
IV.F. LAND USE

ENVIRONMENTAL SETTING

The project site is located in Los Angeles County, within the Pacific Palisades community of the City of Los Angeles. The project site is situated approximately 600 feet northwest from Sunset Boulevard and approximately 2,000 feet north of the Pacific Coast Highway. The address of the project site is 17331-17333 Tramonto Drive. The site is situated on a southeast-facing slope south of Tramonto Drive and consists of an irregularly shaped parcel of land containing approximately 3.98 acres of hillside terrain.

Properties upslope or north-northwest of the site are developed with single-family residences and a condominium building. Properties to the northeast include a vacant parcel zoned RE-9-1 and a plant nursery. Properties situated downslope or south-southeast of the project site are developed with apartment and commercial buildings along Castellammare Drive and Sunset Boulevard, respectively. A vacant parcel zoned [Q]RD2-1 (Qualified Multiple Family) is also located directly south of the site that contains the lower portion of the Revello Landslide. As described in Section II.B of the EIR, a 21-unit condominium project is proposed at this vacant site located immediately downslope of the project site. Land uses to the west of the project site consist of single-family dwelling units, whereas land uses to the east of the site consist of commercial buildings along Sunset Boulevard.

The proposed project site is located within the Brentwood-Pacific Palisades Community Plan area. The general plan land use designation for the project site is “Multiple Family, Low Medium II Density” (Figure IV.F-1, General Plan Land Use Designations) to reflect the site’s underlying zoning, which is RD2-1 (Multiple Family). In addition, the project site is located in a designated Hillside Area.¹ The City’s Hillside Development Guidelines provide a practicable method for development of a hillside site, to permit the efficient design and use of a building site and to ensure compliance with design guidelines for mountainous or hillside areas within the City of Los Angeles. However, the project site is accessed from Tramonto Drive, which is a Limited Hillside Street with a fully dedicated width of 36 feet and is fully improved. Therefore, the project is exempt from the Hillside Ordinance (Request & Findings of Coastal Development Permit).

¹ A Hillside Area is defined as any land designated as a Hillside Area on the Bureau of Engineering Basic Grid Map.

Figure IV.F-1, General Plan Land Use Designations

Existing Land Use Regulations

Brentwood-Pacific Palisades District Plan

The project site is located in the Brentwood-Pacific Palisades District Plan area, one of 35 planning areas in the City of Los Angeles. This plan was updated in 1998 and sets forth goals to maintain the community's distinctive character by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities;
- Improving the function, design and economic vitality of the commercial areas;
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance;
- Maximizing the development opportunities of the future transit system while minimizing any adverse impacts; and
- Planning the remaining commercial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the Brentwood-Pacific Palisades Community Plan Area.

Relevant objectives and policies of the Brentwood-Pacific Palisades District Plan as they pertain to the proposed project, along with an assessment of the project's consistency with those objectives and policies, are presented below in the "Environmental Impacts" subsection of this EIR chapter.

Existing Zoning

The zoning for the project site was changed from [Q]R3-1 to RD2-1 in June 1998. The RD2-1 zoning designation is consistent with the Multiple Family, Low Medium II Density general plan land use designation of the project site. The project site is located in Height District 1 (as indicated by the "1" in the zoning designation), which allows a floor area of not more than three times the buildable area of the lot and a maximum height of 45 feet above grade. The project site is also designated by the City of Los Angeles zoning map as being within a Coastal Zone Commission Approval area.

As indicated in Figure IV.F-2, Zoning Map, zoning to the north of the project site includes R1-1 (One-Family Zone), RE9-1 (Residential Estate Zone), and C2-1XL (Commercial Zone). Properties to the south are zoned RD2-1 (Multiple Family) and C2-1XL. Properties to the west are zoned R1-1

Figure IV.F-2, Zoning Designations

(One-Family Zone), and properties to the east are zoned RD2-1 and C2-1XL. As indicated by the Height District 1 designation, height limitations and maximum allowable building area within these adjacent areas are similar to those for the project site.

The California Coast Act of 1976

The project site is located within the California Coastal Zone, which was established pursuant to the Federal Coastal Zone Management Act of 1972 and the California Coastal Act of 1976. These Acts require that planning and development within the Coastal Zone be consistent and compatible with the unique characteristics of coastal resources. To implement these principles, the California Coastal Act established several basic goals, including the following:

- To protect, maintain, enhance and, where feasible, restore the overall quality of the Coastal Zone Environment;
- To assure balanced utilization of Coastal Zone resources;
- To maximize public access and recreational opportunities consistent with resource conservation principles and private property rights;
- To assure priority for coastal-dependent development over other development; and
- To encourage State and local efforts to coordinate planning for mutually beneficial uses.

