropriate.” Further, it states, “The area along the stream bed paralleling Mulholland Drive and south of the Ventura Freeway, including all large oak trees, should be dedicated to encourage passive recreation uses upon development of adjacent properties under the same ownership.” The Community Plan also designates an equestrian trail along the northern site boundary and along Mulholland Drive. This trail is part of several interconnecting trails designated by the Community Plan.

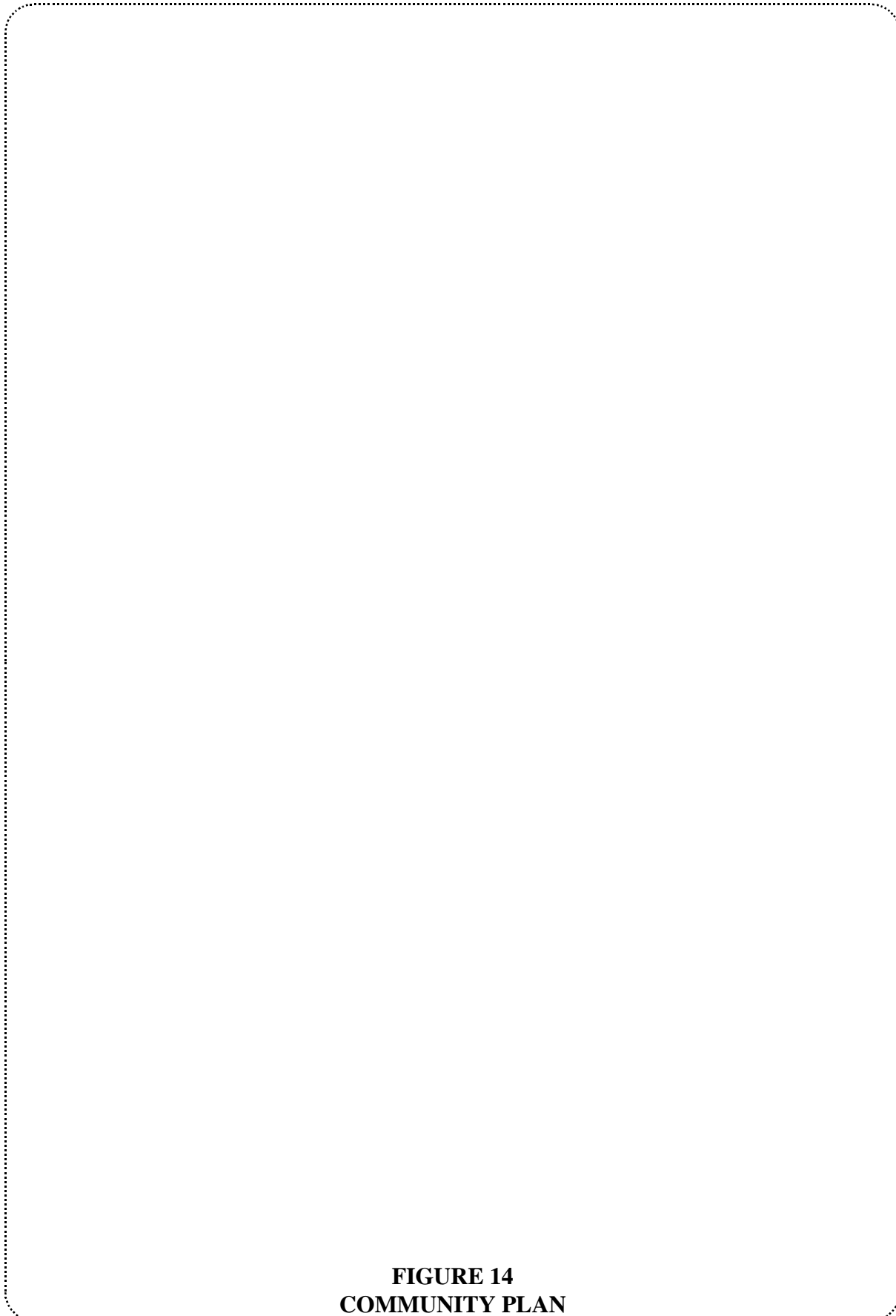
Under the Community Plan designations, up to 561 dwelling units could be built on the Medium Density designated land, and up to 293 dwelling units on the Low Density designated land, for a total of up to 854 dwelling units on the site.

