

EXECUTIVE SUMMARY

This Draft Environmental Impact Report (DEIR) has been prepared to evaluate the potential environmental impacts that could result from a proposed three-level, 750-space, Parking Structure with a rooftop (lighted) athletic field (Parking Structure) and pedestrian bridge across Coldwater Canyon Avenue, located on the approximately 24.5 acre Project Site that is comprised of the approximately 5.5-acre Development Site and the approximately 19-acre Upper School Campus of the Harvard-Westlake School (Harvard-Westlake Campus or Campus). The Parking Structure would be located on an approximately 5.5-acre Development Site across Coldwater Canyon Avenue from the approximately 19-acre Harvard-Westlake School. The Parking Structure would be an accessory use to the Harvard-Westlake Campus that would alleviate current impacts that occur as a result of school-related parking (buses and cars) along Coldwater Canyon Avenue and in the surrounding residential neighborhood. The Project also includes improvements to Coldwater Canyon Avenue adjacent to the Project Site that would improve traffic flow and pedestrian safety along that stretch of Coldwater Canyon Avenue.

In accordance with California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15123, this DEIR contains a summary of the Proposed Project (referred to in this document as the Project, Proposed Project and Proposed Parking Structure), and its anticipated consequences. More detailed information regarding the Proposed Project and its potential environmental effects are provided in the following sections of this EIR, particularly throughout Chapter 3, Environmental Setting, and Mitigation Measures.

LEAD AGENCY

The City of Los Angeles Planning Department is the Lead Agency for preparation of this EIR.

PROJECT LOCATION

The Harvard-Westlake Campus (Project Site) is located on the east and west sides of Coldwater Canyon Avenue, approximately 0.3 miles south of Ventura Boulevard and 1.3 miles north of Mulholland Drive, in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area of the City of Los Angeles. The Harvard-Westlake Campus is approximately 24.5 acres, comprised of two areas: 1) the approximately 19-acre (831,268.4 square feet) Campus, located at 3700 N. Coldwater Canyon Avenue, and generally bounded by Halkirk Street to the north, Coldwater Canyon Avenue to the west, and Hacienda Drive to the south; and 2) the approximately 5.5-acre (238,740 square feet) Development Site, comprised of an irregularly shaped portion of the Campus located on the west side of Coldwater Canyon Avenue (3701, 3703, 3705, 3707, 3717, 3719 & 3801 N. Coldwater Canyon Avenue), directly across from the Harvard-Westlake Campus.

PROJECT CHARACTERISTICS

The Proposed Project consists of the development of a three-story Parking Structure with 750 parking spaces and a rooftop (lighted) athletic field. The building would be 45-feet to the field level, or 755 feet above mean sea level (AMSL), and 57 feet (767 feet AMSL) to the top of the facilities building proposed to be located at the north end of the field. The Parking Structure would also feature a 32-foot high catchment fence around the field on top of the structure, which would achieve a height of approximately 77 feet (787 feet AMSL). There would be approximately 10 light poles (each with two to three fixtures) that would reach a height of approximately seven feet above the catchment fence, or 39 feet above the field, for a total overall height up to approximately 84 feet (794 feet AMSL).

The proposed Parking Structure would be used for parking purposes only, with no student drop-off and pick-up operations permitted on the Development Site. All student drop-offs and pick-ups would occur on the Harvard-Westlake Campus, in a slightly modified configuration to allow for a safer and more efficient operation for motorists and pedestrians.

The Project would include off-site roadway improvements to Coldwater Canyon Avenue that would facilitate traffic movement through the Project area. These improvements include:

- Provide one northbound through lane and two southbound through lanes on Coldwater Canyon Avenue along the Project frontage (i.e., addition of one southbound through lane);
- At the intersection of Coldwater Canyon Avenue and the Proposed Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide:
 - Northbound: One left-turn lane, one through lane and one right-turn lane;
 - Southbound: One left-turn lane, two through lanes and one right-turn lane;
 - Eastbound: One left-turn lane and one optional through/right-turn lane; and
 - Westbound: One left-turn lane and one optional through/right-turn lane;
- Also at the intersection of Coldwater Canyon Avenue and the Proposed Project's northerly driveway opposite the relocated Harvard-Westlake driveway, provide new traffic signal equipment, including left-turn phasing for northbound and southbound Coldwater Canyon Avenue traffic, and LADOT's ATSAC/ATCS equipment with connection to the Coldwater Canyon Avenue intersection at Ventura Boulevard;
- At the intersection of Coldwater Canyon Avenue and the Proposed Project's southerly driveway, provide:
 - Northbound: One through lane (i.e., no left-turns from northbound Coldwater Canyon Avenue to the southerly driveway would be permitted);
 - Southbound: Two through lanes and one right-turn lane; and
 - Eastbound: One optional left-turn/right-lane (controlled by a stop sign, with no left-turns permitted weekdays 7:00 a.m. – 7:00 p.m.).

The Proposed Project would also relocate school bus loading and unloading from Coldwater Canyon Avenue to within the Harvard-Westlake Campus, and eliminate the use of local streets by students and visitors for parking for all but the biggest special events, such as graduation and homecoming.

Athletic Field and Lighting

An open, approximately 330-foot long by 195-feet wide, 64,350-square foot athletic field comprised of synthetic turf would be located on the top level of the Parking Structure. The rooftop athletic field would be used for school-related athletic activities. An approximately 2,600 square foot facility (with equipment room, office and restrooms) would be located on the north end of the field. The athletic field would serve as an accessory use to the School. The rooftop athletic field would include nighttime lighting to be used as needed up to 8 pm during weekdays (no lights on weekends). The athletic field would be part of Harvard-Westlake's athletic program and would relieve the demand and use of the Campus' Ted Slavin Field, which is currently used for practice and game events for numerous sports. There would be no seating or public address system.

The 32-foot tall catchment fence, proposed around the perimeter of the athletic field would ensure that loose balls do not affect vehicles driving on Coldwater Canyon Avenue. Lighting for the field would be integrated

into the catchment fence with approximately 10 poles (each with two or three fixtures) located around the perimeter of the field reaching approximately seven feet above the catchment fence. Although the catchment fence is technically a structure, it would primarily consist of netting that would be marginally visible. Lighting would be directed towards the field and would include a state-of-the-art lighting system (such as Musco Green Systems) to prevent spillover lighting on to adjacent properties.

The proposed building would also include interior lighting from shielded LED, metal-halide or fluorescent fixtures on motion sensor controls for each level and in segregated areas. All interior lighting point sources would be shielded from exterior view.

Pedestrian Bridge

The Proposed Project also includes a pedestrian bridge crossing over Coldwater Canyon Avenue that would connect the proposed Parking Structure to the Harvard-Westlake Campus. The proposed pedestrian bridge would allow for safe crossing between the Parking Structure and the Harvard-Westlake Campus without stopping vehicles traveling along Coldwater Canyon Avenue. For safety reasons associated with the danger of speeding vehicles currently traveling along Coldwater Canyon Avenue, no pedestrian access to the Development Site would be provided from the street. The pedestrian bridge would be fully accessible in compliance with the requirements of the Americans with Disabilities Act.

The pedestrian bridge would reach a height of approximately 41 feet (approximately 18 feet as measured from the bottom of the bridge to the top of the bridge). The top of the elevator on either end of the bridge would reach 65 feet (West) and 46 feet (East) in height. The bridge would be 163 feet long and 13 feet wide and would provide a minimum vehicular clearance of approximately 25 feet 7 inches above Coldwater Canyon Avenue. Connection to the pedestrian bridge would be provided at Level 2 of the proposed Parking Structure and a bridge landing would be constructed on the Harvard-Westlake Campus. Pedestrians would be able to access the Harvard-Westlake Campus from the Parking Structure, and vice versa, only via the proposed pedestrian bridge crossing Coldwater Canyon Avenue. The bridge would be enclosed with a metal screen over Coldwater Canyon Avenue (between the elevator towers) to prevent objects from being thrown from the bridge. The bridge would be secured when the school is closed to prevent unauthorized access to the bridge.