In order to implement these goals, the California Coastal Act established the California Coastal Commission as a permanent State coastal management and regulatory agency with the duties of assisting coastal communities in the preparation of Local Coastal Programs (LCPs) and reviewing and certifying the LCPs once they are adopted by local jurisdictions. LCPs are developed by local jurisdictions for that portion of the jurisdiction that falls within the Coastal Zone. Each local government along the coast is responsible for incorporating these policies into its own LCP, consisting of a land use plan, zoning ordinances, and other implementing actions. After certification, the Coastal Commission's regulatory authority over most development is delegated to the local government. However, the Coastal Commission retains permanent jurisdiction over the immediate shoreline.

As a LCP for the project area has not yet been certified, the City of Los Angeles provides for the approval or denial of Coastal Development Permits in accordance with Section 30600(b) of the California Coastal Act. Section 30600(b) states that prior to certification of its local coastal program, a local government may, with respect to any development within its area of jurisdiction in the coastal zone and consistent with the provisions of Section 30604, 30620, and 30620.5, establish procedures for the filing, processing, review, modification, approval, or denial of a coastal development permit. In

accordance with Section 30604 of the Coastal Act, all development within the proposed development must be in conformance with Chapter 3 (Sections 30200 – 30256.5) of the Coastal Act.² Policies within Chapter 3 include provisions for public access and recreational use of the coast; provisions for the protection of marine and land resources; the maintenance of coastal agricultural lands; provisions for locating new development to provide for the protection of the scenic and visual qualities of coastal areas and public access to the coast; protection of the coastal landscape; and provisions for locating energy and industrial facilities.

Regional Comprehensive Plan

The project site located within the six-county region which comprises the Southern California Association of Government's (SCAG) planning area. SCAG is a Joint Powers Agency with numerous roles and responsibilities relative to regional issues that cross jurisdictional boundaries. Included in SCAG's responsibilities is the preparation of the Regional Comprehensive Plan Guide (RCPG) in conjunction with its constituent members and other regional planning agencies. The RCPG provides a general view of the plans of the various regional agencies that will affect local governments, or that respond to the significant issues facing southern California, including growth management, and is intended to serve as a framework for decision-making with respect to the growth and changes that can be anticipated by the year 2015 and beyond. In addition, the RCPG proposes a strategy for voluntary use by local governments, which will assist them in addressing issues related to future growth and in assessing the potential impacts of proposed development projects within the context of the region.

Thirteen subregions have been recognized as partners in preparation of the RCPG and have submitted input to the plan to ensure that it reflects local concerns which form the basis of the region's "bottom-up" planning process. The project site is located within the Los Angeles Subregion.

The RCPG includes five core chapters (Growth Management, Regional Mobility, Air Quality Water Quality, and Hazardous Waste Management) which respond directly to the federal and state requirements placed on SCAG and form the basis for certification of local plans. Ancillary chapters within the RCPG (Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Waste Management) reflect other regional plans, but do not contain actions or policies required of local governments. Adopted RCPG policies related to land use are contained primarily in Chapter 2, Growth Management. The purpose of the Growth Management Chapter is to present forecasts which establish the socio-economic parameters for the development of the Regional Mobility and Air Quality Chapters of the RCPG, and to address issues related to growth and land consumption by encouraging local land use actions which could ultimately

² *The policies of Chapter 3 constitute the standards by which the adequacy of local coastal programs and the permissibility of proposed developments are determined.*

lead to the development of an urban form that would help minimize development costs, save natural resources, and enhance the quality of life in the region. Impacts associated with air quality and regional mobility are discussed in Sections IV.C and IV.J, respectively.

Air Quality Management Plan

The proposed project is also located within the South Coast Air Basin and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the South Coast Air Basin, thereby addressing the requirements set forth in the state and Federal Clean Air Acts. Section IV.C, Air Quality, provides a specific discussion of AQMP policies and the project's conformance with such policies.

Congestion Management Plan

The Congestion Management Program (CMP) is a state-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the state and diminishing the quality of life in many communities. As a new approach to addressing congestion concerns, the CMP was created to: 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation projects which are eligible to compete for state gas tax funds.

The CMP, as adopted in 1992 and revised in 1995, includes a system of highways and roadways with minimum level of service (LOS) standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a countywide computer model to evaluate traffic congestion and recommend relief strategies and actions. The CMP incorporates procedures for meeting deficiency plan requirements, or strategies that mitigate or improve congestion and air quality. Proposed projects which have the potential to affect the designated CMP network (mostly main-line freeway segments) are required to identify and mitigate their adverse effects on the network. Section IV.J, Traffic, provides an analysis of the project's potential impact on the CMP network.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Based on the City of Los Angeles CEQA Thresholds Guide, the proposed project would result in a significant land use impact if it exceeds any of the following thresholds. The determination of significance shall be made considering the following factors:

1. Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment, or specific plan for the site;
2. Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;
3. The extent of the area that would be impacted, the nature and degree of impacts, and the type of land use within that area;
4. The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and
5. The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

Project Impacts

Consistency with City Zoning Classifications and Requirements

As described above, the zoning of the project site was changed in June 1998 to RD2-1 (Multiple Family). In accordance with Section 12.09 of the City of Los Angeles Planning and Zoning Code, the proposed project is permitted within the RD2-1 zone. The Height District 1 designation requires that the total floor area not exceed three times the buildable area of the lot and that structures not exceed a height of 45 feet above grade. The total floor area of the proposed project (200,000 square feet) does not exceed three times the buildable area of the lot (520,106 square feet). In addition, none of the new buildings proposed for the project site would exceed the maximum 45-foot building height.

