

Encino•Tarzana Regional Medical Center

Tarzana Hospital

Tenet California HealthSystem

Tarzana Hospital
18321 Clark Street
Tarzana, CA 91356

October 22, 2000

Con Howe
Director of Planning
City of Los Angeles
221 N. Figueroa St., Suite 1600
Los Angeles, California 90012

Dear Mr. Howe,

I am a resident of Ocean Woods Terrace Condominiums located at 17337 Tramonto Drive, Pacific Palisades, California 90272. Yesterday I received a copy of a Proposed Mitigated Negative Declaration, Case No T.T. 52928, ZA 2000-2697 issued by your department. I find the information contained in this document filed by Palisades Landmark, LLC to be absolutely untrue, I object to the proposal that a mitigated negative declaration be adopted and demand that a full Environment Impact Report be required before this project can proceed any further.


This project will have significant adverse effects regardless of the mitigation measures(s) outlined in the document. I strongly object to the following sections of the document:

- Ib1. Aesthetics (Hillside Site Design) – a multi-story 82 condominium development cannot be built without significantly altering the already crowded natural terrain.
- Ivf. Tree Removal (non-Oaks) – this development cannot be built without the removal of hundreds of trees indigenous to this locale. Placement of 24 inch box trees in the parkway will not mitigate the tree removal.
- VI a ii. Seismic – This area has had seismic activity that has resulted in severe damage on several occasions. The undertaking of a project this size on an already unstable hillside adds significant risk to the residents and commercial building located on the hill below the proposed construction site.
- VI b. Erosion/Grading/Short-Term Construction Impacts: As specified above, this construction will cause undue stress on an already unstable hillside.
- VIII c2. Single Family Dwelling (10+ Home Subdivision) (Hillside Residential Subdivision) Your report states that environmental impacts may result from the development of this subdivision. I do not agree that the potential impacts will be mitigated to a level of insignificance. The building of this subdivision, alteration of the natural hillside, addition of 62 units (over the existing 20) will cause negative impact to water runoff, natural vegetation, hillside aesthetics, etc.

- VIII c8. Parking Lots with 25 or more spaces or 5,000 square feet of lot area. This project proposes 205 parking spaces. The noise and noxious exhaust from this large volume of cars will emit directly into the twelve condominium units of 17337 Tramonto that directly face the proposed project. This is an unhealthy condition.
- XVIIa. Overall Impacts – Again I most strongly object to your finding that the environmental impacts resulting from the project will be mitigated to a level of insignificance by imposing the mitigation measures.
- XVII c. Effects on Human Beings – You again state that the project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. You again inappropriately state these potential impacts will be mitigated to a level of insignificance by imposing the mitigation measures. I would like you to kindly explain how the loss of an ocean view is an insignificant effect to the people living in twelve condominium units who specifically purchased their units because of the view. This loss could result in a decrease of property value of up to hundreds of thousands of dollars per unit, increased noise and pollutants among other devastating effects that you have deemed “inconsequential”.
- Traffic Your estimate that the 82 proposed units would generate 35 a.m. peak hour trips and 44 p.m. peak hour trips is absolutely proposterious. Assuming that a minimum of two people live in each of the proposed units you are assuming that only 35 of 162 people (21%) will be either employed or take children to school. Only possible if project sales are limited to senior citizens! Please consider the fact that access to the proposed unit must be through Tramonto Drive, which is a curvy two-lane road. This traffic situation is exacerbated by the recent approval of the expansion of the Getty Museum, which will use the same routes of egress. Increased traffic congestion, potential accidents (several have recently occurred at Los Lions and Sunset Blvd.) vehicular air and noise pollution will result from this project.

Based on the information provided, I request that you reconsider your position to propose that a mitigated negative declaration be adopted for this project, as the potential adverse effects of this project are not insignificant – they are enormous. A full Environmental Impact Study must be undertaken as well as public hearing as to the impact of this project. The courtesy of your response is expected at the address below.