Retaining Walls

Two retaining walls are also proposed on the Development Site to secure the hillside to the west. The primary retaining wall would be located on three sides (north, west and south) of the Parking Structure. Along the rear (west side) of the Parking Structure, the retaining wall would step back from east to west at the third level of the Parking Structure and would vary in height from 50 feet to 87 feet. The south face of the retaining wall would vary in height from 20 feet to 60 feet (from east to west), and the north face of the wall would vary in height from 30 feet to 70 feet (from east to west). The second retaining wall would be located on the north end of the Development Site, parallel to Coldwater Canyon Avenue. This retaining wall would vary in height from 4 feet to 28 feet (from north to south). Due to the topography of the Development Site, the retaining walls are necessary to protect the adjacent hillsides and to construct the Parking Structure.

The design of the retaining walls is intended to blend into the natural hillside area. The retaining walls also maximize the amount of open space areas to the west of the Parking Structure within the steep hillside that has been designated as “Desirable Open Space” on the Community Plan Land Use Map.

Landscaping

The Proposed Project would include vegetation on approximately 60% of the Development Site. The maximum proposed building footprint, or maximum lot coverage, is proposed to be 35.1%, plus an additional approximate 4.5% of hardscape areas. Approximately 39.9% of the site would remain with existing vegetation, and approximately 20.5% of the site would be newly landscaped using native vegetation. Additional landscaping is also proposed outside of the property lines along Coldwater Canyon Avenue. The vegetation would be designed to screen the new structure and minimize its appearance.

The Harvard-Westlake School main entrance driveway would also include new landscaping to provide an attractive entrance to the school.

Of the 315 protected trees located on the Development Site, 129 are proposed to be removed (12 oaks and 117 walnuts), 26 are proposed to sustain permanent encroachment and 160 are proposed to be preserved in place.¹

To comply with the current Board of Public Works policy of requiring the replacement of protected trees at a 4:1 replacement ratio, the 516 mitigation trees (species to be approved by the City's Urban Forester) are proposed to be planted on the open space areas of the Development Site (as noted above approximately 60% of the Development Site would be open space) or other locations as determined by the Forestry Division. See Section 3.3 for a more detailed discussion of impacts to protected trees and biological resources.

Given the significantly diseased condition of most of the walnut trees to be removed and the fact that there is currently no treatment available for the "thousand cankers disease" from which they suffer, mitigation is not proposed to include planting of any new Southern California black walnuts.

Changes to Harvard-Westlake Campus

As part of the Proposed Project, the Harvard-Westlake School main entrance driveway would be relocated approximately 37 feet to the south along Coldwater Canyon Avenue to align with the proposed northerly Project driveway (this would result in the loss of 140 parking spaces from the parking lots south of, and along, the main entrance driveway). Similar to the existing main entrance driveway, the proposed relocated intersection with the northerly Project driveway would be controlled by a traffic signal, with new traffic signal equipment provided based on LADOT requirements. The east landing of the pedestrian bridge would be constructed on the Harvard-Westlake Campus. A new pedestrian promenade would be created from the bridge in to the center of campus.

A bus pick-up/drop-off zone would be provided on the Harvard-Westlake Campus in an existing parking lot located at the south end of the Harvard-Westlake Campus (Southern Parking Lot), which would result in the elimination of the use of approximately 103 parking spaces from the Harvard-Westlake Campus. However, these 103 parking spaces would remain as overflow parking, as needed, for special events. Special events do not usually occur at the same time as regular bus activity. During special events associated bus service (team and event buses) would use the North Driveway (as at present).

Through the reconfiguration of the existing Main Entrance driveway into the Harvard-Westlake Campus and the resulting removal of 140 parking spaces from parking lots south of, and along, the main entrance driveway, and the 103 parking spaces displaced within the Southern Parking Lot, a total of 335 surface parking spaces would remain on the Harvard-Westlake Campus. With the development of the 750-space Parking Structure and the 335 remaining parking spaces, a total of 1,085 parking spaces would be provided on

¹ The number of protected trees impacted by the project was revised based on an updated tree count (see Appendix D.2A) because the construction footprint was revised to reflect an additional 15 feet of clear area atop the proposed retaining walls.

the Harvard-Westlake Campus. Approximately 121 off-site spaces (approximately 36 on Coldwater Canyon Avenue, 40 in the St. Michael's Church parking lot and approximately 45 spaces in the neighborhood) would no longer be used by Harvard-Westlake except for special events such as graduation and homecoming. See **Table 2-1** in the Project Description summarizes on-campus available parking under existing and proposed project conditions. **Figure 3.8-1** Existing Parking in Section 3.8 Transportation, Circulation and Parking, shows current parking locations.

