

Sunland-Tujunga Neighborhood Council

IMPROVING THE QUALITY OF LIFE IN SUNLAND TUJUNGA

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Submitted via e-mail to david.somers@lacity.org
8-19-2009 with hard copy to follow

RE: The Verdugo Hills Golf Course Project DEIR
Case Nos: CPC-2007-3082 and ENV-2007-3038-EIR
SCH No. 2007121012

INTRODUCTION:

The Sunland-Tujunga Neighborhood Council [STNC] was formed in 1999 and certified in 2003 as part of the City of Los Angeles' effort to provide community members the opportunity to be more directly involved in issues impacting their neighborhoods. The STNC and the Land Use Committee consider the proposed development and loss of the Verdugo Hills Golf Course [VHGC] to be a critical land use matter, one which we have been following very closely.

In 2004 the VHGC was purchased by Snowball West Investments, LP and MWH Development of Woodland Hills. The community learned of the purchase in 2005 when MWH Development approached the STNC, requesting a meeting to present their plans to close the VHGC and build either a commercial or residential development in its place.

Once the project was brought to the attention of communities throughout the greater Crescenta Valley, residents and others expressed immediate concerns regarding the potential loss of the VHGC as well as the negative environmental impacts a large development, commercial or residential, would have on that location and surrounding neighborhoods.

The STNC has conducted public meetings and outreach to involve community members in various aspects of the planning process. In January 2008 the community response to the Notice of Preparation was overwhelming, as evidenced by the comment letters included in the Draft Environmental Impact Report [DEIR]. The STNC NOP letter was not published in the NOP Section of the DEIR. As a neighborhood council and as a community we have been working together to evaluate and assess the adequacy/accuracy of the DEIR prepared by Christopher A. Joseph & Associates.

Chapter IV.B - AESTHETICS:

As noted in the DEIR, Christopher A. Joseph & Associates conclude that implementation of mitigating measures would NOT compensate for the loss of scenic vistas, scenic resources, and the existing visual character of the Verdugo Hills Golf Course and surrounding property. We concur. The proposed project would have irreversible and inmitigable significant negative impacts on the aesthetics of the Verdugo Hills Golf Course and its surrounding property and hillsides, including the destruction of beautiful view shed from all vantage points.

The intersection of La Tuna Canyon Road and Tujunga Canyon Boulevard serves as one of two gateways to our community. As such this intersection provides a lovely visual expression of Sunland-Tujunga's rural past, something in which community members take pride. The location for

the proposed project at the northwest corner of this intersection would cause irreparable damage to that eastern border approach.

Although the DEIR includes a series of renderings of the proposed project in situ, the draft document does not provide any views taken from Honolulu Avenue approaching the La Tuna Canyon Road and Tujunga Canyon Boulevard intersection. We question the absence of such a rendering, especially since the proposed project would have such a significant impact on one of the community's major entry points.

For further analysis regarding the Aesthetics Element please refer to the V.O.I.C.E. response letter, dated August 19, 2009, which also includes detailed comments by Mr. Richard Toyon.

Chapter IV.C - AIR QUALITY

The Air Quality section of the DEIR fails to describe the project or the construction activities in detail. Construction activities will involve major grading (including 96,000+ cubic yds of import) and other intense activities, and would last for period of 29 months. This level of grading and duration of grading activities will result in significant NO_x and PM impacts. However, the DEIR concludes less than significant air quality impacts after mitigation.

The following are additional comments on the Air Quality section in the DEIR:

- Some of the construction mitigation measures proposed are not feasible; many of the types of equipment fixtures they are requiring are not yet available to contractors.
- According to the DEIR, NO_x emissions will be reduced by mitigation measures from 261.41 lbs/day to 64.95 lbs/day. This is a huge percentage reduction in NO_x emissions that is very rare and likely not to be achieved through the recommended mitigation.
- PM₁₀ and PM_{2.5} emissions portrayed in the DEIR are unrealistically low at 18.13 and 6.05 lbs/day, respectively. The amount of grading and duration of grading activities for such a large-scale project can *not* realistically have emissions that are that low. The rule of thumb is 10 lbs/day of PM₁₀ for every acre of grading.
- It is apparent that the authors of the DEIR have manipulated the URBEMIS model and dispersion models to get the results they wanted, because the emission volumes are not feasible.
- Localized concentrations of NO₂ during construction were found to be 0.18 ppm - which is equal to the threshold of significance. Yet the DEIR concludes "less than significant" without any explanation. If the air quality model were run objectively, NO₂ concentrations would be notably higher.
- The project proposes placing homes within 500 feet of the 210 Freeway. Per CARB's guidance, this requires the Risk Assessment (HRA); yet no HRA was conducted. Rather, the DEIR includes mitigation measures that require homes be fitted with HVAC filters. This is *not* an effective mitigation measure for homes, because residents will undoubtedly open their windows, rendering the filtration system useless. However, since no analysis was conducted, it is impossible to know if the filters are even adequately effective in principal.

Chapter IV.D - BIOLOGICAL RESOURCES:

Setting

The project site is located in the Verdugo Mountains, a major island of wildlife habitat and connected to the San Gabriel Mountains via the Tujunga River Wash. As such, the Verdugo Mountains provide habitat to a wide variety of wildlife and plant species. Several plant and animal species identified as a candidate, sensitive or special status species are known to occur in the Verdugo Mountains. The project site also contains oak woodland, a sensitive natural community designated by the California Department of Fish and Game.

The proposed project will adversely affect candidate, sensitive, or special status species that occur either on or in the project vicinity including the Catalina mariposa lily (*Calochortus catalinae*). Additional sensitive species known to occur either on the project site or in close proximity include the Silvery legless lizard (*Anniella pulchra pulchra*) that will also be adversely impacted by the project.

Wildlife Corridors

The DEIR claims that there are no wildlife corridors on the project site. However, no evidence is provided to substantiate this claim. The project site is located in the Verdugo Mountains, a major island of wildlife habitat and connected to the San Gabriel Mountains via the Tujunga River Wash. As such, the Verdugo Mountains provide habitat to a wide variety of wildlife and plant species. The conversion of the project site from its current use as a golf course to a single-family residential community has the significant potential to interfere with the movement of native resident or wildlife species. Many residents in the area of the golf course have noted the presence of wildlife in this area, including deer, bobcats, mountain lions, and other animal species.

Tree Removal

As discussed in the DEIR, the loss of up to 85 coast live oaks, 11 western sycamores and 103 mature ornamental trees on the project site would constitute a significant impact in the near-term. However, the DEIR goes on to say that the implementation of mitigation measures included in the DEIR “would mitigate that significant impact over the long-term.” This conclusion is illogical in that once the 85 oak trees and other native tree species are removed; they will be replaced with a subdivision of new homes and associated improvements, thus constituting a long-term impact. Many of the oak trees to be removed are mature trees that cannot be replaced. The planting of ornamental trees to replace the lost oak trees will not re-create the oak woodland areas that will be lost forever if the project is implemented as currently proposed.

Deferred Mitigation

As noted in the DEIR, consultation with outside resource agencies is required to effectively implement mitigation measures for the project. This includes such State agencies as the California Department of Fish and Game (CDFG) and at least one federal agency: the U.S. Army Corps of Engineers (ACE). Because various drainages exist on the project site, permits from either or both agencies *may* be required. In the case of CDFG, the most likely permit required would be a Streambed Alteration (1601) Agreement. In the case of the Corp, it has not yet been determined what type of permit is required, but in all likelihood a Section 404 permit would be required for the project.

Given the foregoing, the DEIR is inadequate in that it does not include a discussion of what measures or permits will actually be required to address resource agency jurisdictional and permitting requirements over the on-site drainages. The writers of the DEIR have failed to conduct early consultation with either state or federal agencies to determine what these requirements would be. Instead, the DEIR *defers* mitigation to a later date and this is a violation of CEQA. There is a significant potential that one or more of the permitting requirements of either the CDFG or ACE may cause a re-design of the project to avoid impacting on-site drainages as well as habitat for sensitive plant and animal species.

Cumulative Biological Resource Impacts

The DEIR concludes that there are no significant cumulative biological resource impacts associated with the project. This conclusion is exactly similar to the conclusion on cumulative biological resource impacts reached in the DEIR prepared for the Canyon Hills project. In both instances, the claim is made that a significant portion of both project areas will remain undisturbed and that, for those areas that will be disturbed, adequate mitigation is being provided to reduce impacts to less than significant levels. However, the analysis of cumulative impacts in the VHGC DEIR fails to consider both projects in combination and what their combined cumulative effects would be on biological resources. Taken together, both projects create a significant cumulative effect that, individually, cannot be mitigated to a level of insignificance.

Supplemental Mitigation

The DEIR sets forth various mitigation measures to address impacts to flora and fauna on the project site (Mitigation Measures D.1-1 through D.1-6). Implementation of these mitigation measures relies largely on cooperation between the City of Los Angeles and the project applicants as well as with various resource agencies including the California Department of Fish and Game. However, as has happened in the past with projects located adjacent to wildlife habitat (i.e. the Angeles National Golf Club), mitigation measures designed to protect sensitive plant and animal species are seldom implemented or enforced.

The City of Los Angeles lacks the necessary resources to monitor either the implementation or effectiveness of these types of mitigation measures. To ensure that these mitigation measures are enforced, including the mitigation measures outlined in the Tree Report and Impact Analysis (Mitigation Measures D.2-1 through D.2-15), the following additional mitigation measure is required:

That Los Angeles City Planning retain an outside professional consultant (on a part-time) basis and at the applicant's expense to coordinate and conduct the mitigation monitoring program and to interface with involved resource agencies, individuals and/or community groups.

Chapter IV.E - CULTURAL RESOURCES:

Setting

The project site contained a Civilian Conservation Corps (CCC) camp from 1933 until 1941. From 1941 until the end of World War II, the camp served as the Tuna Canyon Detention Station that housed primarily Japanese-American detainees. The site is now listed with the South Central Coastal Information Center. In 2005 it was recommended that the site be designated as a California Historical Landmark (CHL).

The project site has also been identified as being the site of a former Indian Camp. Additionally, ethnographic studies indicate that the Verdugo Hills area contained Native American villages. Therefore, the project site is considered to be archaeologically sensitive and project impacts to archaeological resources should be evaluated in the Draft EIR. In addition, Quaternary alluvial fan deposits underlying much of the project area have been determined to have a high paleontological sensitivity rating.

Historic Resource Impacts and Mitigation

Development of the project site with housing and associated improvements will further dilute the historical significance of the project site and the role it played in serving as a temporary detention facility for Japanese-American detainees. Proposed mitigation, consisting of designating the project site as a California Historical Landmark, is not adequate nor is there any discussion in the DEIR of how such a designation would be respected after the property is developed. The DEIR indicates that such a designation would “commemorate associated events through interpretation at the site, to encourage sensitive development of the overall landscape, and to accommodate visitors to the site through ease of parking, observation, and meditation.”

Development of the project site with 229 homes does not constitute “sensitive development of the overall landscape” nor would development of the site make parking easy for visitors or create an atmosphere conducive to observation and meditation on the historically important events that occurred on the property. As proposed, the project will result in a significant impact on historic resources with no meaningful mitigation being proposed.

Cultural Resource Impacts and Mitigation

While the DEIR indicates that there is no evidence that cultural resources or human remains located on the project site, due to the site’s high archaeological sensitivity there is a possibility that the construction phase of the proposed project could encounter important cultural resources. To address this possibility, the DEIR includes mitigation requiring that an archeologist be retained if sensitive cultural resources are encountered during the construction phase of the project (Mitigation Measure E.2-1, E.2-2). Both of these measures, while commonly applied to projects of this type, are inadequate. Because of the past known use of the project site as an Indian Camp, this project requires full-time monitoring by a qualified archeologist as well as monitoring by Native American representatives during the construction phase of the project.

Additional Comments

The Cultural Resources Reconnaissance report, prepared by SWCA Environmental Consultants (and which underpins the analysis in the Cultural Resources Section of the DEIR), fails to include copies of correspondence with or a log of telephone contacts with Native American representatives regarding the project.

For additional comments regarding the Cultural Resources element please refer to Mr. Lloyd Hitt’s comment letter, dated July 30, 2009. Mr. Hitt is the President of the Little Landers Historical Society in Tujunga. See *Attachment A*, pages 2-4, for Mr. Hitt’s comments regarding this element.

Please also refer to Mr. Mike Lawler’s letter dated August 14, 2009. Mr. Lawler is the President of the Historical Society of the Crescenta Valley. See *Attachment B*.

Chapter IV.F - GEOLOGY & SOILS:

As with all new residential construction in southern California, development of the 229 homes at the project site will expose future residents to hazards related to seismic events. To a certain extent such hazards are reduced significantly through adherence to updated Building Code standards.

One area of concern, however, not adequately addressed in the DEIR is the potential for ground subsidence to occur in future years and under stressful climatic conditions. The DEIR does acknowledge “some surficial erosion/surficial slope failures may occur during inclement weather at the project site.” The DEIR goes on to recommend that manufactured slopes be planted with deep-rooted shrubs in staggered rows that do not exceed 10 feet on center over the slope faces.

In order for the public and future residents of the project to understand the nature of the potential hazards related to ground subsidence, the DEIR needs to include cross-section diagrams of all manufactured slopes that will be included in the project, the locations, heights and types of retaining walls proposed, as well as the types of drainage facilities proposed to be installed to prevent slope failure and erosion. The DEIR also fails to include a list of the types of plant materials proposed to be planted on slopes that would be susceptible to ground subsidence and failure.

Chapter IV.G - HAZARDS & HAZARDOUS MATERIALS:

Setting

Past and current uses of the project site indicate a serious potential for hazardous materials to exist both within existing surface and subsurface soils. As indicated in the DEIR, the project site formerly contained a gasoline UST that was installed in approximately 1960. Upon removal of the UST in 1986, a portion of the contents were spilled into the UST excavation. According to persons familiar with the removal of the UST at the project site, the soil was re-mediated by excavation. However, no written documentation was prepared regarding the date or site conditions at the time of removal of the UST and no subsequent remedial soil excavation was available for review.