Sincerely,



Mitchell Zevin, Ph.D.
17337 Tramonto Drive, #211
Pacific Palisades, California 90272

Cc: Cindy Miscikowski
Councilwoman, 11th District

Peter M. Well
President, Los Angeles Planning Commission

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

(Article V - City CEQA Guidelines)

LEAD CITY AGENCY LOS ANGELES CITY PLANNING DEPARTMENT	COUNCIL DISTRICT 11
PROJECT TITLE MND-2000-2696-SUB(CDP)	CASE NO. T.T. 52928, ZA 2000-2697

PROJECT LOCATION
 17331-17333 Tramonto Drive between Los Liones Drive and Castellamare Drive; Brentwood-Pacific Palisades

PROJECT DESCRIPTION
 Tentative Tract No. 52928 for construction of 82 condominium units and a Coastal Development Permit (CDP) will be filed concurrently. PHASE 1: new condominium units on Western/vacant portion of site. PHASE 2: demolish two existing apartment buildings with 20 units and construct new condominiums. The site is in the RD2-1 zone on 173,496 square-feet (3.96-acre) net size lot which will have 205 parking spaces (164 for units and 41 guest spaces).

DRAFT

NAME AND ADDRESS OF APPLICANT IF OTHER THAN LEAD AGENCY
 Palisades Landmark, LLC
 10600 Santa Monica Boulevard
 Los Angeles, CA 90025


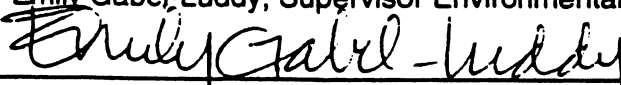
FINDING:
 The City Planning Department of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project because the mitigation measures(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance.

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM Michael O'Connor 	TITLE CITY PLANNING ASSOCIATE	TELEPHONE NUMBER (213)580-5553
ADDRESS 21 N. Figueroa St., Room 1500 Los Angeles, CA 90012	SIGNATURE (Official) Emily Gabel-Luddy, Supervisor Environmental Unit 	DATE 9/13/00

- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

IV f. Tree Removal (Non-Oaks):

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:

- Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning and the Street Tree Division of the Bureau of Street Services. All trees in the public right-of-way shall provided per the current Street Tree Division standards.
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Advisory Agency.

Note: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Street Tree Division at: 213-485-5675.

VI a ii. Seismic:

Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- ✓ • The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b. Erosion/Grading/Short-Term Construction Impacts:

Environmental impacts may result from the visual alteration of natural landforms on the site due to grading. However, this impact will be mitigated to a level of insignificance by designing the grading plan to conform the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building

the California Code Regulations, which insure an acceptable interior noise environment.

Grading:

Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within "hillside" areas. The application of BMPs includes but is not limited to the following mitigation measures:

- Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
- Incorporate appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These will shield and bind the soil.
- Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.

General Construction:

Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.

- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover

(CONTINUED ON NEXT PAGE)

- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains. For design details, please refer to the Development Best Management Practices Handbook.
- Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways.
 - ▶ Hybrid Lot - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.
 - ▶ Parking Grove - is an variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.

Hillside Residential Subdivision:

- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. A sediment trap below the pipe outlet is recommended if runoff is sediment laden. Inspect, repair, and maintain the outlet protection after each significant rain.

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- Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.

XII c3. Displace Housing (20 Or More Affordable Rental Units):

Environmental impacts may result from project implementation due to loss of rental units. The proposed demolition of units is generally consistent with the purpose of the Los Angeles Municipal Code, and will not have a significant impact on the rental housing market, provided that the applicant complies with all tenant relocation assistance requirements of the City of Los Angeles Planning Department, and provided that the following mitigation measures are required:

- C1. The applicant shall comply with all applicable tenants relocation assistance, notice requirements and offer for relocation of the structure to be demolished (A1-A3 of these guidelines);

AND EITHER

- C2.¹ 15% of the condominium units being built on-site shall be guaranteed to be rental units which are affordable by low- and moderate-income households for a minimum period of fifteen years.

OR

¹ Alternatives C2 and C3 above are available on sites located within 1-1/2 mile of the project or within the Community Plan area of the project at ratios amounting to 20% and 25% of the number of units being built respectively.

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to mitigate housing impacts of the subject property.

XIII a. Public Services (Fire):

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII c1. Public Services (Schools):

Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:

- Payment of school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XIV a. Recreation (Increase Demand For Parks Or Recreational Facilities):

Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated by the following measure:

- Per Section 17.12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

XVII a. Overall Impacts:

Environmental impacts may result from the project implementation as described above. However, these potential impacts will be mitigated to a level of insignificance by imposing the above mitigation measures.

XVII b. Cumulative Impacts:

There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a level of insignificance by imposing the above mitigation measures.

XVII c. Effects On Human Beings:

The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a level of insignificance by imposing the above mitigation measures.

XVII d. End:

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval be the decision-making body except as noted on the face page of this document.

Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 615, CITY HALL
 LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
AND CHECKLIST
 (Article IV - City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
LOS ANGELES CITY PLANNING DEPT	11	9/6/2000
RESPONSIBLE AGENCIES		

PROJECT TITLE/NO.	CASE NO.
EA# 2000-2646-TT(COP)	EA 2000-2647-COP TT No. 52928
PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions.
CPC 94-0334(2C) EA 97-0512(14V) CPC 97-08 (AM) 283 CPC 94-0374(2) COP 97-012 CPC 94-0375(4D) EA 91-1124-C09(2U) YNO 14725	<input type="checkbox"/> DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION: TENTATIVE TRACT NO. 52928 FOR CONSTRUCTION OF 82 CO-OWNERSHIP UNITS AND A SITE DEVELOPMENT PERMIT (CDP) WILL BE FILED CONCURRENTLY

SE 1: NEW CONDUITS ON WESTERN/VACANT PORTION OF SITE

SE 2: ADMINISTRATION APARTMENT BUILDING (CONSTRUCT MULTIFAMILY UNITS)

SITE IS IN THE RD2-1 ZONE ON 173,476 sq (3.92 ACRES) NET SIZE LOT WHICH WILL HAVE 205 PARKING SPACES (164 FOR UNITS AND 41 VISITOR SPACES)

ENVIRONMENTAL SETTING:

SUBJECT SITE: VACANT PARCEL FOR

NORTH: PLANT NUMBER 4 + VACANT LOT + REF-1 BLDG

SOUTH: CASTELLAMARE DRIVE + VACANT PARCELS + (CDP RD2-1) + MULTIPLE UNIT BUILDINGS

EAST: OFFICE BUILDINGS AND SUNSET BLVD BIVOUAC

WEST: 39 CONDOS + SINGLE FAMILY HOMES

PROJECT LOCATION

17331 - 17333 TRAMONTA DRIVE (BETWEEN LOS LICENCIOS & CASTELLAMARE DR)

PLANNING DISTRICT

EXISTING ZONING	MAX. DENSITY ZONING	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED 7/23/77 or date of REVISION 4/1/80
R1D2-1		
PLANNED LAND USE & ZONE	MAX. DENSITY PLAN	
MEDIUM RESIDENTIAL (R3)		<input type="checkbox"/> DOES CONFORM TO PLAN
SURROUNDING LAND USES	PROJECT DENSITY	<input type="checkbox"/> DOES NOT CONFORM TO PLAN
SEE ENVIRONMENTAL SETTING ABOVE		<input type="checkbox"/> NO DISTRICT PLAN

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d. Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e. Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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FISH AND GAME FEE (AB 3158) 2000-2696-SUB(CDP)

Based on the Initial Study prepared by the Environmental Staff, it is recommended that the project be:

Exempt from the Fish and Game Fee*

Not Exempt from the Fish and Game Fee

Items checked on the Initial Study Checklist (circle when appropriate):