As described in Section IV.J, Traffic, the Planning and Zoning code requires two parking spaces to be provided for each multi-family dwelling unit, or 164 total parking spaces for the 82 proposed condominium units. In addition, the Advisory Agency requires 2.5 parking spaces per unit for condominiums or 205 to 246 parking spaces for the proposed project. The project provides 205 parking spaces: two for every dwelling unit and 0.5 guest spaces for every dwelling unit. Therefore, no zoning inconsistencies would occur and impacts would be less than significant.

Consistency with the Brentwood-Pacific Palisades District Plan

The Citywide General Plan Framework Element generally refers to the Community Plans for specific land use locations and entitlements. The Brentwood-Pacific Palisades District Plan designates the project site as Multiple Family, Low Medium II Density and refers to the City of Los Angeles Municipal Code for specific land uses permitted within this designation. Specific policies of the Brentwood-Pacific Palisades District Plan and the proposed project’s consistency with them are presented in Table IV.F-1.

**Table IV.F-1
Brentwood-Pacific Palisades District Plan Consistency Analysis**

Policy	Project Consistency/Comments
1-1.46: The City should promote neighborhood conservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple-family residences.	Consistent. The proposed project replaces existing apartment units with a condominium development that contains more dwelling units. While the project increases the on-site residential density, it maintains residential land uses on the project site.
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.	Consistent. The project site is located near commercial development along Sunset Boulevard and near major bus routes at Sunset Boulevard and PCH.
1-2.4: Residential densities shall not be increased beyond those permitted in the Community Plan unless the necessary infrastructure and transportation systems are available to accommodate the increase.	Consistent. The project site is zoned to allow up to approximately 86 dwelling units. The proposed project would involve a total of 82 dwelling units, which is within the permitted density specified by the Community Plan.
1-3.1: Seek a higher degree of architectural compatibility and landscaping for new development to protect the character and scale of existing residential neighborhoods.	Consistent. The architecture and landscaping of the proposed project maintains the character and scale of the existing residential neighborhood, which includes both single- and multi-family dwelling units. While the project may be larger than the adjacent single-family residences, the project area is characterized by other large apartment and condominium buildings as well as commercial uses, and is generally compatible with these uses.
1-3.2: Preserve existing views in hillside areas.	Partially Consistent. The proposed project would partially obstruct private views of the ocean and coastline. However, the proposed project would not exceed the maximum permitted height of 45 feet and would not obstruct any existing public views in the project area.
1-3.3: Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.	Consistent. The land use type and density of the proposed project is permitted within in the RD2-1 zone. The project’s impacts to public services and traffic have been addressed in Sections IV.I and IV.B, respectively.

Policy	Project Consistency/Comments
1-5.1: Promote greater individual choice in type, quality, price and location of housing.	Consistent. The proposed project provides new townhomes and flats in place of existing apartment units. Additionally, the project would be required to comply with the Mello Act which requires inclusionary housing. Additional information regarding Mello Act requirements can be found in Section IV.H, Population & Housing.
1-5.3: Ensure that new housing opportunities minimize displacement of the residents.	Partially Consistent. The proposed project will comply with all city housing requirements and the Mello Act Interim Ordinance. More information regarding these requirements can be found in Section IV.H, Population & Housing.
1-6.1: Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.	Partially Consistent. The proposed project exceeds the residential street threshold due to the number of vehicle trips associated with the project. However, the density of the proposed project is permitted within the RD2-1 zoning designation for the site. Vehicular traffic associated with the proposed project would use existing roadways in the project area and would not significantly impact any of the study intersections.
1-6.2: Ensure the availability of adequate sewers, drainage facilities, fire protection services and other public utilities to support development within hillside areas.	Consistent. Adequate public services and utilities are either currently in place (e.g. sewers, fire protection) or are provided as a part of the project design and/or EIR mitigation measures (e.g. drainage facility, on-site fire hydrants).
1-6.3: Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.	Consistent. The proposed project site is located on a hillside that has been subject to landslides in the past. However, the project has been subject to numerous geotechnical studies and the City of Los Angeles Department of Building and Safety has approved the project's proposed landslide stabilization.
1-6.5: Require that any proposed development be designed to enhance and be compatible with adjacent development.	Consistent. The proposed project is consistent with the zoning designation for the site. While the project may be larger than the adjacent single-family residences, the project area is characterized by other large apartment and condominium buildings as well as commercial uses, and is generally compatible with these uses.
8-1.1: Consult with Police Department as part of the review of significant development projects and land use changes to determine law enforcement needs and demands.	Consistent. Consultation with the Los Angeles Police Department was conducted on March 26, 2002 and April 16, 2002 in order to ascertain any potential impacts to police services as a result of the proposed project. Refer to Section IV.I.1, Police Protection.
8-2.2: Insure that landscaping around buildings be placed so as not to impede visibility.	Consistent. Landscaping around the buildings will be placed so as not to impede visibility of the entryways.