PROJECT OBJECTIVES

The 578 parking spaces currently provided on the Harvard-Westlake Campus do not accommodate the parking demand generated by the school. The Harvard-Westlake Campus currently has one playing field (Ted Slavin Field), which cannot accommodate practices and games related to all of the numerous sports for boys and girls offered at the school, such as football, lacrosse, field hockey, soccer and track and field. Many of the school teams currently practice off-site.

The Proposed Project, which consists of the construction of a 750 space Parking Structure with rooftop athletic field, is guided by the following goals and objectives (see Chapter 2, Project Description for further details):

- Increase on-site parking supply for the Harvard-Westlake Campus for regular school use, as well as for typical school-related activities outside of regular school hours, essentially eliminating the need for school-related vehicles to park on-street, either on Coldwater Canyon Avenue or in the residential neighborhood north of the Harvard-Westlake Campus.
- Improve area circulation by removing vehicles and buses parking on Coldwater Canyon Avenue and on other nearby residential streets.
- Improve the flow of traffic on Coldwater Canyon Avenue by constructing public improvements at no cost to the City or to the community.
- Enhance safety and security associated with vehicular and pedestrian circulation on the Harvard-Westlake Campus and in the surrounding area.
- Enhance playing field facilities to increase opportunities for recreational activities on campus.

ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The formal environmental review process started with publication of a Notice of Preparation (NOP) that circulated from April 11, 2013 to May 13, 2013. A scoping meeting was held April 25, 2013. The NOP letters and comments received during the NOP comment period and at the scoping meeting are included in Appendix A of this DEIR.

This DEIR is being circulated for a 45-day public comment period. Following the public comment period, a Final EIR will be prepared that will include responses to the comments raised regarding this DEIR.

This DEIR presents the results of the environmental analysis prepared for the Proposed Project. This document addresses potential Project environmental impacts, identifies appropriate mitigation measures and identifies any residual significant impacts after application of mitigation measures.

The Proposed Project is subject to review under the requirements of CEQA. The purpose of an EIR is to identify all potentially significant effects of a project on the physical environment, to determine the extent to which those effects could be reduced or avoided, and to identify and evaluate reasonable alternatives to the Project. The following discretionary actions are requested (see Chapter 2, Project Description for further details):

1. Vesting Conditional Use, pursuant to LAMC Section 12.24.T.3(b), a Conditional Use to permit the construction of a three-story parking structure with 750 parking spaces and a rooftop athletic field with a protective fence, netting and lighting, in the RE40-1-H and RE15-1-H Zones, as accessory uses to the Harvard-Westlake Campus. As part of the Conditional Use, minor revisions to the Site Plan for the Harvard-Westlake Campus are also requested to allow for a pedestrian bridge and bridge landing on the east side of Coldwater Canyon Avenue, the relocation of the Harvard-Westlake Campus' main driveway approximately 37 feet to the south off of Coldwater Canyon Avenue, minor alterations to the parking lot south of the main driveway (the Senior Parking Lot), and landscaping in the Senior Parking Lot.
 - A. Proposed Parking Structure: Pursuant to LAMC Section 12.24.F., height and area regulations (in conjunction with the requested Conditional Use for the Parking Structure):
 - i. Encroachments into portions of the front yard setback area (along Coldwater Canyon Avenue), to allow for the following setbacks, in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1.
 - a. A 20-foot front yard setback for the Parking Structure wall, a 13' 3" front yard setback for the athletic field, and an 11' 1" front yard setback for the fence support poles;
 - b. A 15-foot front yard setback for the proposed retaining wall;
 - c. A zero-foot front yard setback for the pedestrian bridge and ancillary bridge structures;
 - d. A zero-foot front yard setback for the service access ramp needed for Fire Department access from Coldwater Canyon Avenue.
 - ii. Encroachments into the southerly and southwesterly side yard setback areas, to allow for the following setbacks, in lieu of the 17-foot side yard setback otherwise required by LAMC Section 12.21 C.10-1.
 - a. A zero-foot southerly side yard setback to accommodate a service access ramp needed for Fire Department access from Coldwater Canyon Avenue; and
 - b. Zero-foot southerly and southwesterly side yard setbacks for a portion of the Parking Structure and retaining wall.
 - iii. The following maximum heights for the Parking Structure and ancillary structures located on portions of the Development Site, in lieu of the 30-foot height limit otherwise required by LAMC Section 12.21 C.10-4.
 - a. Approximately 41 feet 3 inches to the top of the pedestrian bridge,
 - b. Approximately 64 feet 11 inches to the top of the elevator tower on the west side of the pedestrian bridge (the West Landing),

- c. Approximately 44 feet 6 inches to the top slab of the Parking Structure,
 - d. Approximately 56 feet 6 inches to the top of the rooftop equipment room/offices on the Parking Structure,
 - e. Approximately 76 feet 6 inches to the top of the catchment fence on the rooftop of the Parking Structure,
 - f. Approximately 83 feet 6 inches to the top of the field lights secured above the catchment fence, and
 - g. Approximately 87 feet (maximum height of the tallest wall) for retaining walls.
- iv. A maximum grading quantity of approximately 3,000 cubic yards in a Hillside Area on a lot in the RE15 Zone, in lieu of the 1,600 cubic yard maximum grading limit otherwise required by LAMC Section 12.21 C.10(f)(1), (or such amount as may be increased pursuant to LAMC Sections 12.21 C.10(f)(3) and (4). (The Project would involve grading and export of a total of 135,000 cubic yards; however, 132,000 cubic yards are exempted from grading limitations pursuant to LAMC Section 12.21 C.10(f)(3).)
 - v. A maximum quantity of earth export of approximately 3,000 cubic yards in a Hillside Area, in lieu of the 1,000 cubic yard export limit otherwise required by LAMC Section 12.21 C.10(f)(2)(i), or such amount as may be increased pursuant to LAMC Sections 12.21 C.10(f)(3) and (4). (The Project would involve export of a total of 135,000 cubic yards; however, 132,000 cubic yards are exempted from earth transport limitations pursuant to LAMC Section 12.21 C.10(f)(3).)
- B. Main Portion of Campus: Pursuant to LAMC Section 12.24.F., related to height and area regulations (in conjunction with the requested Conditional Use Permit):
- i. To allow for the bridge and bridge landing (the East Landing) to observe a zero-foot front yard setback into portions of the front yard setback area (along Coldwater Canyon Avenue), in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1, and
 - ii. To allow for the a maximum height of approximately 45 feet 7 inches at the top of the East Landing;
2. Waiver of the Tentative Map Requirement under LAMC Section 91.7006.8.2, pursuant to the Department of City Planning's, Filing Procedures for Review of Grading Plans in Hillside Areas Having an Area In Excess of 60,000 square feet, dated January 11, 2012.

In addition to the Planning approvals identified above, the following approvals have been requested from other City agencies:

1. A Revocable Permit from the City of Los Angeles Board of Public Works to allow for a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue.
2. An Airspace Vacation from the City of Los Angeles to allow a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue.

3. Approval from the City of Los Angeles Cultural Affairs Commission for the design of the pedestrian bridge.
4. Approvals and permits from the City of Los Angeles for Project construction activities including, but not limited to the following: demolition, removal of protected trees, haul route, excavation, shoring, grading, foundation, and building and interior improvements.

Study Issues

Based on preliminary review of potential issues in the Initial Study (see **Appendix B**) and comments received during the scoping process, this EIR includes an analysis of the following environmental issue areas: Aesthetics; Air Quality and Greenhouse Gas, Cultural Resources (Archeological, Paleontological, and Human Remains Resources); Biological Resources; Geology, Soils and Hydrology (including Storm Water Drainage); Land Use; Noise, Transportation, Circulation and Parking. Other possible effects of the Project, (for example Cultural Resources (Historic Resources) and why these impacts were determined not to be significant are addressed in the Initial Study (**Appendix B**) and the General Impact Categories chapter of this EIR in Section 4.