### **Significance Criteria**

Significant impacts are defined as preventing the implementation of land use policies of the Community Plan, creating inconsistency with an adopted land use designation of intensity and indirect or secondary environmental impacts which result in substantial or extreme use incompatibility.

### **Environmental Impacts**

The Proposed Project would result in a revision to an existing Conditional Use Permit and Zone Variance. These land use entitlements outline the restrictions on development required to prevent an impact on the General Plan. The uses on the site are clearly recognized by the Community Plan, with the designation of the site as a Health Center. With the Zoning Administrator’s determination that the 40-foot height of the Stark Villas is appropriate for the site, and the requirement that the MPTF obtain a variance for “institutional” uses in the RA zone, the City appears to view the development of assisted living facilities as an institutional use. With the designation of an institutional use rather than a residential development, the proposed development on the southern portion of the site would not be subject to the height restrictions for “residential development” referenced in the Housing section of the Community Plan.



**FIGURE 14**  
**COMMUNITY PLAN**

Under the Community Plan, up to 854 dwelling units could be permitted for the MPTF site. Assuming an average population of three persons per dwelling unit, the plan could support 2,562 people on the site. The Proposed Project anticipates a total resident population on the site at build-out of 673. As a result, the project is consistent with the density and population assumptions of the General Plan.

As discussed in *Section IV.G.3, General Plan Elements - Equestrian Trails*, page 115, the development of an equestrian trail linking the corner of El Cañon and Calabasas Road to Valmar and Mulholland Drive, as proposed, would fulfill the intention of the General Plan. Similarly, the development of a daylight hour trail along the creek bank would fulfill the intentions of the Community Plan, as expressed in the Service Systems text, to dedicate the land along the stream bed to passive recreation uses.

The Draft EIR for the Approved Project identified that there would be a potential impact on the Community Plan if the proposed residential units were made available or sold to the general public. Unlike the Approved Project, which proposed 92 housing units designed for fully ambulatory residents, and thus could potentially be rented or sold to the general public, the Proposed Project does not contain any such units (including the proposed 8 guest units). As a result, the Proposed Project has a reduced impact on the Community Plan.

As proposed, the project would not prevent the implementation of land use policies of the Community Plan, is consistent with an adopted land use designation, and does not create substantial or extreme use incompatibility. As such, the project would not significantly impact the Community Plan.

### **Cumulative Impacts**

Due to the distance separating the Related Projects, any of their potential inconsistencies with the Community Plan would be site specific, and would not compound any impacts associated with the Proposed Project. Therefore, no cumulative impacts would occur.

### **Mitigation Measures**

Compliance with the mitigation measures outlined in *Section IV.G.3, General Plan Elements - Equestrian Trails*, page 115.

## **Impacts After Mitigation**

None Anticipated.

### **3. General Plan Elements**

The project is required to be consistent with the City of Los Angeles General Plan. During the preparation of the previous environmental documentation it was determined that the project could have potential impacts on the Scenic Highways Plan and the Equestrian, Hiking, and Bicycle Trails Plan of the General Plan. Discussions of the potential impacts of the Proposed Project on these Plans follows.

#### **Environmental Setting**

##### Scenic Highways

The Scenic Highways Plan that was adopted by the City Council in February, 1978, was revised and incorporated into the Transportation Element of the General Plan, which was adopted by the City Council of Los Angeles on September 8, 1999. A scenic highway is defined as, “an arterial street or state highway which traverses area(s) of natural scenic quality in undeveloped or sparsely developed areas of the City, which traverses urban area(s) of cultural, historical or aesthetic value which merit protection and enhancement.” Objective 11 of the Transportation Element is to, “Preserve and enhance access to scenic resources and regional open space.” The policies developed to meet this objective are as follows:

- 11.1 Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources.
- 11.2 Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in [the] Transportation Element.
- 11.3 Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans.