

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.

- 11.4 Establish Scenic Corridor Plans, where appropriate, which set forth corridor boundaries and development controls in harmony with each corridor's specific scenic character.

The Transportation Element designates 73 Scenic Highways, including Mulholland Drive. The portion of Mulholland Drive from the 101 Freeway westerly to Mulholland Highway is designated as a Scenic Parkway. However, the Project site is located outside the limits of the designated Scenic Parkway. The portion of Mulholland Drive from Mulholland Highway to Valley Circle Boulevard is designated as a Scenic Highway. The project site has approximately half a mile of frontage along this segment of Mulholland Drive. The Transportation Element defines the scenic features of the Mulholland Drive Scenic Highway as panoramic views and a "ribbon of park."

Additionally, Valley Circle Boulevard from Mulholland Drive north to Plummer Street is also designated as a Scenic Highway. Valley Circle Boulevard acts as the continuation of Mulholland Drive along the western edge of the San Fernando Valley. Although the Project site does not have frontage directly on Valley Circle Boulevard, there is a view of the site from approximately 500 feet of Valley Circle Boulevard, in the area of the Ventura Freeway (U.S. 101) overpass. Valley Circle Boulevard is defined by the Transportation Element as a "country road" winding past Chatsworth Reservoir with views of "Twelve Apostles" rock formations.

Finally, both Ventura Boulevard and the Ventura Freeway are also designated Scenic Highways in the vicinity of the project. Ventura Boulevard is located approximately 1,000 feet north of the site. The Ventura Freeway, which is also a designated State Scenic Highway, is located approximately 250 feet north of the site. The project site is not visible from Ventura Boulevard or the Ventura Freeway.

Equestrian, Hiking and Bicycle Trails

The Major Equestrian and Hiking Trails Plan is a portion of the Recreation Element of the Master Plan of the City of Los Angeles. The Plan was designed to provide information concerning the extent and location of needed and proposed equestrian and hiking trails. The Plan was adopted as part of the Recreation Element on December 31, 1968. The primary objectives of the Plan are as follows:

Equestrian

- a) To provide a means for the promotion of horseback riding as a healthful and relaxing activity.
- b) To provide a guide that can be used to acquire or reserve land for a coordinated system of equestrian trails.
- c) To guide public and private decision makers in the development of new trails to form a system connecting City trails with County, State and Federal systems and connecting urban trails with wilderness trails.
- d) To provide a guide for the combination of equestrian and hiking trails where desirable.
- e) To illustrate the location of horse keeping districts, major concentrations of horses and to indicate how these areas relate to the trail system.

Hiking Trails

- a) To provide policies and a plan which can be used in the promotion of hiking as a healthful and relaxing activity.
- b) To designate existing hiking trails in and adjoining the City of Los Angeles.
- c) To describe standards for the improvements of existing and proposed trails.
- d) To provide a guide for new trails where desirable, as segments, separate systems, or in combination with equestrian trails.

The Plan identifies a concentration of horses existing in the communities north and west of the site. The Plan also identifies a proposed equestrian trail in the vicinity of the site, as shown in **Figure 15, Major Equestrian Trails Plan of the Recreation Element**, page 116. The Canoga Park-Winnetka-Woodland Hills Community Plan identifies an equestrian trail along Mulholland Drive and Calabasas Road. Neither the Major Equestrian and Hiking Trails Plan, nor the Community Plan show a hiking trail in the MPTF campus area.