AREAS OF CONTROVERSY

Comments received during the scoping period including at the public scoping meeting held April 25, 2013, indicate that potential areas of controversy include the following:

- Traffic impacts along Coldwater Canyon Avenue.
- Neighborhood intrusion (a parking structure and athletic field in a residential area).
- Existing noise problems (whistles) and anticipated noise impacts (primarily from athletic activities) to neighboring residential uses.
- Air quality impacts to surrounding uses.
- Impacts to trees and wildlife.
- Impacts to views from Coldwater Canyon Avenue and residences that surround the site (north and east of the site).
- Impacts to property values.
- Lighting impacts to adjacent land uses (residential and open space uses).
- Alternative locations, alternatives with fewer impacts.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 provides a summary of Project impacts and mitigation measures and identifies level of significance after mitigation. **Table ES-2** provides a summary of issue areas addressed in comments on the NOP. Copies of the NOP and comment letters received can be found in **Appendix A**.

SUMMARY OF PROJECT ALTERNATIVES

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed Projects. The analysis of Project alternatives in this EIR focuses on a reasonable range of alternatives consistent with CEQA Guidelines Section 15126.6(a). Several alternatives were considered but rejected from further analysis:

Off-Site (Leased) Parking. This EIR does not analyze an alternative on property that Harvard-Westlake does not own (for example leasing parking along Ventura Boulevard or elsewhere). Such an alternative is

speculative and infeasible at this time. In addition, parking facilities on Ventura Boulevard would cause logistical problems for students, faculty and staff in getting to campus in a timely fashion, potentially resulting in more traffic circulating between the campus and any facility on Ventura Boulevard. In addition, it is anticipated that such an alternative would not alleviate parking in the neighborhood as students would prefer to park closer to the School without the need of taking a shuttle.

Increased Transportation Demand Management (TDM). Harvard-Westlake has a complicated program of activities that includes a variety of after school programs. Most students and faculty arrive at the same time in the morning, but the end of the day involves numerous activities with staggered end times resulting in limitations on how much carpooling, transit and busing can be done by students and faculty. In addition, the Campus has numerous events where guests come to campus for relatively brief periods of time and need parking (e.g. parent teacher meetings, committee meetings, etc.). Increasing TDM is a mitigation measure that could help reduce demand for parking but not to the extent that additional parking would not be needed. Existing TDM at the School and the potential to increase TDM is discussed in Section 3.8 Transportation Circulation and Parking.

Subsurface Parking and/or Subsurface Tunnel Under Coldwater Canyon Avenue. The Campus is located at a low-point, or a sump, of an estimated 140-acre watershed, which makes the construction of a subterranean parking structure on the Campus infeasible. The Los Angeles County Department of Public Works Hydraulic and Hydrology Manual requires that new construction within a sump be designed to withstand the discharge from a 50-year storm event. (Los Angeles County Department of Public Works Hydraulic and Hydrology Manual.) Using the County's methodology, including rainfall data, it is estimated that the potential runoff from a 50-year storm would be approximately 440 cubic feet per second. Currently, there is a 24-inch reinforced concrete pipe storm drain, which has a capacity to drain less than 20 cubic feet per second. To satisfy the County's minimum requirement, significant additional infrastructure would need to be constructed beneath Coldwater Canyon Avenue to convey the large flow differential. Because of the required infrastructure and the existing infrastructure improvements beneath Coldwater Canyon and the resultant space limitations, it is not feasible to construct the additional required infrastructure to drain discharge from a 50-year storm event.

In addition, the Campus has a high water table, which creates potential safety concerns due to the potential higher incidence of flooding. The potential for rapid flooding with little warning and reliance on mechanical pumping of runoff increase the safety risk, making subterranean parking infeasible (on either side of Coldwater Canyon Avenue).

