

# Attachment A

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## Project Description

### A. Introduction

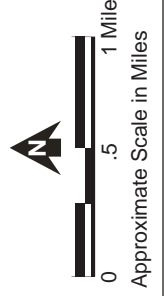
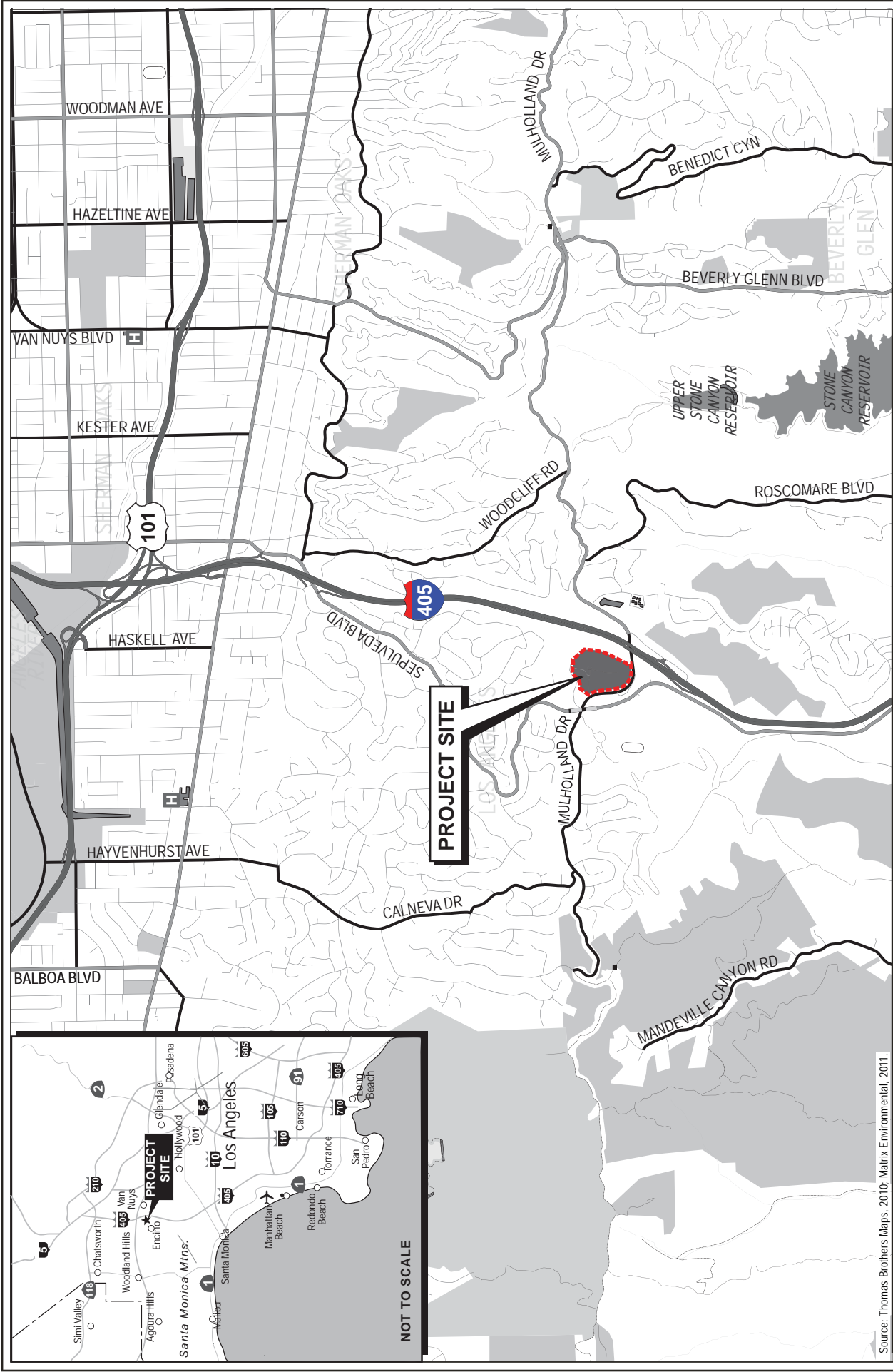
The Curtis School Foundation (Curtis School or School) proposes the Curtis School Project (the Project) that consists of improvements to the existing approximately 27-acre Curtis School campus (Project Site) located in the Encino-Tarzana Community of the City of Los Angeles. The Project proposes the reconfiguration, rehabilitation, and expansion of existing educational facilities, construction of new buildings, redefinition of the existing open space and gardens, and reconfiguration of parking lots and athletic fields. The proposed improvements are intended to modernize the campus and reconfigure aging facilities to incorporate current technologies into the classroom and provide separate artistic and athletic facilities.