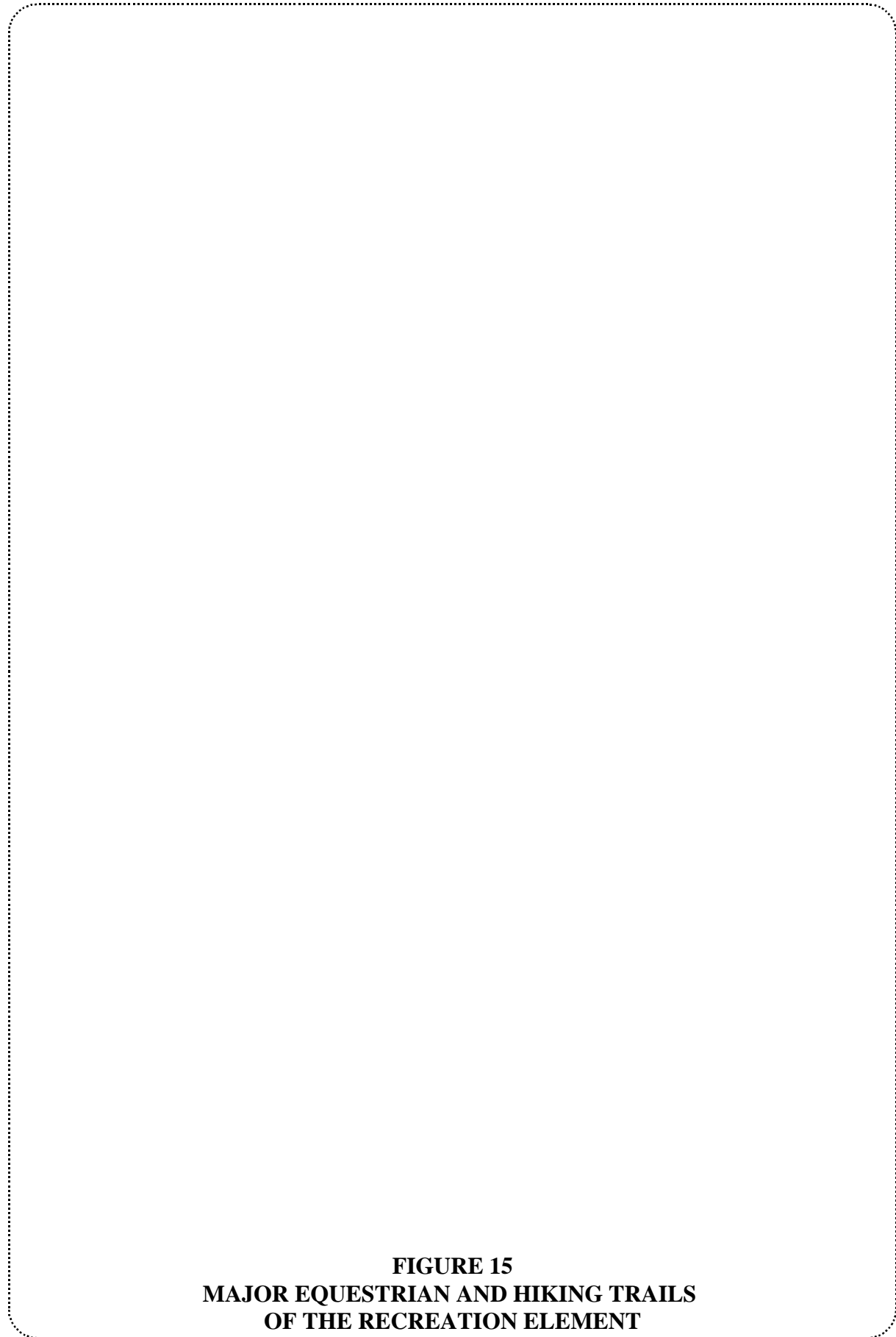


FIGURE 15
MAJOR EQUESTRIAN AND HIKING TRAILS
OF THE RECREATION ELEMENT

The Approved Project proposed an equestrian trail along the southern and western boundaries of the MPTF campus. The vacation of El Cañon Avenue along the western boundary included the dedication of 12 feet for equestrian trail purposes. This portion of the trail has been developed.

Since the preparation of the 1986 EIR for the Approved Project, the City has designated the west sidewalk on the Mulholland/Valley Circle overpass, over the 101 Freeway, for an equestrian trail only. Furthermore, a new trail has been developed on the north side of Calabasas Road from the overpass to Creekside Park, near the intersection of Calabasas Road and El Cañon.

Significance Criteria

A significant impact would be defined as that which (1) prevents the implementation of land use policies, (2) is inconsistent with an adopted land use designation of intensity, or (3) creates an indirect or secondary environmental impact which result in substantial or extreme use incompatibility.

Environmental Impacts

Scenic Highways

The Proposed Project would be visible from the Mulholland Drive and Valley Circle Boulevard Scenic Highways. The Proposed Project would alter the visual character of the southern half of the site. The Proposed Project would not be visible from the Ventura Boulevard or Ventura Freeway Scenic Highways. A complete discussion of visual impact is included in *Section IV.Q, Aesthetics/View*, page 213, of this report.

The primary impact on the Mulholland Drive Scenic Highway would be the conversion of the existing undeveloped property into a retirement community. The proposed three-story residential buildings, administration building, and the two-story nursing wing would be visible from Mulholland Drive. These buildings would be visible up to a quarter of a mile from the site along Mulholland Drive; however, they are not anticipated to have a significant impact on the scenic features of the Mulholland

Drive Scenic Highway. The conversion of the existing undeveloped land into housing would contribute to the residential character that predominates along Mulholland Drive from Topanga Canyon Boulevard to Valmar Road. Furthermore, no significant panoramic views would be impacted by the proposed development. The parking lots proposed along the perimeter of the project site would be landscaped to contribute to the existing “ribbon of park.”

The southernmost 500 feet, approximately, of the Valley Circle Boulevard Scenic Highway has a view of the project site. The only portions of the Proposed Project that would be visible from Valley Circle Boulevard would be the Alzheimer building at the corner of Mulholland Drive and Calabasas Road. This building would replace an existing building, and thus, would result in only superficial changes to the existing view of the site. As a result, no significant impact to a scenic highway is anticipated.

Equestrian, Hiking and Bicycle Trails

As with the Approved Project, the Proposed Project includes the development of a dedicated equestrian trail along the southern property line, and the enhancement of the existing equestrian trail along the western property line. This would link the trails south of the site with the Rim of the Valley trail. From the southern terminus of the vacated El Cañon trail, the trail would proceed easterly and southerly along the property line to Valmar Road, as shown in **Figure 16, Proposed Equestrian Trail**, page 120. Although the proposed trail would not be located along Mulholland Drive as recommended by the Community Plan, it does fulfill the objectives of the Major Equestrian and Hiking Trail Plan, and it would prevent potential conflicts between horses and cars at the Mulholland Drive and Calabasas Road intersection.

The Proposed Project currently does not include the construction of a bike trail along Mulholland Drive, as recommended by the Community Plan.

Cumulative Impacts

Scenic Highways

Related projects visible from Valley Circle Boulevard and the Ventura Freeway (U.S. 101), could impact the Scenic Highways portion of the Transportation Element. However, due to the distance separating the Related Projects, any potential impacts would be site specific, and would not compound any impacts associated with the Proposed Project. Therefore, no cumulative impacts would occur.

Equestrian, Hiking and Bicycle Trails

None of the proposed related development is anticipated to impact implementation of proposed equestrian, hiking trails, and bicycle trails.

Mitigation Measures

Scenic Highways

No significant impacts are anticipated. As a result, no mitigation is required.

Equestrian, Hiking and Bicycle Trails

- ! The applicant shall dedicate and improve an equestrian trail on the proposed site, from Calabasas Road and El Cañon to Mulholland Drive and Valmar Road.

- ! Trails shall comply with City trail standards to the satisfaction of the Department of Recreation and Parks, and the City Engineer.