The Phase I ESA prepared for the project indicates that organochloride pesticides were historically stored or used on the project. Several areas where persistent pesticides may have accumulated near surface soils were identified during the site reconnaissance. These areas included locations adjacent to the pesticide storage container and in the vicinity of the sprayer parking area on the northern portion of the maintenance shed, in the area located southwest maintenance shed and utilized as a vehicle wash rack, and on the golf course itself. Petroleum hydrocarbon surface staining was also observed at the area north of the maintenance shed utilized for tractor parking.

Hazardous Materials Impacts and Mitigation

Despite the known hazards discussed above, the DEIR offers no mitigation measures to address these hazards. For example, the DEIR describes an analysis for petroleum hydrocarbons being conducted for soil samples collected on the project site, including one sample taken approximately eight feet south of the northern-most boundary of the maintenance area, in an area of surface

staining, north of the maintenance shed used by the golf course to store a diesel fuel powered tractor. Based on the chemical laboratory analytical data, this soil sample contained detectable concentrations of petroleum hydrocarbons. The DEIR goes on to recommend that the visibly stained soils present in the tractor parking area be excavated and properly disposed. In addition, it is recommended that, upon completion of the removal of these soils, soil samples should be collected to verify that no significant concentrations of petroleum hydrocarbons remain present in the soil at this location. These recommendations should be included in a specific mitigation measure or set of mitigations measures to address this known hazard.

The DEIR also defers mitigation in regards to potential asbestos containing materials (ACMs) as well as for the potential presence of lead based paint. Instead of conducting a full investigation and disclosure of such hazards the DEIR “punts” the outcomes of such investigations and disclosures are deferred to some undetermined future date, which violates the provisions of CEQA. In order for this DEIR to be determined adequate, these disclosures should be made now and made available to the public as well as policy makers.

Emergency Response and Evacuation Plans

The DEIR fails to address the project’s effects on emergency response and evacuation plans in the Hazards and Hazardous Materials chapter; therefore, is in need of reorganization.

Wildfire Hazards

The DEIR fails to address the project’s exposure to wildfire hazards in the Hazards and Hazardous Materials chapter; therefore, is in need of reorganization.

Chapter IV.H - HYDROLOGY & WATER QUALITY:

Setting

Three general sources of potential short-term, construction-related storm water pollution associated with the proposed project. They include: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. However, the DEIR fails to adequately evaluate potential water quality impacts arising from construction activities. In addition, operational activities at the occupied homes could involve the release of urban storm water pollutants into the environment. Such pollutants include fertilizers, pesticides, insecticides and hydrocarbons leaked from vehicles. The potential for the release of such pollutants and the project’s mitigation plan are not adequately addressed in the DEIR

Water Consumption

The DEIR projects net water consumption for the project of 36,164 GPD. The DEIR also projects a cumulative water consumption 160,599 GPD for cumulative projects studied in the DEIR. Both the project and cumulative projects studied in the DEIR will contribute substantially to the use of municipally provided water. The additional draw down of water supplies by the proposed project and cumulative projects will create a significant impact that cannot be adequately mitigated, particularly in light of recent mandatory water rationing rules imposed on Los Angeles area residents because of drought conditions.

Currently neighbors have increased costs for water and have limited days for watering plants and lawns or risk being penalized/fined. Why are we allowing more housing to be built when we have a water shortage? In addition, the DEIR (Page IV.O-19) fails to provide reasons why the impacts on water supply, either individual or cumulatively, will be less than significant.

Drainage

By creating homes, streets, driveways, sidewalks, hardscape and so forth, the proposed project will increase onsite impermeable surface area. By reducing the area available for soil infiltration, the new impermeable surface area would cause increased runoff. Surface water enters the Blanchard Canyon drainage channel and flows southeast. Increased runoff will exceed the capacity of the existing storm water drainage system. Furthermore, the Drainage Analysis conducted for the project makes the conservative assumption that the storm drains were designed to only convey the storm runoff from existing conditions. Since it is the project's goal that post-development runoff will not exceed that generated by the project site in its existing condition, the project proposes to capture and store the excess runoff within subareas in underground storage tanks.

The DEIR fails to provide a figure or diagram showing the locations or adequate information discussing the effectiveness of the proposed underground storage tanks. At a minimum, these underground storm drain tanks would have to have a capacity for a 50-year frequency peak storm-flow and be sized in accordance with the recommendations contained in the Drainage Analysis. In addition, the homeowner's association for the project will maintain these facilities, however, the monitoring of these facilities is not directly addressed in the proposed mitigation measures. Moreover, the DEIR does not include a sufficient amount of data or analysis to conclude that, once the proposed drainage facilities are installed, including the underground storage tanks, that residual drainage impacts will not be significant. How will these tanks be emptied and what will the storage water be used for?

Chapter IV.I - LAND USE & PLANNING:

Figures

The following illustrative figures are missing from the Land Use Section of the DEIR:

- Surrounding Land Uses
- City of Los Angeles General Plan Designations
- City of Los Angeles Zoning Designations
- Community Plan Land Use Designations
- Significant Ecological Area (SEA) Boundary Map

Slope Density Formula

Although the DEIR references the applicability of the City's slope density formula to the project, the DEIR fails to include the results of the application of the ordinance to this particular project and how it affects the proposed density on the project site. An appendix should be included in the DEIR that includes the calculations of the slope density formula for each lot proposed on the project site.

Community Plan Consistency

The authors of the DEIR have “cherry picked” policies from the Community Plan that address future development of the project site with housing. Despite the fact that the Community Plan designates this particular site for future residential uses, the Community Plan does NOT include policies that promote the loss of open space or recreational resources. For example, Objective 4-1 of the Community Plan seeks to “preserve and improve the existing recreational facilities and park space.” In addition, there is Objective 4-2 which seeks “to provide facilities for specialized recreational needs (such as a golf course) within the community....” These and other pertinent policies in the Community Plan are not included in the DEIR. This entire section of the EIR needs to be re-written and broadened to encompass the other policies of the Community Plan that address open space and recreational needs of the community.

San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan Consistency

Similar to the Community Plan consistency discussion in the DEIR, the authors’ discussion of the project’s consistency with the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan relies on “cherry picked” goals and policies to place the project in favorable light. The entire purpose of the Specific Plan is to preserve the view sheds of the San Gabriel and Verdugo mountains. Simply stating that “the proposed project meets the spirit and intent of the Specific Plan by confining development to the existing developed areas of the golf course” ignores the unmitigated aesthetic impacts of the project (previously acknowledged in Section IV.B of the DEIR). In fact, the project is not consistent with the Specific Plan because it drastically alters the view shed of the area from La Tuna Canyon and the I-210 Freeway (both are Scenic Highways) and from other viewpoints surrounding the project site. In addition, the loss of 85 mature oak trees is a clear violation of the intent of the Specific Plan which seeks to preserve open space and natural areas.

City of Los Angeles Planning & Zoning Code

The discussion of the City of Los Angeles Planning & Zoning Code requirements is entirely inadequate and confusing. For example, because there are no figures in the DEIR that depict either existing or proposed general plan or zoning designations for the project site, it is difficult for the reader to understand what density would be allowed on what portion of the project site. In addition, although not coming right out and saying it, there appears to be an existing inconsistency between current zoning and Community Plan designations on the project site. A more thorough explanation of this inconsistency is needed.

The DEIR acknowledges that “the project as proposed conflicts with several policies and objectives in the Community Plan that seek to protect existing open space and preserve existing residential character.” The DEIR goes on to state that up-zoning the property to achieve a residential density consistent with the Community Plan “must be made in light of existing policies that aim to maximize protection of open space and protect existing residential character found in the Community Plan area.” This statement is flawed and ludicrous at best because:

- The project does not maximize the protection of open space. The loss of the golf course (which many in the community consider to be an “open space plus recreational” area) would result with implementation of the project. Rather than protecting open space, the project eliminates or substantially reduces it.

- There is no existing residential character to protect. Therefore, the above statement makes no sense whatsoever. The project instead displaces the open space character of the project site with a newly proposed residential development. This is in complete contradiction to policies in the Community Plan that seek to preserve scenic vistas and open space areas in the community.

Cumulative Land Use Impacts Analysis

The cumulative land use impacts of the project are “glossed over” in the DEIR. While the Canyon Hills project is referenced in the DEIR, it is the only such cumulative project discussed in the Land Use Section of the DEIR. This is entirely inadequate. For example, the proposed redevelopment of the Oak View Convalescent Hospital into a residential use has been excluded from the discussion.

In addition to the foregoing, the statement in the DEIR that the Canyon Hills development (and any other similar type of cumulative project) would have been or would be subject to the City’s environmental review process does not mean that these projects would not be significant from a cumulative project standpoint. To the contrary, the Canyon Hills development and similar future residential development in the area constitute significant cumulative land use impacts for the area. Most significant of these cumulative land use impacts is the loss of open space as previously discussed. The complete absence of this discussion in the Land Use Section of the DEIR violates Section 15130 of the CEQA Guidelines.

For further analysis regarding the Land Use and Planning Element see *Attachment C* - Elaine Brown’s comment letter, dated August 19, 2009.

Chapter IV.J - NOISE:

In the Environmental Impact Analysis, Section A. “Impacts found to be less than significant,” the summary focuses on aviation, citing the Bob Hope Airport in Burbank, which is 3.75 miles from the proposed project. It concludes that “the proposed project would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur.”

The summary does not mention the proximity of the 210 Freeway or the impact the noise generated from the freeway would have on residents if the project was approved.

The 210 Freeway is between 150 feet and 420 feet from the freeway for a 1,200 foot span with no structures or other sound buffering existing between the freeway and the project area. In addition, the elevation of the 210 Freeway varies from approximately 50 feet above the project area to approximately 30 feet above the project area over this 1,200 foot span. These measurements were taken from Google Earth and are accordingly approximate.

Table IV. J-4, “Existing Daytime Noise Levels”, shows the Noise Level Statistics for monitoring which was conducted on July 1, 2008 between the hours of 11:00am and 1:00pm. The testing completely ignored peak rush hours, AM and PM, consequently the data supplied is inadequate for both the 210 Freeway and the two surface street measurements on Tujunga Canyon Boulevard.

The issue of noise resulting from traffic on the 210 Freeway in the greater Crescenta Valley is documented. An article in the March 17, 2009 issue of the Glendale News-Press, entitled "Official wants sound walls" [see Attachment D], details the problem residents have been experiencing with noise from the 210 Freeway and their failed efforts to get sound walls. A copy of the article is included in the appendix.

In the article Ann Wilson, a senior analyst in the La Canada Flintridge city manager's office, states: "Traffic noise has been a disruption for surrounding schools and homes ever since the freeway was built, and has increased in recent years to as high as 81 decibels in some areas."

DEIR Table IV. J-3 "Community Noise Exposure" provides a guideline for comparing noise levels and specific land uses. The table indicates that for 'Single-family, Duplex, Mobile Houses' a range of 70-75 decibels would be 'Normally Unacceptable'. The table also states anything above 70 decibels would be 'Clearly Unacceptable'.

'Normally Unacceptable' stipulates: "New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design."

'Clearly Unacceptable' stipulates: "New construction or development should generally not be undertaken."

In Table IV. J-4 the two monitoring locations for Tujunga Canyon Boulevard recorded *average* levels of 72.5 and 69.4 decibels during the middle of a summer day, July 1, 2008. The maximum readings were 88.1 and 84.2 decibels, respectively. Logic would expect those readings to be higher during peak rush hours. The DEIR must provide an accurate reading of existing noise levels on Tujunga Canyon Boulevard as well as the 210 Freeway. This can only be accomplished by monitoring more appropriate time spans when a higher volume of vehicles are using the roads/freeway.

In addition, two monitoring locations on the golf course portion of the property are described as "500 feet from the clubhouse" and "800 feet from the clubhouse." The DEIR does not indicate how far the monitors were from the freeway. It is the distance from the freeway which is relevant for this testing and consequently should have been noted in the DEIR.

The Land Use Committee questions the methodology used for the DEIR's Noise assessment. What are the actual Noise Level Statistics for rush hour traffic? How would those levels impact a single-family residential development? Would the proximity of the project area to the 210 freeway expose future residents of this proposed project to noise levels that will require sound walls? What would be the likelihood of the State of California providing sound walls for the proposed project?

Chapter IV.K - POPULATION & HOUSING:

The current market is experiencing a shortage in "first time" and affordable housing. An "Expired" listings, report dated 08/10/09 [see Attachment E], provided by the Multiple Listing Service, provides detailed information for residential properties that did not sell in the area. Of the 77 that did not sell 20 were over \$500,000. That is roughly 35%. Some of the expired listings are townhomes/condos that were simply priced too high for their value.

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A "Sold" listing report, dated 08/10/09 [see Attachment F], also provided by the Multiple Listing Service, provides information about the shows the residential properties that DID sell. Of the 113 listings that sold in Tujunga over the past six months 97 were priced below \$500,000. That is roughly 85%. A very small number of listings at the higher ranges sold.

The price tag on the newer homes and townhomes/condos is generally higher than the other residential property in the area. Looking at the price ranges of houses that have not sold well, the proposed 229 four and five bedroom houses would be priced out of the current market or would have to be priced below value in order to sell at all. If low price is considered essential in order to make a profit, a development might result in poor construction and/or cutting corners to keep cost of construction low.

It is expected that a development of 229 four and bedroom homes in this area, albeit condo, townhome, or single family detached, will be priced over \$500,000. This increases the chance that a significant number of the 229 units would not sell and would remain empty.

For the first time in a decade, you can drive down the streets of Sunland-Tujunga and find "For Rent" signs. This is due in part because some homeowners have been unable to modify loans or complete a short sale. For those wanting to avoid foreclosure, renting the house to cover mortgage payments may be the only alternative. In a market where competition for tenants is forcing down the price of rentals, a developer cannot assume that renting/leasing unsold new homes is an option.

Chapter IV.L - PUBLIC SERVICES:

The community of Sunland-Tujunga is already over burdened with reduced staff and available services by the LAPD and LAFD. Fire Station #74 is the only station available to serve our community and its population of over 65,000. The NOP response from the LAFD states that service to this project in a high risk fire area will not be adequate. In addition the geography of the area makes it difficult for any LAFD truck and ambulance to get to an emergency within minutes. The nearest hospital or urgent care is over 10 minutes away without traffic and difficult geography to navigate through.