#### 1. Project Location

The 27-acre Project Site is located within the Encino-Tarzana Community of the City of Los Angeles, approximately 17 miles northwest of downtown Los Angeles and 7 miles east of the Pacific Ocean. As shown in Figure A-1 on page A-2, regional access is provided by the San Diego Freeway (I-405), located approximately 0.1 mile east of the Project Site.

#### 2. Surrounding Uses

As shown in Figure A-2 on page A-3, the Project Site is located in the Santa Monica Mountains in an area that is developed with residential and educational uses. As shown in Figure A-2, land uses surrounding the Project Site include single-family residences to the north, the Stephen S. Wise Temple Middle and High schools to the south and west across Mulholland Drive and the I-405 to the east. Additional educational facilities are also located further to the west along Mulholland Drive. In addition, the relatively steep topography within the perimeter of the Project Site generally provides a visual and physical barrier between the Project Site and the residential and educational uses to the north and south.



**Figure A-1**  
Project Location and Boundaries




Source: Thomas Brothers Maps, 2010; Matrix Environmental, 2011.






**LEGEND**

 Project Site Boundary





Approximate Scale in Miles

**Figure A-2**  
Aerial Photograph

Source: Google Earth Pro, 2011; Matrix Environmental, 2011.





### 3. Existing Project Site Conditions

As shown in Figure A-3 on page A-5 and described in Table A-1 on page A-6, the Project Site includes several educational buildings including the 7,000-square-foot Tuttle Building, three Classroom Buildings encompassing approximately 23,000 square feet, the 8,000-square-foot Ahmanson Building, the 11,000-square-foot Pavilion, the 3,400-square-foot Administration Building, and a 2,300-square-foot Library. The Project Site also includes athletic fields, a pool, play structures and ball courts comprising approximately 2,500 square feet, and approximately 3,370 square feet of ancillary facilities/maintenance yard. Landscaped walkways are also located throughout the Project Site.

The existing campus also includes three surface parking areas east of the athletic fields. These surface parking areas provide visitor and staff parking. A total of 136 parking spaces are provided within the campus.

#### a. Access and Circulation

Currently, all access to the Project Site is from Mulholland Drive where the entrance at Walt Disney Drive connects with a circular driveway along the front of the Ahmanson Building. A second emergency entrance is provided from Mulholland Place on the west side of the campus.

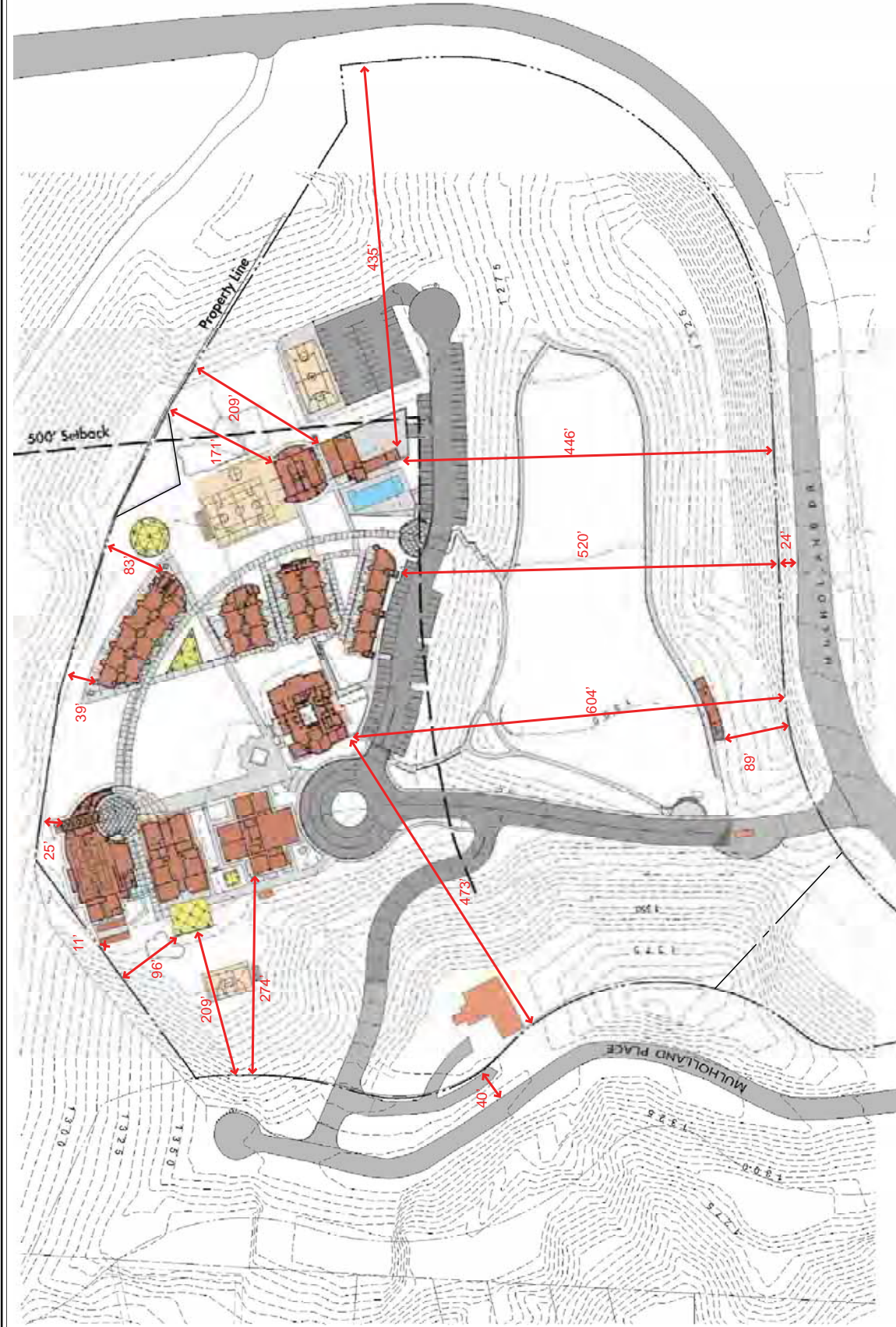
The existing Curtis School Conditional Use Permit (CUP) requires carpooling efforts for getting to and from the School, which serve to reduce the number of trips to/from the campus. Specifically, the School's existing CUP requires 80 percent of the students and 50 percent of the staff to carpool/rideshare/bus/vanpool.