AIR QUALITY: III a III b III c III d

BIOLOGICAL RESOURCES: IV a IV b IV c IV d IV e

GEOLOGY AND SOILS: VI a-iiv VI b VI c IV d VI e

HAZARDS & HAZARDOUS MATERIALS: VII a VII b VII c VII d VII e VII f VII g VII h

HYDROLOGY & WATER QUALITY: VIII a VIII b VIII c VIII d VIII e VIII f VIII g VIII h VIII j

VIII i

MANDATORY FINDINGS: XVII a XVII b XVII c

* A Certificate of Fee Exemption will be prepared by the environmental staff

XVI. UTILITIES. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BRENTWOOD-PACIFIC PALISADES

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Brentwood-Pacific Palisades Community Plan area contains approximately 24,163 acres, or about eight percent of the City's land area. It is located on the westside of Los Angeles. It is bordered on the southwest by the Pacific Ocean; on the south by the City of Santa Monica, and Wilshire Boulevard; on the east by the San Diego (405) Freeway and an incorporated area of Los Angeles County (Veterans Administration) and on the north by Mulholland Drive. The western border is also the City's western border adjacent to the unincorporated portion of Los Angeles County which abuts the City of Malibu. A large portion of the acreage contained within the community plan is mountainous with public open space accounting for approximately 55 percent of land area (gross acres).

The community is composed of many neighborhoods but is generally described by the two major communities: Brentwood, which occupies the eastern portion of the plan area, and Pacific Palisades in the west. The two communities are traversed by Sunset Boulevard which runs the length of the district. Other major streets are San Vicente Boulevard, Wilshire Boulevard and Pacific Coast Highway which cross the City limits into Santa Monica; Mulholland Drive along the crest of the Santa Monica Mountains; and Barrington Avenue. The communities are primarily residential, with supporting retail clusters with some professional offices and no industrial land uses.

Approximately 3.5 million square feet of commercial development exists covering approximately 130 acres. A pedestrian oriented mixed mid- and low-rise corridor is located along San Vicente Boulevard. This corridor includes a mix of building types including store fronts and two-story strip malls with subterranean parking. A pedestrian oriented area is also located in the Pacific Palisades Village Center along Sunset Boulevard. Other commercial areas are along Wilshire Boulevard, Barrington Avenue/Sunset Boulevard, Sunset Boulevard/Pacific Coast Highway/ Marquez Avenue/Sunset Boulevard, Channel Road/ Pacific Coast Highway, Palisades Drive/Sunset and Palisades Drive/Palisades Circle.

- Need to preserve open space and the natural character of mountainous areas.
- Need to improve the visual environment through the development of appropriate design criteria and controls.
- Scale and character of multiple dwelling housing on Sunset Boulevard in Pacific Palisades from obscuring single family residential views.
- Limiting residential development on hillsides having more than a 15% slope.
- Need for new neighborhood oriented recreational facilities.
- New hillside buildings may block views or present an unsightly view from below.
- Lack of affordable housing.
- Construction of single family homes that are out of scale with the character of the community.

Opportunities

- Areas of undisturbed habitats of native plants and animals.
- Proximity of wilderness areas to the urban setting.
- Views of the Pacific Ocean, wilderness and urban scenery.
- Large areas of land held in public ownership.

COMMERCIAL

Issues

- Spill-over of commercial parking into residential neighborhoods.
- Expansion of commercial areas to beyond their present boundaries.
- Incompatibility with adjacent residential land use.
- Inadequate transition between commercial and residential.

Opportunities

- Pedestrian-friendly commercial development.
- Commercial development located in strategic areas of the community.
- Ability to build on successful commercial areas.

Chapter II

FUNCTION OF COMMUNITY PLAN

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300) and the Los Angeles City Charter (Section 96.5) requires that the city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. In the City of Los Angeles thirty-five Community Plans comprise the City's Land Use Element.

State of California law requires that the Land Use Element be prepared as part of the City's General Plan, and that the Land Use Element be correlated with the Circulation Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution, location and extent of the following land uses: housing, business, industry, open space, agriculture, natural resources, recreation, enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The Brentwood-Pacific Palisades Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards are guided by the Plan.