Due to the severe budgetary problems of the City of Los Angeles we do not anticipate ANY increases in funding for public services in our community, whether it is for the addition of a 18.5' x 18.5' room in the Sunland-Tujunga Library, as mentioned in Table I-1 "Environmental Impacts and Mitigation Measures", page I-69, or for hiring additional fire fighters and police officers. When at some point in time the City of Los Angeles is able to begin restoring city services the back log of requests will be substantial.

Chapter IV.M - RECREATION:

The Draft EIR acknowledges that the loss of recreational resources on the project site can't be mitigated and, therefore, is a significant impact. However, this impact is not unavoidable if alternatives to the project are adopted that include retention of the golf course in some manner, such as that described in Alternative 2 or the No Project Alternative.

Parkland Dedication

As proposed, the project is requesting a zone change to RD5-1, which would allow the site to be developed to a maximum density of over 8.7 dwelling units per acre (for the 28 developable acres). Thus, based on the proposed project density of 8.2 dwelling units per acre (for the 28 developable acres), approximately 1.74 acres (75,650 Sq. Ft.) would be required to be dedicated as parkland. The DEIR goes on to explain that the LAMC allows recreation areas developed within a project site for use by the particular project's residents to be credited against the project's land dedication requirement. Recreational areas that qualify under this provision of Section 17.12 include, in part, swimming pools and spas (when the spas are an integral part of a pool complex) and children's play areas with playground equipment comparable in type and quality to those found in City parks.

The allowance of private recreational open space within the project's perimeter to be counted towards parkland dedication is wholly inadequate as a means of off-setting the loss of the golf course as a community recreational facility. Since the project doesn't include any significant amount of private recreational space for residents, there are no recreational lands or resources within the housing portion of the project that would qualify for the dedication allowed under the LAMC. Even if such resources were being proposed as part of the residential component of the project, they would be inaccessible to the general public.

Lack of Sufficient Recreational Resources

As noted in the DEIR, Citywide park space is provided at an estimated rate of 0.70 acre per 1,000 residents, while the Community Plan has a ratio of 0.86 acres per 1,000 people. Therefore, the City meets neither the Public Recreation Plans [PRP] shortage nor intermediate-range or long-range standards. The DEIR also notes that, based on the preferred parkland per population ratio of four acres per 1,000 persons, the 577 new residents of the proposed project would generate a demand of an additional 2.3 acres of new parkland. However, no onsite parkland is proposed (as noted above) and no onsite recreational facilities would be provided as amenities for the new residents.

The project, therefore, not only does not provide any internal parkland or recreational facilities for the residents of the subdivision, it creates new demand for park facilities that can't be met. This additional demand for public recreational facilities generated by the proposed project would severely impact existing parks and recreational facilities. The parks and recreational facilities needs of the additional residents, particularly regarding facilities for children and youth, would not be fully met by existing City facilities and, thus, new parks and recreational facilities would be needed with development of the proposed project.

Question regarding the "0.86 acres per 1,000 people" ratio: Table IV. M-1 'Parks and Recreational Facilities Serving the Project Site', lists parks and recreational facilities located within an approximate two-mile radius of the project site. Haines Canyon Park with its 37.1 acres was erroneously included in this list. The Los Angeles Recreation and Parks website describes Haines Canyon Park as "undeveloped and used for brush clearance. It is very low, very steep terrain. It is not recommended for public use..." Were the 37.51 acres attributed to Haines Canyon Park used in calculating Sunland-Tujunga's 0.86 acres per 1, 000 people?

Payment of Quimby Fees

The proposed payment of Quimby Fees would not eliminate the proposed project's impact on parks and recreational facilities. As described in the DEIR, the payment of Quimby Fees to fund new nearby recreational facilities would not mitigate the loss of the Verdugo Hills Golf Course for the community. For many decades, the golf course has served the community's recreational needs in a park-poor area. While the DEIR describes other golf courses in northeastern Los Angeles that are available to local residents, there are none like the Verdugo Hills Golf Course. This golf course is an irretrievable asset to the community. Its loss would result in a generation of children and young adults being unable to learn the fundamentals of golf in a leisurely and low-cost way.

Proposed Project-specific Mitigation

As explained above, the project would *not* meet the requirements set forth in Section 12.21 of the LAMC, nor would it be able to meet the parkland dedication requirements of Section 17.12 of the LAMC. In addition, the project will increase demand for existing community parks, particularly recreation facilities oriented toward children and impacts relative to the Public Recreation Plan will be significant.

The DEIR suggests that implementation of Mitigation Measure M-1 would ensure that the intent of the PRP's parkland standards would be met through the dedication of parkland, payment of in-lieu fees, provision of on-site recreational amenities and open space areas, or through a combination of these methods. The DEIR also states that implementation of proposed Mitigation Measure M-1 would ensure that the project would comply with the parks and recreational requirements set forth by the LAMC. This mitigation measure obligates the project applicant to undertake one of three measures, namely, 1) dedicate two acres of neighborhood parkland and two acres of community parkland per 1,000 residents, 2) pay in-lieu fees for any land dedication requirement shortfall, or 3) provide on-site improvements equivalent in value of the in-lieu fees, or any portion thereof as required by the Los Angeles Municipal Code Section 17.12.

As discussed above, this mitigation measure is not adequate in reducing project site recreational impacts to a less than significant level. Under the proposed project, there is insufficient useable land area within the proposed development to meet the parkland dedication requirement on-site. Also, the payment of in-lieu fees, while an option, can not compensate adequately for the loss of the Verdugo Hills Golf Course. As for the third option, the proposed project has no meaningful internal recreational land that can be used either privately or publicly. Thus, the project will be unable to provide on-site recreational improvements equivalent to the value of the in-lieu fees. The proposed mitigation measure, therefore, is meaningless in its application to the project and would not result in reducing the on-site recreational impact to a less-than-significant level.

Cumulative Recreational Resource Impacts

The DEIR rightfully acknowledges that the project would result in a cumulatively significant loss of recreational resources and that, even with the proposed mitigation measure that this loss would remain significant and can't be reduced through the on-site dedication of parkland, the payment of Quimby fees, or a combination thereof. Therefore, the only feasible method of reducing the impact of the project is to adopt an alternative (such as Alternative 2 or the No Project Alternative) that seeks to retain all or a portion of the existing golf course.

RE: The Verdugo Hills Golf Course Project DEIR
Case Nos: CPC-2007-3082 and ENV-2007-3038-EIR
SCH No. 2007121012

For further comment regarding the Recreation Element please refer to Mr. Lloyd Hitt's comment letter, dated July 30, 2009. See *Attachment A*, pages 4-7.

Chapter IV.N - TRANSPORTATION & TRAFFIC:

Existing Street System

In its earliest days Tujunga Canyon Boulevard was a narrow meandering dirt road originally called Horsethief Trail. Some of our community's earliest settlers would have found it hard to believe that the portion of Tujunga Canyon Boulevard, between Foothill Boulevard and La Tuna Canyon Road would eventually be classified as a Major Highway Class II.

Tujunga Canyon Boulevard is a bit of an anachronism. Except for two portions of the road which have been widened to four lanes, it retains the winding two lane configuration. A number of the residences along Tujunga Canyon Boulevard have very little set back from the road, which limits the amount of widening the street can accommodate. In addition, residents have actively opposed widening the street.

Since the La Tuna Canyon Road portion of the 210 freeway was connected with Sunland Boulevard, completing the link with the rest of the western segment of the freeway, Tujunga Canyon Boulevard has seen a steady rise in vehicle volume. In the last two decades it has become a de facto extension of the 210 Freeway access ramps at and around Lowell Avenue. Although residents were assured prior to construction of the 210 Freeway that it would have little or no impact on Tujunga Canyon Boulevard, those assurances were hollow.

As the volume of vehicles has increased so has the speed at which motorists drive the winding road. The DEIR refers to a posted 30 mile an hour speed limit for Tujunga Canyon Boulevard. That limit is seldom observed. It is difficult to drive 30 miles an hour when the cars behind you are pushing 50 miles an hour. When cars are not bumper to bumper in traffic the actual speed range for Tujunga Canyon Boulevard is closer to 40 to 55 miles an hour. This combination of high vehicle volume and excessive speed creates a very dangerous traffic corridor which runs from Foothill Boulevard to the north and winds its way along Tujunga Canyon Boulevard down to Honolulu Avenue, and eventually Lowell Avenue. Anecdotal comments [*see Attachment G*], provide first hand descriptions of the difficulties of safely navigating this traffic corridor. *Attachment H* includes observations and aerial photographs provided by Sunland-Tujunga resident Barbara Carter.

In October 2006, concerned about the cumulative impact of traffic on this area, the STNC's Land Use Committee requested that Councilwoman Wendy Greuel research the effects of any and all proposed developments along Tujunga Canyon Boulevard from Foothill Boulevard to the La Tuna Canyon Road/Tujunga Canyon Boulevard/ Honolulu Avenue intersection, and along La Tuna Canyon Road to Sunland Boulevard. The research was postponed and has yet to be conducted.

Traffic is one of the elements that is frequently referenced when people are talking about the DEIR. It impacts a lot of people, from residents on Tujunga Canyon Boulevard or nearby, to the motorists who travel this corridor, and the churches and schools on Tujunga Canyon Boulevard and Honolulu Avenue in close proximity to the proposed project. Many contend that the traffic along this route is already out of hand. Thus it was stunning to learn the DEIR consultants had concluded traffic from the proposed project would NOT have a significant negative impact. Obviously the consultants have not spent much, if any, time navigating the Tujunga Canyon Boulevard/Honolulu Avenue traffic corridor or it's adjacent streets.

Project Trip Generation

In projecting the number of trips that would be generated by the proposed project, the consultants used the Institute of Transportation Engineers (ITE) Trip Generation manual, 7th Edition, 2003. However, the formulation used by the consultants involved a critical error. They based the 'Persons Per Dwelling Unit' on the 1997 Sunland-Tujunga-Shadow Hills-Lake View Terrace-East La Tuna Canyon Community Plan and its projections for 2010.

The 1997 community plan projects 2.52 persons per unit for property designated Low Medium I. The community plan does not indicate the number of bedrooms per unit, nor the size of the unit. The 1997 Low Medium I designation has a 'Dwelling Units Per Net Acre Midpoint' of 13.9.¹ For one, two, or three bedroom condominiums, townhouses and/or apartments a projected 2.52 persons per unit might be accurate. However, when considering four and five bedroom single family detached homes the figure is conspicuously low. The '2.52 persons per unit x 229 units = 577 persons' calculation is flawed.

The projected population number of the proposed project impacts a number of elements in the DEIR, including the number of vehicles garaged in the development. Lowballing the estimated number of residents yields an artificially low projection for the number of trips that would be generated by the proposed development.

In calculating the number of trips *currently* generated by the golf course and driving range [and ultimately the number of trips that can be *subtracted* from the projected number of trips generated by the proposed project] the consultants also used the ITE Trip Generation manual. This is presented in Table IV. N-1, "The Project Trip Generation Summary", page IV. N-25.

Considering the manual data collection of 'existing' traffic volumes at key intersections and freeway access ramps, one has to ask the question:

Why didn't the consultants for this DEIR simply do a manual count to determine the actual number of trips currently generated by the golf course and driving range? ²

¹ 1997 Sunland-Tujunga-Shadow Hills-Lake View Terrace-East La Tuna Canyon Community Plan, page III-2.

² In Linscott Law & Greenspan's "Traffic Impact Study", found in the Appendix of the DEIR, it states on page 19: "ITE Land Use Codes 430 (Golf Course) and 432 (Golf Driving Range) trip generation *average rates* were used to forecast the traffic volumes *expected to be generated* by the existing Verdugo Hills Golf Course and Driving Range that will be removed to accommodate the proposed project." Emphasis added.

Traffic Count Methodology

Several community members contacted the STNC regarding methods used in collecting existing traffic volume data. Although none of the individuals connected their observations with the traffic monitoring for this DEIR, conducted in October 2007 or January and February 2008, they have noticed traffic counts conducted in the vicinity of Foothill Boulevard and Tujunga Canyon Boulevard, in which they have observed large trucks parked, for extended periods of time, on top of signaling monitor lines. They raised the question whether or not this action would affect the traffic count results. Please refer to *Attachment I.*, a comment letter from Sunland-Tujunga Resident: Mark Siegel

For further analysis regarding the Transportation and Traffic Element please refer to comment letters by both the Sunland-Tujunga Alliance and V.O.I.C.E.

Chapter IV.O - UTILITIES & SERVICE SYSTEMS:

For analysis regarding the Utilities & Service Systems Element please refer to the V.O.I.C.E. comment letter dated August 19, 2009.

Chapter VI. ALTERNATIVES:

The DEIR prepared for the project identified Alternative 2 as the “environmentally superior” alternative since it creates less impacts than the other alternatives studied (with the exception of the No project Alternative) and still meets the project’s objectives. However, Alternative 2, similar to the other alternatives studied (with the exception of the No Project Alternative) results in project impacts that cannot be mitigated to a level of insignificance. Primary among these impacts are aesthetics and the project’s impact on scenic vistas in the area as well as the loss of recreation.

The San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan seeks to preserve the view sheds of the San Gabriel and Verdugo mountains. Even though the proposed development described in Alternative 2 clusters townhomes on the eastern periphery of the project site and retains the golf course, this alternative ignores the unmitigated aesthetic impacts it will cause. Neither the proposed project nor Alternative 2 are consistent with the Specific Plan because they both drastically alter the view shed of the area from La Tuna Canyon and the I-210 Freeway (both are Scenic Highways) and from other viewpoints surrounding the project site.

For further analysis regarding the Alternatives proposed in this DEIR please refer to the Sunland-Tujunga Alliance comment letter, dated August 19, 2009.

SUMMARY

In conclusion, the Sunland-Tujunga Neighborhood Council and Land Use Committee agree with the draft document’s finding that both the Aesthetics and Recreation Elements cannot be sufficiently mitigated. However, we believe the findings and conclusions of both Elements come up short.

The extent to which the DEIR concludes that both Elements would suffer significant negative environmental impacts is not fully characterized. The impacts of the proposed project would not simply meet some arbitrary ‘lowest rung’ of environmental damage. We contend there are degrees of significant negative environmental harm, that when combined, reaches a critical mass. *The accumulation of significant negative environmental impacts must be considered in the final analysis.*

RE: The Verdugo Hills Golf Course Project DEIR
Case Nos: CPC-2007-3082 and ENV-2007-3038-EIR
SCH No. 2007121012

We believe there are other Elements that should have been included in the category of Significant Negative Environment Impacts. These specific Elements have been detailed in the DEIR response letters submitted by both the Sunland-Tujunga Alliance and V.O.I.C.E. For additional comments and analysis we also reference the letter dated, August 17, 2009, written by Doug Carstens of Chatten-Brown & Carstens on behalf of the Sunland-Tujunga Alliance and V.O.I.C.E.