Constructing a partial subterranean parking structure (one subterranean level, one at grade level, and one above grade level and an athletic field on the top) on the west side of Coldwater Canyon Avenue would lower the height of the top of the structure by approximately 12 feet as compared to the project; however, this alternative would require that the base of the retaining wall be 12 feet deeper as compared to the Project, which would result in the retaining wall becoming more visible from Coldwater Canyon because the structure would be lower and the retaining wall would be set back further from Coldwater Canyon Avenue. In addition, this alternative would increase grading by approximately 44,000 cubic yards. The construction period would be extended by approximately 20 weeks (8 weeks for grading and 12 weeks for building construction) as compared to the Project. In addition mechanical ventilation of the subsurface parking would be required.

With respect to building a subterranean tunnel beneath Coldwater Canyon to connect the parking structure and the west side of the Campus, there are large-capacity infrastructure improvements beneath Coldwater Canyon Avenue, including the DWP's recently constructed city trunk water line, data/phone lines and storm water facilities, which make the construction of a tunnel under Coldwater Canyon Avenue infeasible. Additionally there are safety concerns associated with a high water table and potential flooding during storms.

Sports Field Only. Without providing increased parking, most of the project objectives would not be satisfied and therefore such an alternative is not required under CEQA. An alternative with reduced parking is considered in the analysis (see Alternative 3).

Smaller Parking Structures Throughout Campus. There are three main surface parking areas on-campus. None of them are large enough to allow construction of a practice field, which is one of the key objectives of the Proposed Project. Therefore, none of these locations is desirable for Harvard-Westlake. With respect to each of these parking areas: 1) development of the Southern Lot is addressed in Alternative 5 below; 2) development of a multi-story structure on the Senior Lot (north of the Southern Lot) would impede student circulation on the campus and would result in similar impacts to development of the Southern Lot potentially with additional impacts (visual quality, lighting and noise) to more residential uses to the east of Campus; and 3) development of the small lot at the northeast corner of Campus (Rugby Lot) would be severely constrained – access is by a single lane driveway that is bordered by buildings, topography and an adjacent ditch. In addition, surrounding residential development is located immediately adjacent to the parking area – all of these factors make development of a multi-story structure in this location infeasible.

The following alternatives address the CEQA-required No Project Alternative and provide a reasonable range of alternatives; these alternatives would reduce the potential environmental impacts of the Project:

1. No Project. For the short-term the Project Site would remain vacant and used for construction equipment storage.

2. Existing Zoning (4 homes). This alternative would result in continuation of school parking on- Coldwater Canyon Avenue and in adjacent neighborhoods. The Development Site would be improved with residential use consistent with the existing zoning.

3. Reduced Development (Two-Level Structure, No Athletic Field, No Pedestrian Bridge). This alternative would involve the construction of a two-level Parking Structure containing approximately 500 spaces. This alternative would not include an athletic practice field (and would therefore not include lighting on the top deck). There would be no activity on the roof of this structure. This alternative would not include a pedestrian bridge. Rather it would include a cross walk (with a signal). This alternative would not result in changes to the St. Michael's lot. Parking would continue in this lot and bus staging would remain on Coldwater Canyon Avenue. There would be safety concerns associated with the at-grade crossing and on-going bus operations in the immediate vicinity of the crossing. The Project would result in significant impacts related to construction noise and air quality. A two-level structure could incrementally reduce these impacts, but parking on Coldwater Canyon Avenue and the neighborhood to the north would continue to occur under this alternative. This alternative would not fully satisfy Project objectives.

4. Smaller Footprint Parking Structure, No Athletic Field, Rooftop Parking. This alternative would have the same number of spaces as the Project. Parking would occur on the roof level, therefore the footprint of the structure would be smaller than for the Proposed Project as there would be four levels of parking as compared to three under the Proposed Project. This alternative would not satisfy the Project objectives related to increasing opportunities for recreational activities on campus.

5. East Side of Coldwater Canyon Avenue Alternative – Southern Parking Lot. This alternative considers placing the parking structure on the Harvard-Westlake Campus on the Southern Parking Lot. Due to the smaller size of this site, the parking structure would be 10 stories plus rooftop parking.