#### b. Land Use and Zoning

The Project Site is designated for Very Low II Residential land uses by the Encino-Tarzana Community Plan. The Project Site is also located within the boundaries of the Mulholland Scenic Parkway Specific Plan. The Specific Plan designates areas along the Mulholland Drive right-of-way within the Project Site's general vicinity as being within the Institutional Use Corridor.<sup>1</sup> As defined by the Specific Plan, the Project Site is located

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<sup>1</sup> *This area is defined as the area parallel to and 500 feet northerly and 500 feet southerly of the Mulholland Drive right-of-way beginning on the west at the intersection of Mulholland Drive and the Centerline of Corda Drive and terminating on the east at the west line of the San Diego Freeway. Also, an area parallel to and 500 feet southerly of Mulholland Drive right-of way beginning on the west at the east line of the San Diego Freeway and terminating on the east at a line that is parallel to and 400 feet westerly of the centerline of Roscomare Road.*



Source: Ehrenkrantz Eckstut & Kuhn Architects, 2011.



Figure A-3  
Existing Site Plan





Note 1: Includes the approximately 4,500 square foot renovation and expansion of the existing Ahmanson Building for use as visual and performing arts classroom space. Refer to Figures A-4-1 and A-4-2 for further details regarding this Project component.



- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- PARKING & ROADS
- LANDSCAPE

Source: Ehrenkrantz, Eckstut & Kuhn Architects, 2012.



Figure A-4  
Conceptual Site Plan

### 3. School Operations

Similar to the existing CUP for the School, with implementation of the Project, primary classroom instruction would continue to occur between the hours of 8:15 A.M. and 3:15 P.M. with various after school activities, including arts, music, athletics and similar activities for portions of the student population and related faculty and staff.

### 4. Proposed Construction Activities

As discussed above, buildout of the Project is anticipated to occur as a phased development. Construction activities would include demolition of existing uses, grading and excavation, and construction of new structures and related infrastructure. It is anticipated that full Project build-out would require approximately 142,780 cubic yards of grading, of which approximately 78,000 cubic yards would be exported off-site, primarily in connection with the relocation of the existing parking lot and athletic fields. Haul trucks would travel to and from the Project Site via a designated haul route. Specifically, construction haul trucks would access the Project Site via Interstate 405 (I-405). As shown in Figure A-5 on page A-14 and in Figure A-6 on page A-15, haul trucks arriving and leaving the Project Site would travel via Mulholland Drive to either I-405 north to State Route 118 east to the Lopez Canyon Landfill or I-405 south to Interstate 10 east to the Puente Hills Landfill.