The foregoing comments are submitted in response to the DEIR regarding the Verdugo Hills Golf Course on behalf of the Sunland-Tujunga Neighborhood Council (STNC) and were approved by unanimous recommendation of the Land Use Committee of the STNC and by unanimous vote of the STNC Board at a meeting held on August 17, 2009.

Please provide notice of future meetings and hearings regarding the Verdugo Hills Golf Course.

Sincerely,



Cindy Cleghorn, Secretary
Sunland-Tujunga Neighborhood Council

Cc: Council District 2
STNC Land Use Committee
STNC Board of Directors

Attachments

- A. Dr. Lloyd Hitt, Pharm., on behalf of the Little Landers Historical Society, Comment Letter, dated July 30, 2009 (Photographs, which were included in the original comment letter sent to David Somers, Project Coordinator, are not included in this attachment)
- B. Mr. Mike Lawler, on behalf of the Historical Society of the Crescenta Valley, comment Letter, dated August 14, 2009.
- C. Elaine Brown's DEIR Comment Letter, dated August 18, 2009
- D. "Official wants sound walls", Zain Shauk, Glendale News-Press, March 16, 2009
- E. "Expired" Multiple Listing Service Report, dated 08/10/09
- F. "Sold" Multiple Listing Service Report, dated 08/10/09
- G. Traffic: Anecdotal comments regarding the Tujunga Canyon Boulevard/Honolulu Avenue Traffic Corridor
- H. Tujunga Canyon Boulevard/Honolulu Avenue Traffic Corridor: Detailed Anecdotal Comments by Resident Barbara Carter, 9522 Cordero Avenue, Tujunga
- I. Traffic Count Methodology: Observations by Resident, Mark Siegel,

**Little Landers Historical Society
10110 Commerce Ave
P O Box 203
Tujunga, Ca 91043**

July 30, 2009

**David J. Somers, Environmental Review Coordinator
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles CA 90012**

**RE. Verdugo Hills Golf Project
Case Nos. CPC-2007-3082 and ENV-2007-3038-EIR SCH No. 2007121012
Project address: 6433 La Tuna Cyn. Road, Tujunga CA.**

Dear Mr. Somers:

Please find our response to the DEIR for the Verdugo Hills Golf Course attached.

Respectfully submitted,


Lloyd Hitt, President



TRIBECO HILLS



Bolton Hall cut

Bolton Hall

**Little Landers
Historical Society**

10110 Commerce Ave
P. O. Box 203
Tujunga, CA 91043

July 30, 2009

David J. Somers, Project Coordinator
Room 750, City Hall
Department of City Planning
200 North Spring Street
Los Angeles CA 90012

RE. Verdugo Hills Golf Project
Case Nos. CPC-2007-3082 and ENV-2007-3038-EIR SCH No. 2007121012
Project address: 6433 La Tuna Cyn. Road, Tujunga CA.

Dear Mr. Somers:

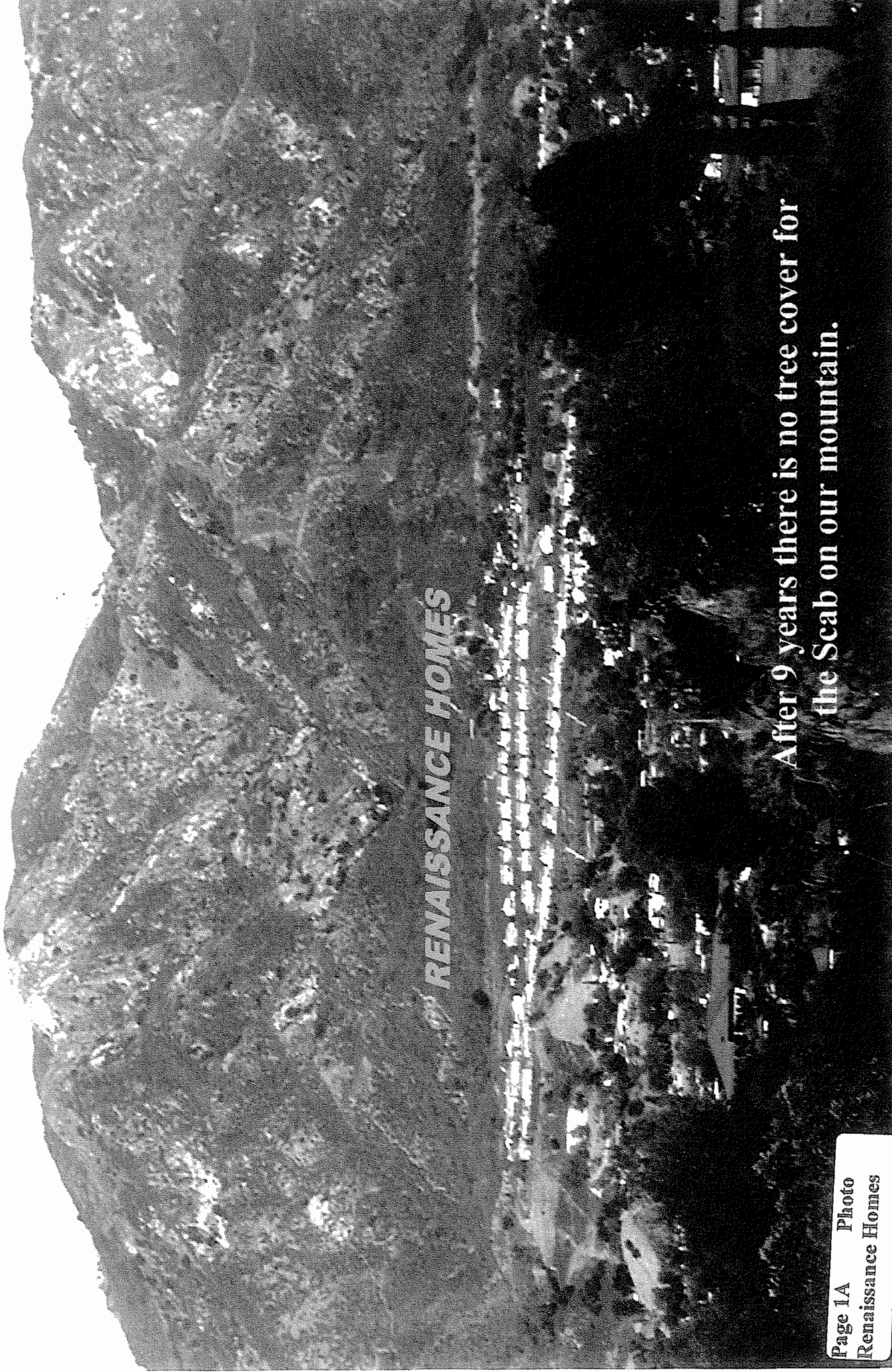
I am writing to you on behalf of the Little Landers Historical Society and the communities surrounding the V.H.G.C. and especially the children and teenagers who lack the park infrastructure they deserve and required by law. It is easy to ignore our children and grandchildren, the developers do it all the time. The condo and apartments in Tujunga make it impossible for resident children to play on the property. They play inside, on the street, and in a non-existent park. If they want to play team sports they travel several miles down to the overcrowded Sunland Park or Hansen Dam.

If this project is approved, this will be the second time a scenic entrance into our beautiful valley will have been destroyed. There was a time when you came over the hill into Sunland going SE on Sunland Blvd. that you were greeted by the magnificent San Gabriel Mountains, Camelsback in particular. This peak originally called Twin Peaks, has stood guard over our valley for millions of years. This was true up to 2000 when the Renaissance Homes were built on an upper slope. This happened just prior to the Hill Side Ordinance being passed based on slope density. As far out as Hansen Dam on the 210 Freeway you can see this ugly scab on the upper slope and we live with it everyday. We know about ugly!

See Photo 1A Renaissance Homes on Camelsback
See Photo 1B VHGC

Please consider this application very carefully as it will affect the Sunland/Tujunga valley and its families forever. Once this project is approved our children, grandchildren and all children will be permanently locked out of this recreational site.

Reply to the DIER on Verdugo Hills Golf Project follows.



RENAISSANCE HOMES

After 9 years there is no tree cover for
the Scab on our mountain.



WILL THE SCUMME THE NEXT SCAD RESCUE SCUMMING LANDSCAPE??

“Our Community Plan should be predictable in that we should expect that radical changes *will not come* about in our neighborhoods.”

IV. Environmental Impact Analysis

B. Aesthetics

As the draft EIR says, there is no way to make up for the lost of old growth trees and the lush landscape we have at the present time. From the early 20th century we have come to appreciate this lush grove of oaks and sycamores & after 1960, the terraced lawns were added and the landscape in the southeast entrance from Glendale and L.A. became even more lush. This is a source of beauty to the community now, a breath of fresh air. When packed with roof tops and cars it will be a breath of carbon monoxide. The Carbon Footprint will increase along Tujunga Cyn Blvd and at the VHGC to a point comparable to any new track of houses.

IV. Environmental Resources

C. Air Quality

CEQUA requires state or local agencies to identify their projects potential contributions to climate change, and to adopt feasible measures to mitigate or avoid such contributions. We cut the old growth trees that absorb the carbon monoxide from our atmosphere and dump about * 2,576 tons (conservative) or more of carbon monoxide into the atmosphere per year for the 229 homes, cars etc. Is this smart growth or business as usual? We are replacing 58 acres of property that are scrubbing the air of CO and replacing them with 229 polluting families. It's that simple and all of your charts showing 2.5 people and 2 cars can't change that fact.

Survey Page 2A * per “An Inconvenient Truth” Carbon Calculator Survey Sheet Page 2B

IV Environmental Resources

E. Cultural Resources

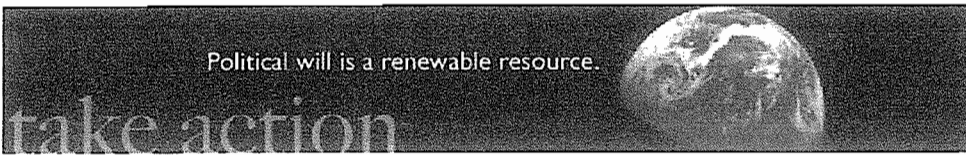
Historic Background of Las Barras Canyon, Rancho La Canada Tujunga CA 91042 (Verdugo Hill Golf Course site)

This property is the richest historic site in the Tujunga - Cresenta Valley. The natural springs out of the Verdugo mountains and the water feeding into the aquifer from Blanchard Canyon of the San Gabriel mountains on the site have supported the oaks and sycamores for thousands of years and created a source of food and water for the Tongva tribes (who appeared around 435 and continued into the 1800's). When the Spanish Missions appeared the natives were coerced into moving to the San Gabriel & later the San Fernando Missions. As the padres traveled between missions in the late 1700's, the pass became a watering hole for man and beast. The pass became known as Horse Thief Trail in the 1850's. One of California's most notorious bandits of the day, Tiburcio Vasquez, used it often to drive his stolen cattle and horses to the high country of the San Gabriel Mountains.

AN INCONVENIENT TRUTH NOW AVAILABLE ON DVD
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takepart



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[+BACK](#)

We all contribute to global warming every day. The carbon dioxide you produce by driving your car and leaving the lights on adds up quickly. You may be surprised by how much Co2 you are emitting each year. Calculate your personal impact and learn how you can take action to reduce or even eliminate your emissions of carbon dioxide.

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[+ OFFSET AN AVERAGE HOME OR CAR NOW](#)

YOUR TOTAL: 11.25

1229 = 2,576 TONS TONS/yr

LARGER THAN AVERAGE

What state do you live in? CA

How many people live in your household? 4

What kind of car do you drive?

YEAR: 2006 MAKE: Toyota MODEL: Camry automatic transmission

How many miles do you drive every year? 20000

How many flights do you take every year? 0

What is your average monthly electric bill? \$150 - \$200

What is of your electricity comes from clean renewable sources such as solar and wind? 0

What is your average monthly natural gas bill? \$150 - \$200

What is your average monthly heating bill? choose ..

What is your average monthly propane bill? choose ..

[+ HOW WAS IT CALCULATED?](#)

TakePart RSS Feeds: The Lorax: Defending The Environment In 3-D

There were also the good people like the legendary Sister Elsie who's name is on mountain peaks, wells, roads and trails. It is said that she dedicated herself to the care and education of Native American children who lived along the Horse Thief Trail.

Our earliest farmers came in the late 1800's planting their vineyards, orchards, and gardens. With ample water out of the mountains, farmers like the Begue's, El Descanso Ranch, and the Fehlhaber's ranch did well with vineyards, fruit trees and truck gardens. Charleston Dow later bought part of the Begue property where the golf course now stands.

In 1933 the Dow family leased about 60 acres to the U.S. Government for a Civilian Conservation Corps Camp until Dec. 8, 1941 when it was taken over by the I.N.S.. By December 16, 1941, The Tuna Canyon Detention camp began receiving alien prisoners from the FBI. The camp was to hold aliens of Japanese, Italian, and German descent but the overwhelming majority were Japanese. The Tuna Canyon Detention Camp served as a temporary camp, usually for a head of household, and the FBI & I.N.S. would decide if they would rejoin their families at a relocation camp such as Hart Mountain or would be sent on alone to a maximum security camp. Almost all Germans and Italians were released to return to their homes under curfew while more than 2300 Japanese immigrants were sent to a relocation camp.

Many of the Japanese Neisi children of the detainees that I have talked to have personally asked that the area become a park and/or golf course with a California Historic Marker placed in memory of their parents who were arrested because they were Japanese and who were imprisoned behind barb-wire until they could be shipped to a relocation center. The Japanese descendants talk about standing 10' from the fence while talking to their fathers on the inside. All conversations had to be in English and since their parents often spoke little English, they as small children, had to translate for their parents and at the same time deal with the separation of family. The Neisi feel that a large tract of houses would so overwhelm this beautiful site that a monument would become lost and meaningless.