Policy	Project Consistency/Comments
8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.	Consistent. Lighting around the complex will be placed in such a manner as to improve security on the project site.
8-2.4: Insure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility and security.	Consistent. The proposed project includes a rooftop pool and main lobby that will be designed to provide adequate visibility and security.
9.1-1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	Consistent. Section IV.I.2 of the EIR addresses the project's demands for fire protection services provided to the site by the City of Los Angeles Fire Department.
13-1.2: New development projects shall be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.	Consistent. The proposed project will not result in any significant traffic impacts to any of the study intersections. Section IV.J of the EIR includes a mitigation measure to ensure adequate ingress into the project site.
13-1.5: New development projects shall provide mitigation for project traffic impacts and density increases shall be contingent upon adequate transportation system capacity.	Consistent. The density of the proposed project is permitted within the RD2-1 zoning designation for the site. Vehicular traffic associated with the proposed project would use existing roadways in the project area and would not significantly impact any of the study intersections.

Consistency with Coastal Act Policies and Requirements

The Coastal Act includes several basic goals and policies to ensure that development within the Coastal Zone is consistent and compatible with the unique characteristics of coastal resources. The proposed project would be consistent with these basic policies and goals. Specifically, the proposed project would not interfere with the public's access to the sea, significantly interfere with the traffic circulation system (Section IV.J, Traffic), affect marine resources, or environmentally sensitive habitat area (refer to Section IV.A, Impacts Found to be Less Than Significant). In addition, the proposed project would not result in any significant impacts to the scenic and visual qualities of the coast, as the development is consistent with the area's height restrictions (45 feet) and has been designed to minimize the obstruction of existing (private) coastal views (Section IV.B, Visual Resources). The proposed project would also minimize the alteration of natural landforms; however, permanent stabilization of the on-site portion of the Revello Landslide would be conducted (Section IV.D, Geology and Soils).

The entire project site lies within the dual permit zone of the Coastal Zone. Therefore, the project site is under the jurisdiction of both the City of Los Angeles and the Coastal Commission. With procurement of a Coastal Development Permit from the City of Los Angeles and approval from the Coastal Commission, development of the proposed project would be considered consistent with the Coastal Act Policies and requirements.

Land Use Compatibility

The proposed project consists of an 82-unit condominium project that would develop below the allowable residential density currently permitted on the project site. The proposed residential project would be consistent with the existing land use pattern in this area of the Pacific Palisades and with adjacent properties, which consist of multi-family and single-family residential uses, and various commercial retail and office uses along Sunset Boulevard. Therefore, no significant impacts would result from the proposed project with regard to land use compatibility.

Mello Act Interim Ordinance

The City of Los Angeles has prepared an Interim Ordinance for the Mello Act. The Interim Administrative Procedures for Complying with the Mello Act were adopted on January 19, 2000 by the Los Angeles City Council as an action program related to the implementation of the California Government Code Sections 65590 and 65590.1.³ The Mello Act is a statewide ordinance which implements the preservation of housing for persons and families with low to moderate incomes in the California Coastal Zone. The City Council has directed the Department of City Planning to develop a permanent Mello Act Implementation Ordinance, which is currently being prepared. Information regarding housing impacts associated with the proposed project is provided in Section IV.H, Population & Housing.

CUMULATIVE IMPACTS

Development of the related projects is expected to occur in accordance with adopted plans and regulations. Most all related projects would be compatible with the zoning and land use designations for each site and their existing surrounding land uses. Development of the proposed project in conjunction with the related projects would result in an intensification of existing prevailing land uses in the project area. In addition, based upon the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support important local and regional planning goals and policies. Therefore, no significant cumulative land use impacts are anticipated.

MITIGATION MEASURES

As the proposed project is consistent with existing land use regulations and adjacent land uses, no mitigation measures are required.

³ *A copy of the Interim Administrative Procedures for Complying with the Mello Act can be found at the City of Los Angeles Planning Department.*

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant land use compatibility or consistency impacts would result from the long-term operation of the proposed project.