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter III of the Plan text contains goals, objectives, policies, and programs for all appropriate land use issues, including residential, commercial, public and institutional service system categories. The Planning Department has authority over the goals, objectives, policies, and the initiation and direct implementation of programs specified in Chapter III.

RESIDENTIAL

In 1996, existing residential land use totals approximately 22,250 occupied dwelling units on 4,280 developed acres. The residential portion of the Brentwood-Pacific Palisades planning area is characterized by a predominance of low-density and very-low-density single family homes that are intertwined with open or vacant space and rolling topography. The hilly to mountainous topography has been a major influence determining the land use pattern in areas located north of San Vicente Boulevard.

Sixty percent of the housing units are single family, located on 88 percent of the residential land area, with average net density of five units per acre. Low-rise multi-family buildings are concentrated in the southeastern portion of the community between San Vicente and Wilshire Boulevard east of Centinela Avenue, and along Barrington Avenue north of San Vicente Boulevard at an average net density of 28 units per acre. The average net density for all housing types is eight units per acre.

The Plan designates residential land use densities as indicated in the following table (see next page). The table depicts the reasonable expected population and dwelling units count for the year 2010, using the midpoint of the range for the dwelling units per net acre category. With the exception noted for the minimum density category, the midpoint represents a reasonable factor to use, as new development within each category is not likely to occur at one or the other extreme range, but rather throughout the entire range.

GOAL 1

A SAFE, SECURE AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

1-1.46

The City should promote neighborhood conservation, particularly in existing single family

indicated in any development is not increased and adequate access is available from two or more directions."

Program: With the implementation of the Community Plan, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood residential projects shall provide for Plan consistency.

- 1-1.2 Maintain the existing acreage of residential lands designated for single family use.

Program: The Plan identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating appropriate densities for each land use category and corresponding zone changes which are directed by minimizing incompatible uses.

- 1-1.3 Maintain a substantial portion of the single family areas in the minimum density land use category.

Program: Continue the implementation of the slope/density provisions of the LAMC.

Objective 1-2

To locate new housing in a manner which reduces trips and makes it accessible to services and facilities.

Policies:

- 1-2.1 Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.

Program: The plan concentrates most of the higher residential densities near transit corridors and in mixed-use areas.

- 1-2.2 Encourage multiple residential development in specified commercial zones.

Program: The plan identifies areas for mixed-use buildings in commercial zones, which are within a pedestrian oriented district or a transit corridor.

Program: The adopted Pacific Palisades Commercial Village and Neighborhoods Specific Plan provides added floor area for mixed-use projects with residential uses on the second floor. The permitted floor area ratio of a mixed-use project shall be 2 : 1.

- 1-2.3 Establish transitional zones between low and high density residential areas.

of development in natural and scenic resource areas should be given to those uses which complement the resources.

There are three major planning documents for this portion of the Santa Monica Mountains. (1) The General Development Plan for the Santa Monica Mountains, State Department of Parks and Recreation; Santa Monica Mountains Comprehensive Plan, State of California; and the Santa Monica Mountains Land Protection Plan, U.S. Department of the Interior.

There are two classifications for Open Space, publicly owned and privately owned open space. Open space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and which functions in one more of the following ways:

1. Recreation and educational opportunities.
2. Scenic, cultural, archeological and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Right-of-way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

Should owners desire to sell private golf courses, the City shall have the first right of refusal to purchase the land for open space and recreational use. All private golf courses shall remain in the minimum density housing category if and when they are developed for non-recreational use.

When feasible, County sanitation District property in Mission/Sullivan/Rustic Canyons should be utilized for park activities. The use of these canyons for landfill sites should be avoided. Recreational activities on these sites should be planned in conjunction with the State Park Plan for the area.

GOAL 4

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.

Objective 4-1

To protect the resources of the Plan area for the benefit of the residents and of the region by preserving existing open space and, where possible, acquiring new open space.