In late 1943 the detention camp closed down and in 1947 the camp became a L.A. City school for boys. By the late 50's and the early 60's the old WW 1 buildings were removed and a group of doctors built the Verdugo Hills Golf Club as we know it today.

The Verdugo Hills Golf Course has played a major part in providing affordable recreation to young and old for over 50 years. Its 25 acres dwarfs the puny parks that the city has created since 1924 in Tujunga as you have pointed out in the DEIR. (See comments under IV. Environmental Impact Analysis M. Recreation)

The Tujunga Canyon Road was the road that most of us drove to Glendale or Los Angeles on and became the scenic southeastern gateway to our valley. (At that time the La Tuna Cyn road did not connect to Tujunga Cyn Road.) Coming up the hill we always knew we were almost home as we eased into our valley past the hundreds of Oaks and Sycamores. In the 1960's, terraced lawns and a driving range were built and at night the lights and signs were a welcome sight after the dark Honolulu drive from Montrose & Glendale.

This site needs to be preserved as a Memorial Park/Golf Course in memory of the thousands of service men and women lost in WWII and at the same time a marker in memory of the thousands of men, women and children of Japanese descent who were sent to relocation camps during WWII and those who passed through this camp.

Having looked at the site's past history, how will society judge us a hundred years from now on our decision to destroy this recreational site with old growth trees for another condo development.

IV. Public Services

L. FIRE Protection

The DEIR supposedly mitigates the lack of a fire station in the required distance. Was this decision made before the decision of Los Angeles to eliminate 15 fire companies and 9 ambulances for a year and if not closed they will be understaffed? This project is up against the Verdugo mountains. Almost every year there are one or two fires adjacent to the freeway in the immediate area.

News clip Page 4A

IV. Environmental Impact Analysis

M. Recreation

**The Table IV.M
Parks and Recreational Facilities Serving the Project Site**

Facility	Location	Size (acres) Listed	Size acres REAL	Type*	Park Photos & Details
Fehlhaber Park	9521 Tujunga Cyn Rd	1.2	1.2	Neighborhood	Page 4A
Haines Cyn Park	7021 Arma Ave.	37.51	0.0	Community	Page 4B
Little Landers Park	19119 Commerce Ave	1.16	1.16	Neighborhood	Page 4C
McGroarty Park	7570 McGroarty	1.5	1.5	Neighborhood	Page 4D, 4 F
Pasko Park	Verdugo Hills Mt Peak	1.01	0.0	Neighborhood	Page 4E, 4F
McGroarty Cultural Ctr.	7570 McGroarty	14.66	0.0	Community	Page 4F
Totals		56.74	3.86 acres		
Not included:					
VHGC (Private)	6433 La Tuna Cyn, Tuj.	25.0	25 up to 58 acres		Photo Page 4G

M. Recreation

RE: Page IV. M-1

In speaking about the local Tujunga parks on your table, Mr. Michael Shull, Superintendent, Planning and Development, Los Angeles Department of Rec. and Parks, appears to show a great deal of ignorance about the parks he governs or perhaps it's the problem of usual government semantics. I doubt that he has visited more than one or two of these parks, if that. As someone who came to S/T in 1946 and grew up and raised a family in the community I find that he lacks the historic facts about the parks and how they came about and how minimal they are. Your Environmental Impact Analysis, points out that the



The WEEK

- 5 Sunland
- 6 Tujunga
- 6 Lions Rear
- 6 Girls
- 8 Best Friend?

- 2 The Lighter Side
- 3 Letters & Perspectives
- 3 View from the Rock
- 4 Community Events
- 5 Wreck of The Week
- 7 Entertainment
- 8 Sports on Life
- 9 Police Blitzer
- 10 Take My Card
- 10 My Space
- 11 Classifieds
- 11 Hoops Look



TRICK OR TREAT WITH THE PUMPKIN COURT
FRIDAY, 5-11 P.M. SATURDAY, 12-11-30 P.M. SUNDAY, 12-10 P.M.

El Jefe (Mayor Tony) Plays Nero While The City Burns!

by Doc

We all know that the State, County and City are in trouble, but what no one foresaw, was our mayor selling us out (again). Yes, we know that the City Council has asked every City Manager to cut back 10%, but who would have thought that he'd put the citizens in danger by requiring a 56.5 million dol-

lar cutback in essential services such as our local fire departments?

Putting the task to LAFD Fire Chief Douglas Barry, the only way that can happen, is to reduce the number of civilian and salaried personnel. The name for this disaster is referred to as the "Modified Coverage Plan."

In a statement from Chief Barry, he stated, "Currently, the Fire Department is approximately 70 civil-

ians short in authorized staffing. This reduction, coupled with civilian furloughs, will severely impact the infrastructure that supports emergency resources such as: repair work to fire apparatus, emergency dispatch center support, ambulance billing, revenue collection, accounts receivable and personnel services.

SEE NERO, Page 9

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Nero

Continued from Page 1

The option of periodically closing resources on a rotating basis was selected due to the uncertainty of the amount of the Fire Department's next fiscal year's budget shortfall, ability to adapt and react to the upcoming brush fire season, and the ability to implement an immediate plan that will result in manageable employee relations issues. In order to realize a savings of \$39 million, the Fire Department must close (not staffed) one Battalion Command Team, three EMS Battalion Offices, 15 fire companies and 9 ambulances every day for the entire year. These 28 resources, at several different fire stations throughout the City, will result in 87 fewer employees working each day (from 1,104 to 1,017 sworn employees on duty each day).

In addition to closing 28 resources, the Department will discontinue recruit hiring and cancel two of the three remaining academy classes for fiscal year 2009-2010. Due to an attrition rate of approximately 120 sworn members per year, the Department will maintain only one academy class this year.

The impact of closing resources to reduce spending will result in the following:

- Overall increase in response times with 10% fewer resources available
- Increased workload at the affected and adjacent fire stations
- Decreased number of resources available for pre-deployment and move-up coverage
- Decreased number of resources available for Mutual Aid Strike Teams
- Decreased number of resources available for mandatory company training

The Modified Coverage Plan will primarily affect the fire companies at Task Force fire stations. Fire Stations are staffed with either one 4 person Engine Company, or one 10 member Task Force (one 4-member Engine and one 6-



PHOTO COURTESY — TRF STAFF

No more Station-74?

every fire station to remain open and staffed with at least one fire suppression resource.

Starting August 2, 2009, three EMS Battalion Offices and three Variable-Staffed Basic Life Support (BLS) Rescue Ambulances will no longer be staffed for the rest of the year.

Starting August 6, 2009, on a rotating basis, fifteen fire companies, one Battalion Office, and six BLS Rescue Ambulances (two per Division) will be closed for the rest of the year.

The Modified Coverage Plan will create a daily staffing pool by closing 15 select-

ed fire resources (Engines and Trucks) and 9 ambulances on a daily basis, then detailing those personnel to the various positions vacated by members off duty and/or existing vacant positions.

What that means to you and me, is that LAFD Station 74 will be either under-staffed or closed. In speaking with an unidentified firefighter about this situation, he stated. "It's a terrible situation, in short, it means, that if you have a heart attack and we're at another location, you're going to die!"

Think about that, this is going to happen next month.

block of Commerce ,
tween 8 p.m. and 11 p.r

2. At around 4:30 p.m. a police officer to t coming from a nearby in the 7000 block of S The officer arrived in m noted the rear of the ho fire. The officer, along v aware homeowner, e) the fire with a garden ho been caused by smolde cue coals.

MONDAY, JULY

3. Shortly after noon a re in his home sleeping in block of west Foothill B he was awakened by a nc he investigated he discov male black suspects atte break into a rear sliding resident made himself kn- dishing an AK-47 and the fled in a white sedan that parked in his driveway. I ble related case, a home i block of Wentworth St. glarized and ransacked 8:45 a.m. and 1:30 p.m.

4. At about 2 p.m. a citizen a man with a gun getting i hicle in the 990 block of w tworth St. Officers located cle and conducted a high-r stop. The male driver is arr possession of a loaded fire

TUESDAY, JULY 2

5. An auto burglary occurr night in the 10000 block of V A window was smashed o portable GPS device was st

The Foothills Division
So That Their St

Tujunga area is greatly under served by the City of Los Angeles when it comes to the ratio of parks per population. It is more than greatly, the community is grossly under served when it comes to parks and recreation. Since Sunland became part of L. A. in 1926 and the City of Tujunga in 1932, the city has yet to add one staffed park in the S/T Valley except for a swimming pool at Verdugo Hills High School.

The DEIR is absolutely right, this chart paints a dim picture of the availability of local Los Angeles Parks as printed. The Table is actually a distortion in favor of the applicant as it purports to convince us that there are 56.74 acres of L.A. community or neighborhood parks for Tujunga in this designated area. Actually there are 3.86 acres in L.A. pocket parks with no staff in the parks you have listed in this area of Tujunga. This is a disaster to the health and welfare of young and old alike. This is what makes it so sad. The parks you listed contain one tennis court and nothing else for teenagers.

As we contemplate the loss of 25 acres of current recreation (VHGC) in the Tujunga area from the "real" total of 28.86 acres, consisting of 25 acres (private) + 3.86 acres (public parks) of recreation, it becomes evident that this is a disaster in the making to the health and welfare of our community. Los Angeles Rec and Parks tells the developer that Tujunga, at present, has a total of 56.03 acres which they admit is inadequate. What they don't say is that of the listed Park's 56.74 acres, only 3.86 acres of it is for recreational use and includes one tennis court. One park listed, Haines Cyn Park (37.5 acres), is listed on LA Rec & Parks web site & states that it is unsafe for public use & that they should stay off the property. This is out & out shameful. (See table IV.M-1)

For over 50 years the private sector has provided recreation in the form of a golf course and driving range. If you add this to the 3.86 acres in Table IV.M-1 you have a "total" of 28.86 acres for recreation and room to grow to 58 + 3.86 acres., which still under serve the needs of the community.

Tujunga Park Acreage

1.2 acre

Fehlhaber-Houk Park land was donated by the Fehlhaber-Houk families to L.A. A very limited park with very little in amenities.

0.0 acres (37.51 acres of brush)

Haines Canyon Park

This is in no way a park and L.A. Rec and Parks suggest that the public stay off the property. Purchased by L.A.

1.16 acre

Little Landers Park

In 1932 the Tujunga community was taxed to pay for the Bolton Hall Municipal building and the land around it which eventually became Little Landers Park. Part of the 1.16 acres is taken up by the museum.

0.0 acres (1.1 acre on a hilltop at 2000' accessible on foot only)

Pasko Park was given to the City of Tujunga in 1923 by a developer and named for a minister and dedicated to Congressman John S. McGroarty. In 1932 the City of L.A. took the park over and have never made any improvements to it. The park is located on McGroarty Peak at 2000'. No amenities. Must hike up to site except at Easter.

1.5 acre

McGroarty Park (Manzanita Park) donated by McGroarty to the City of Tujunga community
One tennis court, children's playground, restroom, and picnic tables. Became part of L.A. in 1932

0.0 acres (14.66 acres as a Cultural Arts Center)

McGroarty Cultural & Arts Center is not a park but class rooms.

Except for one tennis court, the listed Tujunga parks do not offer any team sports to any age group, not even a handball court or basketball court.

Total REAL park acreage: 3.86 acres in Tujunga

* Please see following photos & descriptions of parks. (6A through 6 G)

The Verdugo Hills Golf Course is the largest recreational area in Tujunga with its driving range and 3 par 18 hole golf course. For over 50 years it has served the local community, young and old, as a place for children to learn at affordable prices and a place where local civic organization can have fund raisers for their community projects. The driving range is within a few minutes of the surrounding community and an easy drive after supper to hit a few balls. The VHGC & driving range only uses about 25 of the 58 acres leaving a great deal of room for other sports & park activities. Unlike other parks, this one will pay for itself and the staff.

It obvious that this can be improved by turning the 50+ year old VHGC into an expanded golf course/park that can serve young and old alike. To add 58 acres to our park system greatly improves the ratio of parks to people giving REAL PARK facilities for Tujunga and is a win-win for the families of the Tujunga Valley. This land will never be available again and building 229 homes will only add to our park deficit..

We all understand that change is inevitable but will this change improve the environment and the quality of life for those living in the community? CEQA compels public agencies to consider carefully how their actions will substantially change the existing environment. The loss of the a 50 year old golf course plus 33 acres of open space in this park starved area of the NE Valley must be considered. This private golf course and its adjacent land could become a public park which would bring a true figure of 58.3 acres (VHGC) plus 3.86 acres (L.A.C.Rec. & Parks) for total of over 62 acres of recreational park land. Instead of lowering the quality of life by making more demands on our current parks, preserve what is there and develop it.

As we watch the lawns, trees and plants struggle to survive during this drought at Little Landers Park along with the other local parks and the baseball diamonds go from grass to dirt because of over usage and lack of water, I have a hard time understanding the thinking at the Planning Department. When CEQA compels the Planning Department to consider the availability of water before destroying a small forest of old growth trees with 229 condos with their new demands for water and sewage treatment and we are in the middle of another drought, you wonder why the Planning Dept moves forward in their usual "develop at all costs."

As someone who has been working with Little Landers Park for 11 years as a quasi park advisor, I see

Felhaber-Houk Park 1.2 Acre

9521 Tujunga Canyon Blvd, Los

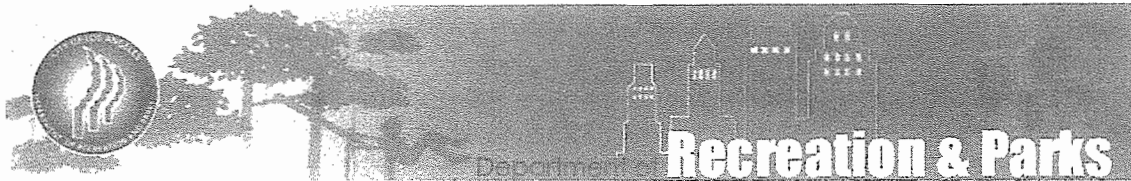
Elm Street

No Restrooms

No Playground Equipment

No Staff

Nothing for Teenagers

**FEHLHABER-HOUK PARK**

9521 Tujunga Canyon Blvd.
Tujunga, CA 91042

DRIVING DIRECTIONS

Phone: (818) 352-5282

Region:
District:
Council District:
Neighborhood Service Area:
Public Information:

Valley
Valley Area Maint.
2

North Valley

This is a pocket park. It is unstaffed and open from dawn to dusk. The number listed above is for Sunland Recreation Center. Any questions can be answered by calling the number and speaking to the director. You may also call the Hansen Dam District Maintenance Supervisor at (818) 899-4537.