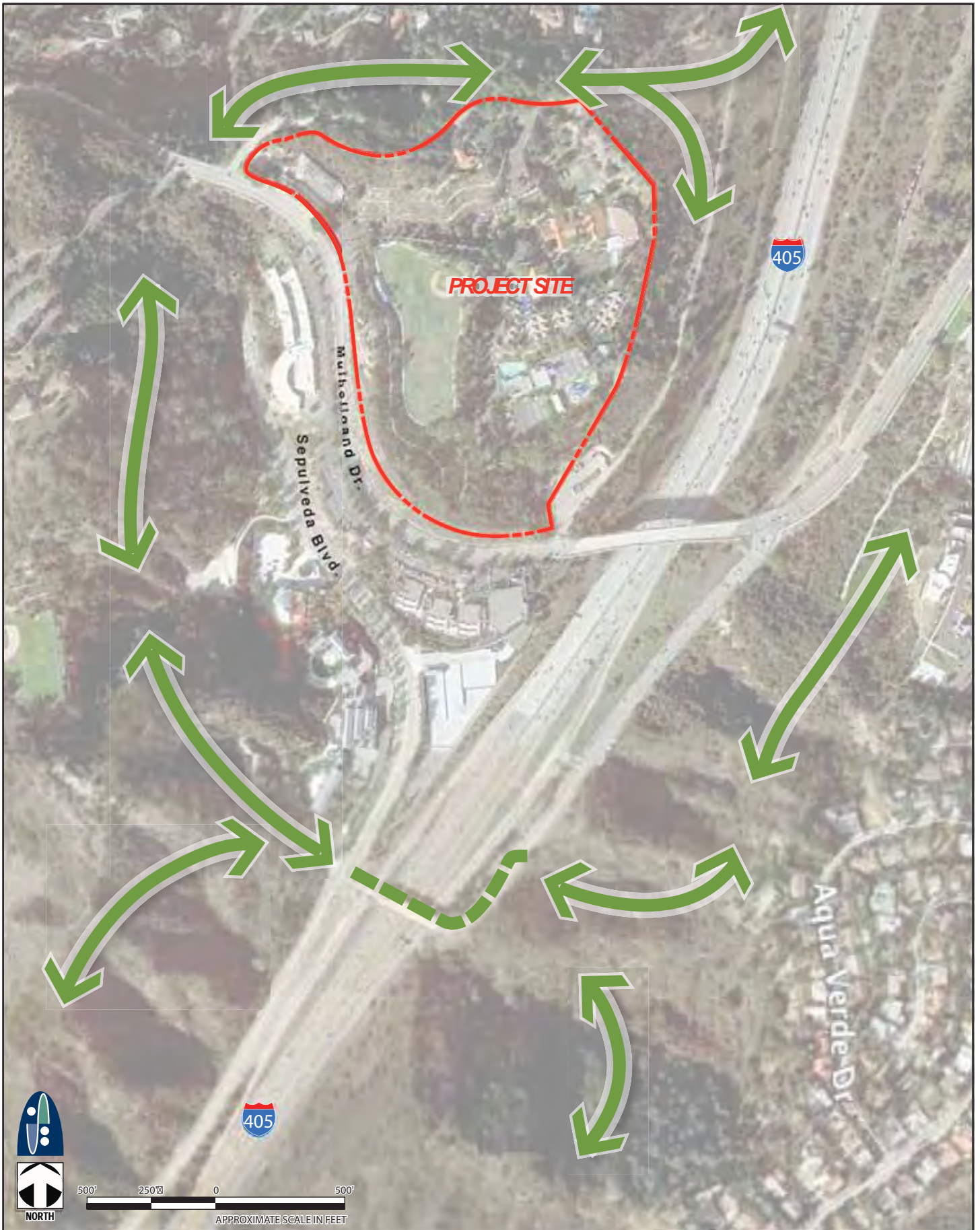
As part of the Project, a Construction Traffic Management Plan would be implemented during construction to ensure that adequate and safe access and parking remains available during construction activities. The Construction Traffic Management Plan would specifically identify traffic control measures, signs, and delineators to be implemented by the construction contractors. The construction traffic management plan would also include staging plans as required by the City. The construction traffic management plan would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site.

## C. Required Approvals

Approvals required for development of the Project may include, but are not limited to, the following:

- Conditional Use Permit to allow for the site's continued use as an educational institution;
- Mulholland Scenic Parkway Specific Plan Exception for development within the Outer Corridor;





SOURCE Aerial-© Google Earth, 2007.

*exhibit 6*

**POTENTIAL LOCAL WILDLIFE MOVEMENT**

Biological Assessment • 15871 Mulholland Drive, Los Angeles, CA • May 2011









Red = barrier to most movement east due to existing residential development  
Aqua = Path commenter suggests as “key to wildlife movement and survival”  
Green = Path identified by National Park Service as important crossing  
Yellow = Alternative “potential” crossing unaffected by project