Policies

- 4-1.1 Natural resources should be conserved on privately-owned land of open space quality and preserved on state parkland. City parks should be further developed as appropriate.

Program: The Plan map designates area for Open Space and desirable Open Space.

- 4-1.2 Accommodate active and passive parklands, and other open space uses in areas designated and zoned as Open Space.

Program: A development plan should be prepared prior to construction indicating how scenic and recreational opportunities will be provided and how anticipated volumes of traffic will be accommodated.

COASTAL RESOURCES

Development in the Coastal Zone is subject to the provisions of the California Coastal Act. As of 1997, the City had not prepared a local coastal plan (LUP/LCP) for the Pacific Palisades Coastal areas.

Maximum public access to and along the shoreline shall be provided consistent with public safety and protection of private property rights and sensitive habitat resources. Existing public access ways shall be protected and maintained and new development near the shoreline shall be consistent with the above requirement.

GOAL 5

PRESERVATION OF THE SCENIC AND VISUAL QUALITY OF COASTAL AREAS.

Objective 5-1

To govern the manner in which the City of Los Angeles implements the California Coastal Act of 1976, as well as the establishment of land uses and their subsequent development.

Policies

- 5-1.1 The location and amount of new development should maintain and enhance public access to the coast.

Program: Permitted development shall be sited and designed to protect views to the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in the visually degraded areas.

Program: Coastal Development Permits are required for new development which establish conditions for new development.

Program: Commercial advertising on public beaches should not be permitted.

- 5-1.2 Where feasible, roads on headlands should be visually screened and driveways connecting to the coastal highway minimized. Transitions between headlands and related canyons streams should be left in a natural state and bridges over canyons located as far inland as feasible and environmentally acceptable. Grading, cutting and filling in canyons and arroyos on hillsides should be minimized, where such operations significantly alter the appearance of natural landforms.

Program: Coastal Development Permits, other discretionary actions and public works projects should include a finding of consistency with this policy.

PARKING

The Plan supports the City's continuing efforts to develop off-street parking facilities within the Community Plan area so that an adequate supply of parking is available to meet the demand. City owned parking lots should be located in or near commercial areas.

GOAL 15

A SUFFICIENT SYSTEM OF WELL DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 15-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policies

15-1.1 Consolidate parking where appropriate, to minimize the number of ingress and egress points onto arterials.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking areas.

15-1.2 New parking lots and new parking garages shall be developed in accordance with the design standards.

Program: The plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

NEIGHBORHOOD TRAFFIC CONTROL

A variety of neighborhood traffic controls exist which are used to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes. In order for these traffic control measures to be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to; (a) convey clear and unambiguous messages; (b) be justified; and (c) regulate the traffic for which they are applied and intended.

Successful implementation of a neighborhood protection plan which would include traffic controls requires that residents participate in the process, to articulate their priorities and values, respond to proposed plans and designs and offer alternatives of their own.

GOAL 16

COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.

Objective 16-1

To initiate neighborhood-based traffic and parking mitigation plans in each of the Community Plan's neighborhoods.

Chapter V URBAN DESIGN

The Brentwood-Pacific Palisades Community Plan Area comprises neighborhoods with distinctive characteristics. It is the purpose of this chapter to lay out general policies for multiple residential and commercial projects and community design.

This chapter identifies general design standards that can be utilized by a decision-maker when reviewing individual projects. The Community Design and Landscaping Guidelines Section is directed at a community's use of streetscape improvements and landscaping in public places and right-of-way.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple residential and commercial projects within the entire Plan Area.