Facility Hours Of Operation:

Monday - Friday: Dawn to Dusk
Saturday: Dawn to Dusk
Sunday: Dawn to Dusk

Fehlhaber-Houk Park 1.2 acres

Fehlhaber-Houk Park land was donated by the Fehlhaber-Houk families to L.A. A very limited park with very little in amenities. A place to sit and read a book. No sports, children's area, or restroom.



Haines Canyon Park

Haines Canyon Ave

Globy Ave

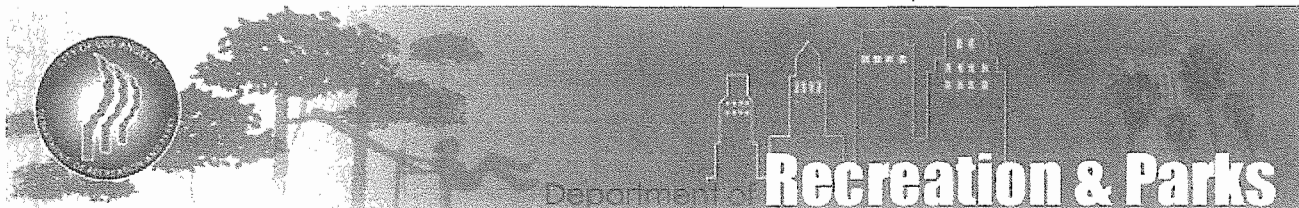
Crystal Meadow Dr

Wexford Dr

Haines Canyon Park 37.5 Acre
No Staff
No improvements
No vehicle access.

Page 6B Photo
Haines Cym (Park ?)

© 2009 Tele Atlas

**HAINES CANYON PARK**

South Terminus Canyon Avenue (Foothill-Haines Canyon)
Tujunga, CA 91042
Phone: (818) 756-8188

Region: Valley
District: Valley Area Maint.
Council District: 2
Neighborhood Service Area: North Valley
Public Information:

This park is undeveloped and used for brush clearance. It is very low, very steep terrain. It is not recommended for public use, but it is open from dusk to dawn. The number listed above is for the North Valley District Maintenance Office.

Any questions can be answered by calling the number listed above. You may also call the Hansen Dam District Maintenance Supervisor at (818) 899-4537.

Facility Hours Of Operation:

Monday - Friday: Dawn to Dusk
Saturday: Dawn to Dusk
Sunday: Dawn to Dusk

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Samoa Ave

16 Commerce Ave., 1st Floor

Children's Family Equipment

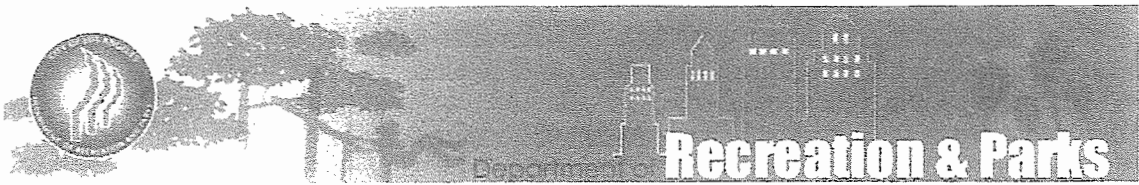
Pickup Tables

60 Stair

Waiting for Teenagers

Park A

Page 6C Photo
Little Landers Park



LITTLE LANDERS PARK

10116 Commerce Ave.
Tujunga, CA 91402
DRIVING DIRECTIONS

Phone: (818) 352-5282

Region:	Valley
District:	Valley Area Maint.
Council District:	2
Neighborhood Service Area:	North Valley
Public Information:	This is a pocket park, is unstaffed, and open from dawn to dusk. The number listed above is for Sunland Recreation Center. Any questions can be answered by calling the number above and speaking to the director. You may also call the Hansen Dam Maintenance Supervisor at (818) 899-4537.

Facility Hours Of Operation:

Monday - Friday: Dawn to Dusk
Saturday: Dawn to Dusk
Sunday: Dawn to Dusk

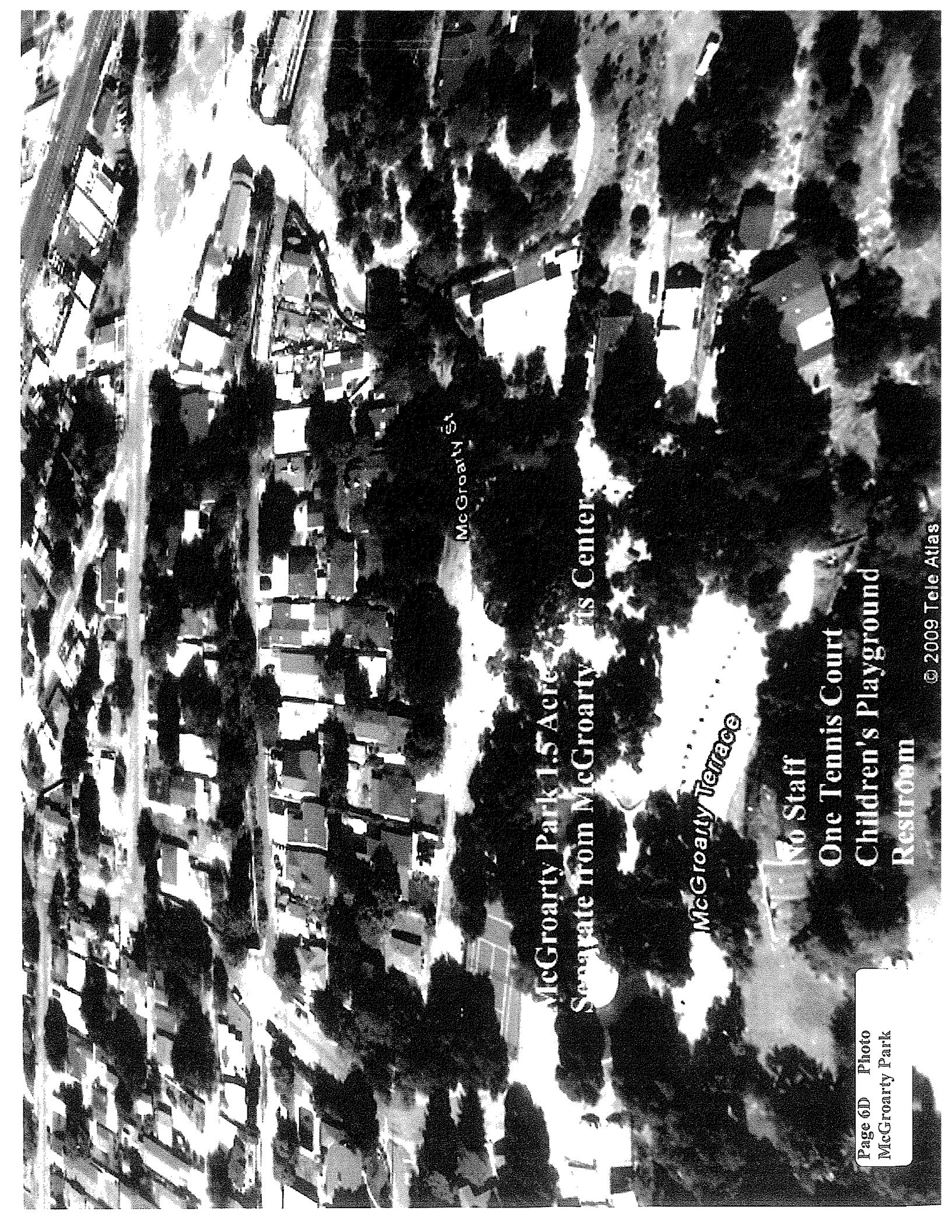
Facility Features: CHILDRENS PLAY AREA
PICNIC TABLES

[Disclaimer](#) [Privacy Policy](#) [Contact Us](#)

Little Landers Park 1.16 acres

In 1932 the Tujunga community was taxed to pay for the Bolton Hall Municipal building and the land when we were annexed to the City of Los Angeles. The open land around Bolton Hall eventually became Little Landers Park. Part of the 1.16 acres is taken up by the museum.

The park supports no team or solo sports of any kind. There is a children's playground, restroom and picnic tables

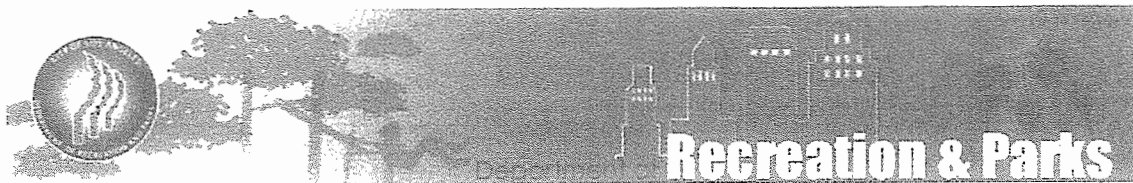


McGroarty St

McGroarty Park 1.5 Acres
Separate from McGroarty Arts Center

McGroarty Terrace

- No Staff
- One Tennis Court
- Children's Playground
- Restroom



MCGROARTY PARK

7570 MCGROARTY TERRACE
TUJUNGA, CA 91042
DRIVING DIRECTIONS

Phone: (818) 352-5282

Region:
District:
Council District:
Neighborhood Service Area:
Public Information:

Valley
Valley Area Maint.
2
North Valley

This is a pocket park, is unstaffed, and open from dawn to dusk. The number listed above is for Sunland Recreation Center. Any questions can be answered by calling the number above and speaking to the director. You may also call the Hansen Dam Maintenance Supervisor at (818) 899-4537.

Facility Hours Of Operation:

Monday - Friday: Dawn to Dusk
Saturday: Dawn to Dusk
Sunday: Dawn to Dusk

Facility Features: CHILDRENS PLAY AREA
PICNIC TABLES
TENNIS COURTS (UNLIGHTED)

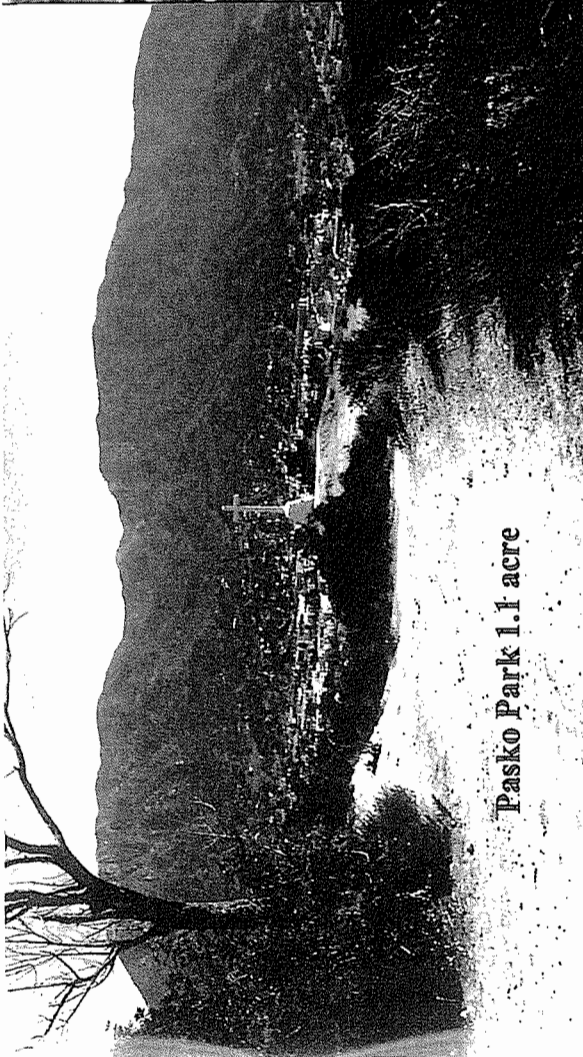
[Disclaimer](#) [Privacy Policy](#) [Contact Us](#)

McGroarty Park 1.5 acre

Manzanita Park

This 1.5 acre property came about separately from the John S. McGroarty residential property. The Small McGroarty Park (Manzanita Park) was given to Tujunga as a community park by McGroarty and in 1932 it was taken over by Los Angeles when Tujunga was annexed.

The pocket park has one tennis court, children's playground, picnic tables, and restroom.