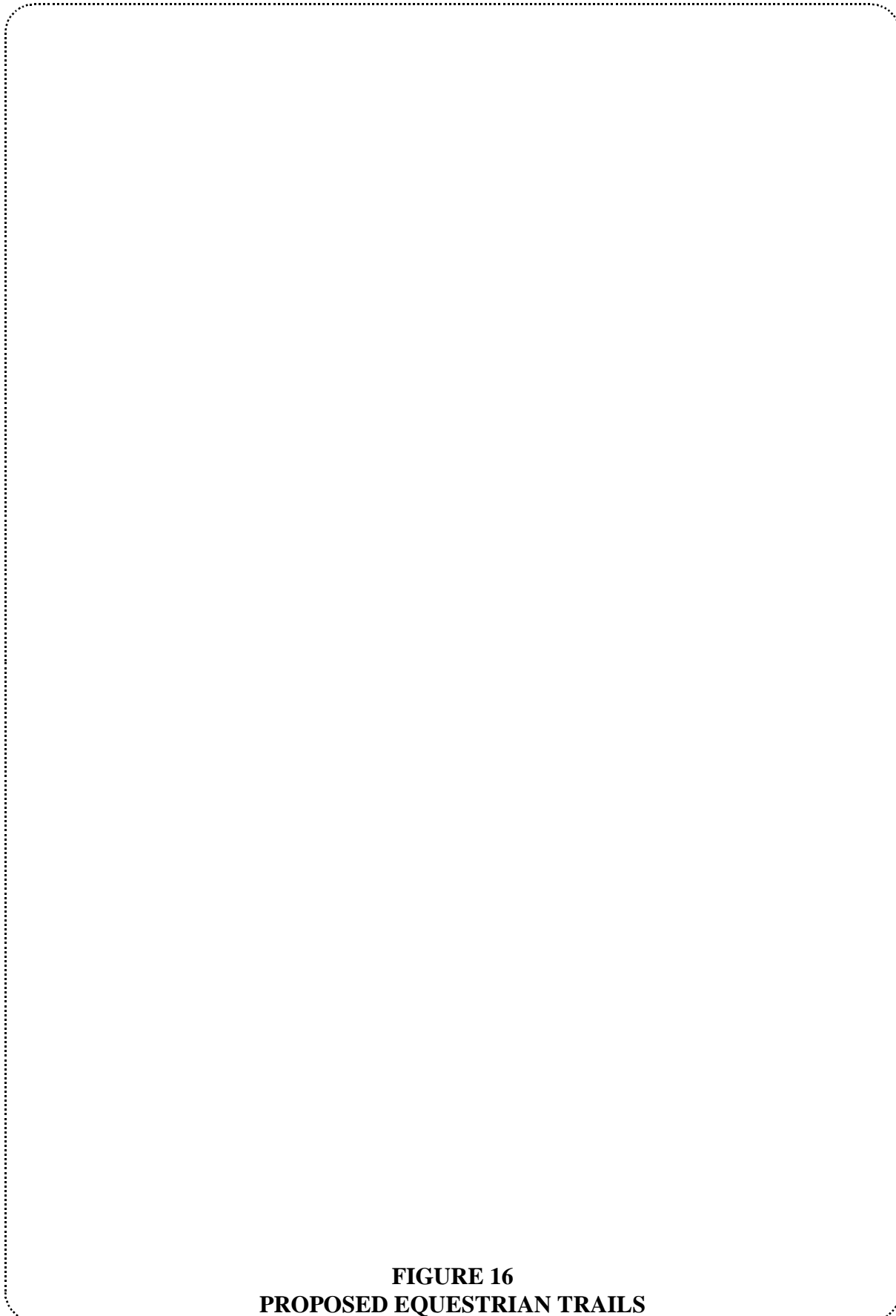


FIGURE 16
PROPOSED EQUESTRIAN TRAILS

Impacts After Mitigation

Scenic Highways

No significant impacts are anticipated.

Equestrian, Hiking and Bicycle Trails

No significant impacts are anticipated.

4. Regional, State, Federal Plans

Determined not significant by the Los Angeles City Planning Department October 4, 1984, and January 22, 1999 Initial Studies.