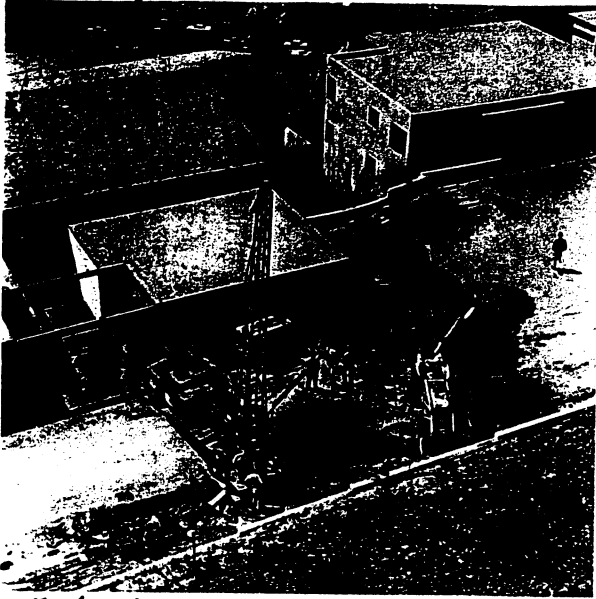
They also address design issues for parking and landscaping. Projects should implement to the maximum extent feasible the applicable policies outlined in this Chapter. The administration of the policies and standards found in this Chapter can be accomplished with the establishment of Community Design Overlay Districts (CDO's), or Pedestrian-Oriented Districts (POD's), per the Supplemental Use District Section of the Zoning Code LAMC (Section 13.00), and Specific Plan design standards and procedures for established areas.

GOALS AND PURPOSES

These design policies and standards are to ensure that residential and commercial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscape and the creation of an environment that encourages pedestrian and economic activity.

In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality of life, living conditions and neighborhood pride of the residents.

May 1965



Early attempt to save apartments

6/6/65

6/5/65 (day of major slide)



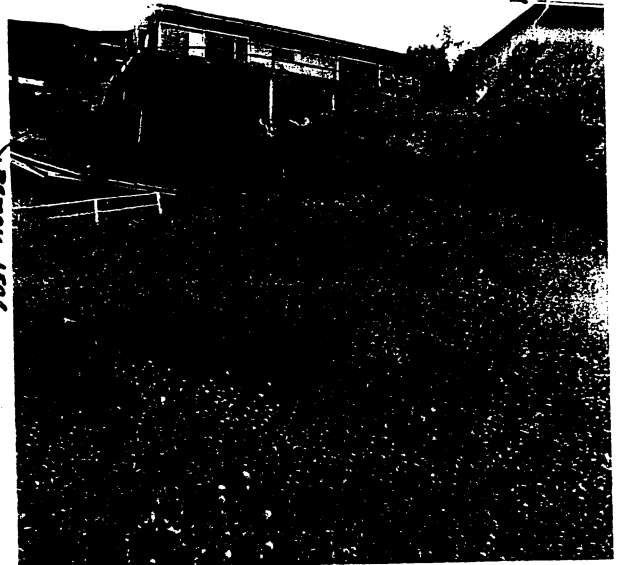
apartments below

6/6/65

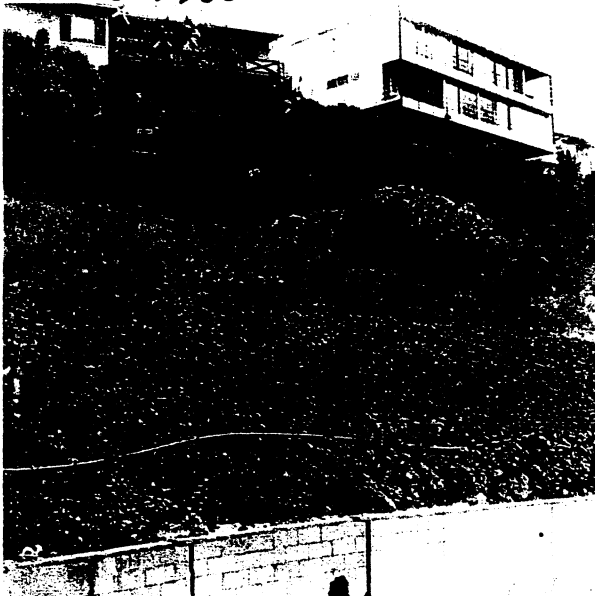
17452



lost house



June 1965



12/15/66