Pasko Park 1.1 acre



Pasko Park 1.1 Acre
No Staff
No amenities
Accessible on foot only



Pasko Park

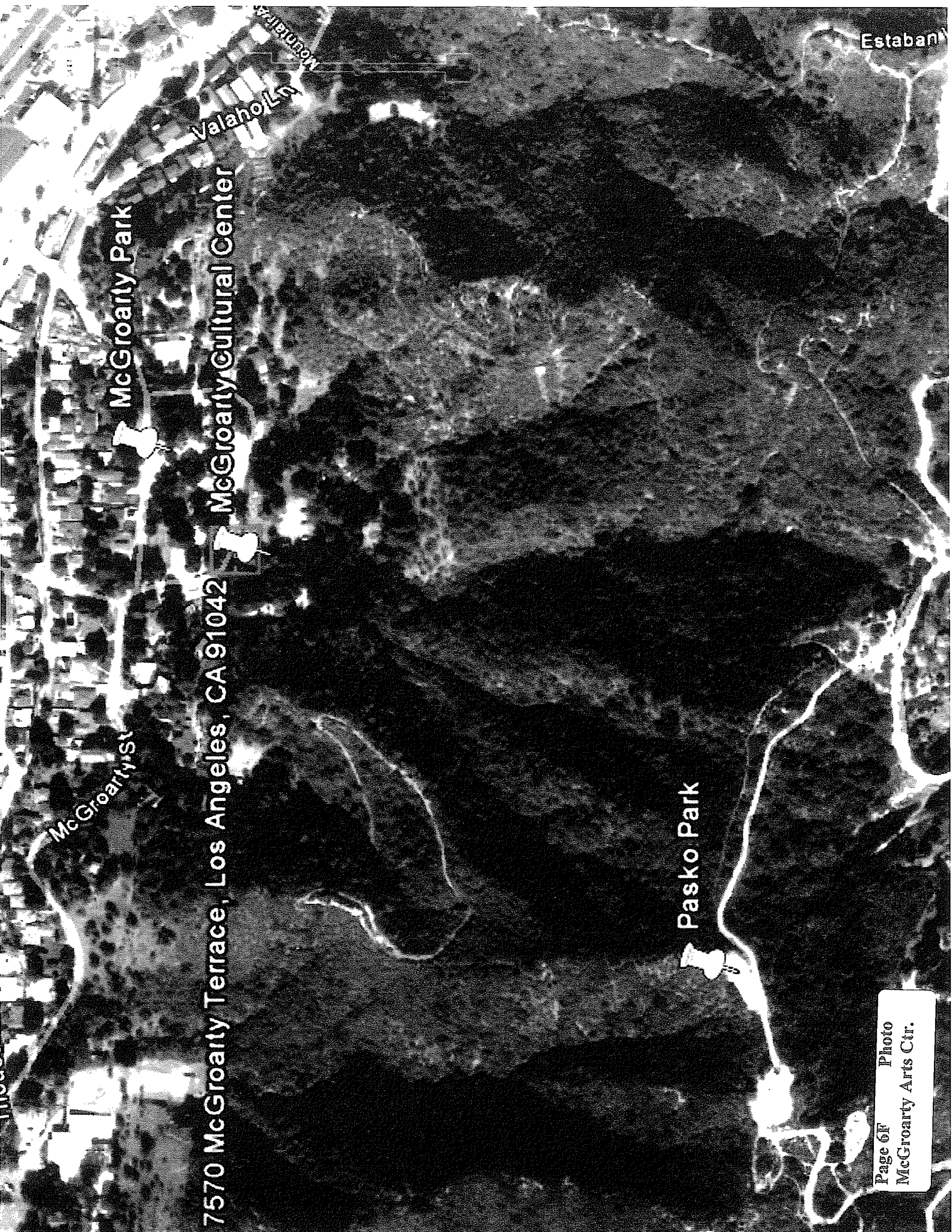
Mt McGroarty

Pasko Park 1.1 acre

Pasco

The land (1.1 acre) for Pasko Park was donated by William Hartranft who owned the property that the Little Landers Colony settled on. He also owned other tracts of land including the site of Pasko Park. The park was named after Rev. Pasko, an early minister of Little Lands. The small community wanted to erect a marker for Tujunga that could be seen across the valley, even to Calabasas. In 1923 the park and hilltop was dedicated to John S McGroarty whose home was and still is below the cross. This property was taken over in 1932 by Los Angeles when Tujunga was annexed.

Pasko Park is not even a pocket park. It can only be reached on foot by trail or fire road.



Estabani

McGroarty Park

7570 McGroarty Terrace, Los Angeles, CA 91042

McGroarty Cultural Center

Pasko Park

McGroarty St

Valaho Ln

Page 6F Photo
McGroarty Arts Ctr.

McGroarty Arts Center

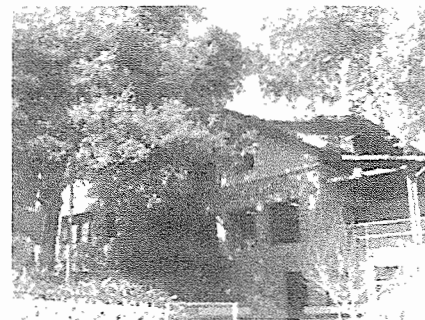
Free to you, Funds for us
 Support McGroarty
 every time you search! [CLICK HERE](#)

- Class Schedule
- Directions & Contact Info
- Registration & Policy Info
- F.O.M.A.C. Membership
- Employment & Volunteer

McGroarty Arts Center was founded in 1953 in the former home of California Poet Laureate John S. McGroarty. Initially a City-run facility, McGroarty Arts Center has steadily grown into a site for the entire community to experience and celebrate culture through creativity. In 1995, the City of Los Angeles divested the Center, and it has since run as a board-directed initiative with City infrastructural assistance. As the solitary cultural venue in Sunland-Tujunga, the Center plays a pivotal role in arts education, giving multidisciplinary arts classes and afterschool programming at extremely low tuition rates.

Located in serene outdoor surroundings, the Center's programs respond to the needs of our diverse community through educational programming in drama, poetry, dance, music, ceramics, drawing, painting, and mixed media—ensuring that our offerings promise cross-cultural appeal. We believe that creativity and shared experiences strongly connect youth and children to their communities, changing lives and outcomes in the process.

Each year McGroarty Arts Center serves 2,000 children and adults by providing four 8-week sessions of classes. Between each session, we use our community space to host art exhibitions and performances, ranging from puppetry and dance to ceramics and sculpture. Since 1995, the Center has served over 100,000 individuals through art classes, exhibitions, and community events. McGroarty Arts Center is building upon its decades of success offering excellent programming with the goal of creating an even more accessible, diverse, and dynamic institution.



McGroarty Arts Center
 7570 McGroarty Terrace
 Tujunga, California 91042
 818.352.5285

director@mcgroartyartscenter.org

Summer Concert - Gamelan Music

Sunday 23rd of August 2009

1:30-3:30pm

You are invited to spend the afternoon on the tranquil McGroarty grounds. Bring a picnic and cushion to lounge outdoors and experience the sounds of Gamelan. Bali & Beyond performs two 45 minute sets on traditional bronze bar instruments, drums, bamboo flutes, and gongs. Admission is free thanks to the Los Angeles County Board of Supervisors and Fifth District Supervisor Michael D. Antonovich through the Los Angeles County Arts Commission.

Paper Clay Workshop

with Anthony Foo

Saturday 5th of September 2009

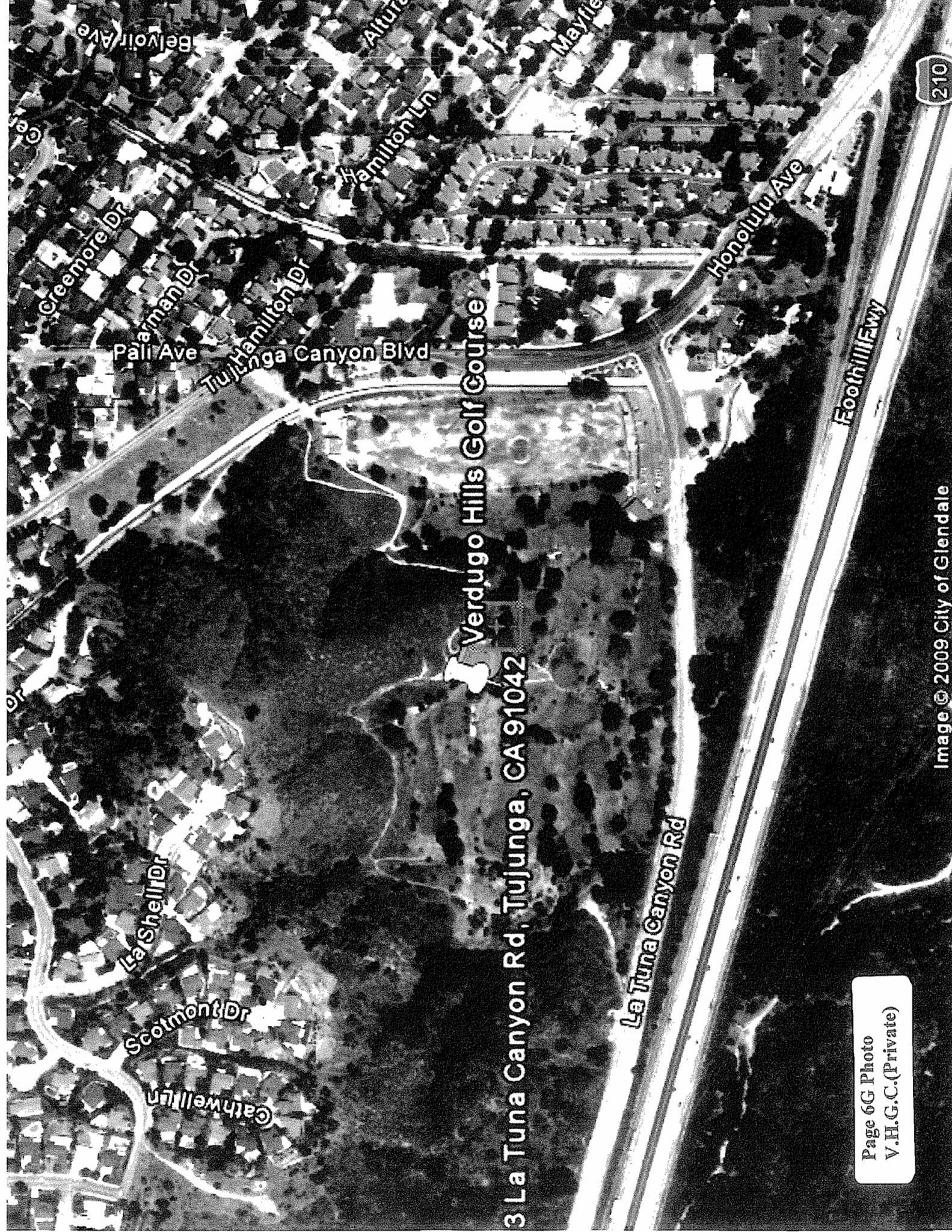
9:00am-4:00pm

\$60 per person. Clay may be purchased during workshop.

Paper clay ceramics is a user and eco-friendly, water based, affordable modeling media made of clay blended with cellulose fiber from paper pulp, recycled paper pulp when possible.

Prior experience working with clay is suggested but not required. Ages 16 and up. Please bring your own lunch.

Anthony Foo was one of the featured artists of



Verdugo Hills Golf Course

3 La Tuna Canyon Rd, Tujunga, CA 91042

Page 6G Photo
V.H.G.C.(Private)

Image © 2009 City of Glendale

210

Foothill Hwy

La Tuna Canyon Rd

Honolulu Ave

Tujunga Canyon Blvd

Pali Ave

Hamilton Dr

Hamilton Ln

Altura

Mayfield

Belvoir Ave

Greemore Dr

Arman Dr

La Shell Dr

Scotmont Dr

Cathwell Ln

how the lack of recreation and sports with our teenagers affects their quality of life and their future. We have continued to build apartments and condos with absolutely no parks for the children. What is it that the planning department does not understand?

Since I moved here in 1946 we have lost the following recreation:

3 private swimming pools 60's to the 80's

Private roller rink 50's

Private year around carnival adjacent to Sunland Park 40's to the 60's

Pony rides 40 to the 60's

Private lake with boating and swimming 20's to the 50's

Private trampoline center 80's

AN ALTERNATE SOLUTION

If we look back to 1926 the LA Rec and Parks was run by a man who often thought out of the box. Mr. George Hjelte was Superintendent of Recreation in L.A.. Some of the innovated ideas were Travel Town and the L.A. Zoo where he combined parks and recreation into one department. The Rancho Golf Course went into federal bankruptcy in 1944. To finance the purchase of the property, he used funds from the Griffith Park Golf Course and in the end no city funds were used for the purchase.



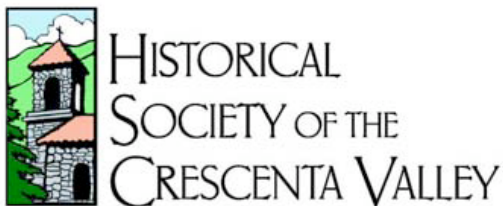
Again there is a Private Park in Tujunga waiting for the city to take over which will meet the aggregate new development already planned for the immediate area. The 58 acre VHGC could easily become a multifaceted park. The Verdugo Hills Golf Course has served the community well and provided recreation to young and old alike. Not only to Sunland/Tujunga residents but residents of La Crescenta, Montrose, and La Canada. At present less than half of the property is developed leaving room for tennis, basket ball, hand ball and bike trails and much more. The yet to be built homes in the Canyon Hills tract with over 300 homes, a short distance away, the 25 condos across the street, and the future Korean Church three blocks up, will place a even greater demand on parks in the Tujunga area and the VHGC property could very well offset that need for open space. There is no other tract of land in Tujunga of the size and quality that the VHGC represents.

There is no way you can mitigate the loss of this park-like site and the natural beauty that the community has recognized for over 100 years. Planting a few nursery grown oaks and sycamores will not replace trees over a hundred years old. Paying into a park fund will replace nothing. The City of Los Angeles has yet to build a staffed park in Sunland-Tujunga since we became part of L.A. in the 20's and 30's. The city inherited Sunland Park in the 1920's.

Section IV Transportation/Traffic

N Public Transportation

What bus service? There is no bus service within a reasonable distance from the VHGC, You are certainly safe in saying that one person a day will take the bus. You can not walk along Tujunga Cyn. Blvd. which means you have to cross both Honolulu and La Tuna Cyn to get to Lowell, a very steep



August 14, 2009

Re: Verdugo Hills Golf Course Project – Draft Environmental Impact Report

Dear Mr. Sommers,

My name is Mike Lawler and I'm the President of the Historical Society of the Crescenta Valley. As such I have studied the history of the site in question, and have numerous documents and photographs relating to it. I am also a resident of the Valley for the last half-century, and consider myself a "local expert" on the significance of the property, both historically and culturally.

In this DEIR's Cultural Resources volume I have found several omissions, and a couple outright errors in the Historic Resources section.

Starting with the "Historic Overview" on page IV.E-2, I note that the history of the specific site is constrained in this section to the years 1882-1933. There are many references to the site for periods earlier than the 1882 date, some of them cited in the same sources this DEIR references.

For example in the July 9, 1953 issue of the Crescenta Valley Ledger in the article titled "Padres probably trudged through valley; May have planned Mission here" I have pulled the following text regarding this site:

"The distance between the Mission San Gabriel and the Mission San Fernando over the roads today must be in the neighborhood of 30 miles.... Yet picture the same route in the 18th century, when the old Padres of early California plodded their way between the Missions... The Crescenta Canada Valley was little more than a brush flat... Tujunga and Sunland were similar wastes.... The trail between the two centers of culture and worship must have been long, dreary and dusty, a real hike for the sandal-shod monks and priests of long ago. It has been suggested many times that the Padres planned other Missions in the chain that lined the California Coast, and the logical allocations lay between the existing settlements, shortening the distance between Missions and drawing the entire system into a tighter-knit lifeline thrown into the darkness of a new continent. The Crescenta Canada Valley was considered as a site for one of these new Missions. There is a place in the Valley where the old Padres are said to have made a stop-over in the long journey, a place where water was available and tall oaks offered shade and shelter for the traveler. This place is Las Barras Canyon... The story that the place was a halfway house for the early Padres was passed on to (Charleston) Dow by the late Phillip Begue, who came to the valley as a small boy in 1882. Ruins of adobe walls under the towering oaks indicated that a structure of some kind, perhaps erected by the Padres, once stood on the site.... It was 1882 when the elder Phillip Begue visited the canyon as a young boy, and the outstanding recollection of the elderly pioneer was a band of Indians camped on the meadow to the south of the dry stream bed. The reason for the encampment was a well of fine, cool water, the only source of refreshment for many miles. The developer of this well is another secret of the place, and the waterhole itself has long since disappeared. However the elder Begue

pointed out to Charleston Dow the exact spot where the well was located, and indicated a large sycamore tree that grew when a log took root many years ago. The original log was laid near the well to keep saddle stock and cattle away from the clean water, and the tree grew where the log touched the ground.”

Indeed this vague memory is borne out by the basic geography of the Mission system. Las Barras Canyon is approximately halfway in a straight line between the two missions, and would have provided a sheltered spot on relatively flat land with a constant water source.

The adobe walls referenced in the article above survived into the ‘60s. In an article dated January 12, 1986, in the Glendale Leader under the title “Historical golf course keeps on putting” the following passage was written:

“According to John Wells, Golf Pro at Verdugo Hills, when the course was built, there was an adobe wall located on a hill in the northwest section of the course. The wall had niches that the padres used as beds. A large tract of homes built near the golf course is called Padre Park, which supposedly commemorates the site’s historic past”

This aspect of the site is completely missed in this DEIR.

Another historical reference to the site missed by this DEIR relates its use as a base of operations for “Sister Elsie”, a legendary Catholic Nun who supposedly ran an orphanage for Indian children. Again quoting from the July 9, 1953 issue of the Crescenta Valley Ledger in the article titled “Padres probably trudged through valley; May have planned Mission here”:

“Another story of Las Barras Canyon recounts how a group of Catholic Nuns were in possession of the place in the dim past. An old rock and concrete house, built to the early California patterns, still stands on the property that now forms the main section of the Dow residence. The erection of the structure is credited by some to the Sisters. Any student of early California would find the building, with its massive rock walls, interesting, for it is in excellent condition, although no one knows when the cornerstone was laid.”

The Sister Elsie story is an important one in the lore of this area, and indeed a plaque to her is located near the site (which I will reference later). Mt. Lukens, which towers above this site, and is notable as the highest point in Los Angeles, originally bore the name Sister Elsie Peak, until it was renamed Lukens in the 30’s. The cistern on top of Mt. Lukens still has “Sister Elsie Peak” painted on it.

Yet this DEIR doesn’t cover this important figure associated with the site. The DEIR even mentions her on Page IV.E-7: “The location is approximately where Sister Elsie’s (a legendary Catholic Nun c.1850) goats once were and where the Verdugo Hills Golf Course is now.” None the less, the DEIR completely misses this historical figure.

There is one last error in this section. On Page IV.E-3 the first landowner of this site is referred to as Phillip “Bengue”. The proper spelling is Begue.

Under the Environmental Impacts section on Page IV.E-9 I note two items that don’t ring true for me.

Obviously the most important period for this property is the period during WWII when it was the Tuna Canyon Enemy Alien Detention Camp. Although the buildings have been removed, the topography of the Camp site is nearly identical now to what it was then. To use the words of the DEIR: “...the landforms are remarkably intact and invoke strong memories and associations for local residents and former INS Tuna Canyon Enemy Alien Detention Station detainees and their families.” And “The prime surviving resource at Tuna Canyon from the 1933-1946 period is the general landscape, retaining strong integrity of setting and location...” This will obviously change radically with the building of the proposed project. Instead of public recreational open space, the

site will be several hundred private lots, making access to the site for the general public impossible.

Yet the DEIR states that the impacts on historical resources would be a less than significant level. Since the historical resources are tied to the landforms, and those landforms will change in appearance and become inaccessible to the public, I would say the impact will be significant. The ability to visualize the detention camp for remembrance and education will be very difficult. The giant oaks that once shaded the prisoners will be gone.

The DEIR also raises the possibility of California Historical Landmark status for the property. The DEIR recommends commemoration of the site. I hate to sound cynical, but I have no reason to believe that this will happen under the ownership of this property owner/developer. In 2007, the Historical Society of the Crescenta Valley and the Little Landers (Tujunga) Historical Society embarked on a major campaign to have the site recognized as a California Historical Landmark, which would have in no way affected the development status of the site. We assembled scores of support letters from local officials, community groups, and historical groups, including several from Japanese American advocacy groups such as the Japanese American National Museum. There were several articles in local papers about our efforts. But we still needed the permission of the property owner to proceed. When we submitted the proposal package along with the letters of support, we never received any response or acknowledgment from the property owner (the current developer). Obviously the owner has no intention of participating in commemoration of the site, or he would have at least responded to our efforts. In my mind this also indicates a lack of willingness to be a partner with the community, and to work with them on a smooth transition to a change of land usage.

In the Archaeological Resources section on Page IV.E-11, the DEIR states that "...no cultural resources were recorded within a one mile radius of the current study area." Once again they missed a couple.

A plaque commemorating Sister Elsie is located at 6720 Saint Esteban Street in Tujunga, about a half mile from the site.

A mysterious abandoned mine sits on the hillside of the Verdugo Mountains directly across the 210 Freeway from the site. The structures associated with the mine are covered by vegetation now, but were very visible in the 3 decades after the Verdugo Mountains fire in 1962. The April 1, 1978 Ledger carried a story on the stories of various valley pioneers who remembered the mine:

"Placing authenticity on many rumors, Bart Bonetto reported this week that a gravel mining operation was responsible for the structures pictured in a Ledger photograph earlier this week. Bonetto, who came to the Foothills in 1910, said the Switzer Brothers built the facility to mine rock in the Verdugos. He noted that trams were used to haul the rock down to the cement loading structure. Foothills resident Ken Scott, seeing the picture, agrees with Bonetto. He says ore cars are in a nearby ravine, and so are several parts of old equipment, drill-holes, piles of boulders and a roadway. And JPL employee Jim Nichols notes that about 100 yards away from the cement structure there is a huge wheel."

Under the Mitigation Measures section on Page IV.E-11, the DEIR states that "there are no known archaeological resources on the project site". In terms of the Tuna Canyon Enemy Alien Detention Camp, this is obviously false, as the site where the barracks stood were never graded and are certain to have intact privy and trash pits, beside remnants of foundations.

It doesn't take but a little imagination to conceive of the wealth of information that might come to light in a privy or trash pit in a prison that is the first stop for wartime enemy aliens that are about to be interrogated. Any potentially treasonous documents or

dangerous items, such as hidden weapons, would have been dropped into the privy on arrival at camp before interrogation sessions began.

I feel it is imperative that the developer do a full pre-development archaeological survey of the part of the site that was Tuna Camp, employing ground penetrating radar and exploratory trenching.

And I'd like to make one point that was never brought up in the DEIR. The Verdugo Hills Golf Course was constructed in 1960. In just a few months, the golf course itself will be 50 years old, which in historical circles is the standard recognized age threshold for the historic status of a resource.

I suggest that the Verdugo Hills Golf Course is historic as a golf course. It contributed to the overall patterns of post war suburban growth, and a golf game there has been a civic and social tradition in the Crescenta Valley since the course was built. Hundreds of charity golf tournaments have been held there in the 5 decades it has existed. The golf course was built about the same year that the valley gained its first high school and golf has been taught to students there through the high school since the beginning. This course has been the "beginner course" for golfing students for a half century, and any golfer that grew up in our community learned to play at the Verdugo Hills Golf Course. In fact there are several families locally that are on their 3rd generation of beginner golfers at this facility!

The golf course and the associated buildings have not been modified or changed in any way since the course was built in 1960, making it on a personal level for those that have grown old playing golf there, a time capsule.

My last point, again not addressed in the DEIR, is probably the most poignant. Over the 50 years that people have spent their lives enjoying this golf course, strong ties developed. Many families of men and women that spent their best years on this course have after their deaths, placed plaques at various sites on the course. These plaques memorialize people who felt this was their favorite place to be, and wanted some part of themselves to remain there forever. There are a score or so of these plaques scattered across the course. What will be done with these plaques, that are undoubtedly visited by surviving family members as they tee up on the very holes that were their parent's or grandparent's favorites? Will they be thrown away?

And I guess that last question is symbolic of my feelings about the loss of this community resource. Will it be thrown away? This is not just open space, with its passive recreational potential. This is an active, vital resource for us, and it would be a shame to let it be thrown away.

With the project as proposed our community loses much, and gains nothing

Sincerely,

Mike Lawler, President
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August 18, 2009

Submitted via e-mail to david.somers@lacity.org 8-19-2009 with hard copy to follow

Mr. David J. Somers, Project Coordinator
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
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**RE: Comments to Draft Environmental Impact Report
Case No. CPC-2007-3082 and ENV-2007-3083-EIR
SCH No. 2007121012
Verdugo Hills Golf Course Project - 6433 La Tuna Canyon Road, Tujunga, California**

Dear Mr. Somers,

Below you will find my comments on the many issues and problems which are involved with this property, the DEIR, and the possible loss to the community of a golf course which should have been zoned for open space, is best used for recreation, and must be acquired by the city to save the open space and fill the huge gap in parkland and recreation available for public use in Tujunga.

I am a community member active in community issues for 25 years, a member of the Sunland Tujunga Neighborhood Council Land Use Committee, and President of the Commerce Owners and Business Restoration Association, Inc. I have several concerns about the DEIR and how the City has handled the zoning for this property.

The format used below quotes the DEIR followed by comments and questions in italics.

IV. ENVIRONMENTAL IMPACT ANALYSIS I. LAND USE AND PLANNING ENVIRONMENTAL SETTING City of Los Angeles Planning and Zoning Code Pages IV.I-10

The project site is currently zoned RA-1 (Residential Agricultural) and A1-1 (Agricultural, Height District No. 1). As previously noted, this project site totals approximately 58 acres; approximately 55.67 acres of the site is zoned A1-1, while the remaining 2.33 acres is zoned RA-1. The larger southerly portion of the site adjacent to Tujunga Canyon Boulevard to the east and La Tuna Canyon Road to the south is within the A1-1 zone, and the northern portion of the project site adjacent to Tujunga Canyon Boulevard to the east is within the RA-1 zone. Given the current zoning of the 28 acres designated for development, 16 units would be allowed by right for development on the existing Verdugo Hills Golf Course.⁴

As set forth in LAMC Section 12.05, single-family dwellings, parks and playgrounds, golf courses, agricultural uses, and the keeping of horses are permitted uses in the A1 zone. Lots in the A1 zone normally require a minimum average lot width of 300 feet and a minimum area of five acres, except that the lot area for dwelling units shall have a lot area of no less than two and one-half

acres. The associated Height District No. 1 limits the height of a building to 45 feet and the floor area of a main building to a maximum of three times the buildable lot (i.e., FAR 3:1). However, the Specific Plan's limits on height prevail where it is more restrictive than the zone designation in the LAMC.

As defined in the LAMC Section 12.07, limited agricultural uses, single-family dwellings, and home occupations are permitted uses in the RA zone. The minimum allowable lot area for the RA zone is normally 17,500 square feet and the minimum lot width is normally 70 feet. The associated Height District No.1 limits the height of a building to 36 feet and the floor area of a main building to a maximum of three times the buildable lot (i.e., FAR 3:1). However, within a Hillside Zone the maximum height is 45 feet. However, as noted above, the Specific Plan's limits on height prevail where it is more restrictive than the zone designation in the LAMC.

The height limits in a Scenic Corridor per the San Gabriel Verdugo Mountains Scenic Preservation Specific Plan is 30 feet.

Was the Slope Density ordinance used correctly and for the entire property to determine that 16 units would be allowed under the present zoning? Where are the figures used to make these calculations by the applicant?

Significant Ecological Areas (County of Los Angeles General Plan)

Page IV.I-11

The County of Los Angeles General Plan designates the Verdugo Mountains as being within a Significant Ecological Area (SEA). The project site is located entirely within the SEA No. 40....consistency of the proposed project with County restrictions and requirements regarding SEA No. 40 is not required.

The Community Plan on Page 25 reads under OPEN SPACEOpen Space.... functions in one or more of the following ways: 6. Preservation of natural resources or ecologically important areas. This property qualifies as OS in five of the six possible ways, 1, 2, 3, 4, and 6, and the City recognizes SEAs.

The Community Plan on Page 26 reads:

GOAL 5, OBJECTIVE 5-1 To preserve existing open space resources and where possible develop new open space.

and

POLICIES 5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Community. 5-1.2 Protect significant environmental resources from environmental hazards.

See OPEN SPACE ELEMENT.

Will the City preserve its ecologically important area and significant environmental resource designated a Sensitive Ecological Area (SEA) by the County? What damage will the project do to the wildlife corridor under the 210 Freeway? Will the applicant be required to submit answers to the COMMUNITY STABILITY Policies Objective 6.4 from Chapter 6 of the General Plan Framework Element that deals with Open Space and Conservation - particularly Policies 6.4.1, 6.4.2, 6.4.4, and 6.4.5?

ENVIRONMENTAL IMPACTS

Project

Required Entitlements

Page IV.I-12

Vesting Zone Change: pursuant to Section 12.32 of the Municipal Code, a Zone Change from RA-1 (Residential Agricultural Zone) and A1-1 (Agricultural Zone) to RD5-1 (Restricted Density Multiple Family Zone)

California Government code Section 65860 provides in pertinent part:

(a) county or city zoning ordinances shall be consistent with the general plan of the county or city by January 1, 1974....

(b) In the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to the plan or to any element of the plan, the zoning ordinance shall be amended within a reasonable time so that it is consistent with the general plan as amended....

(c) This section shall apply in a charter city of 2,000,000 or more population to a zoning ordinance adopted prior to January 1, 1979, which zoning ordinance shall be consistent with the general plan of the city by July 1, 1982.

Golf courses are permitted uses in A1 zones.

The underlying zoning of A1-1 and RA-1 is designated in the General Plan, Chapter 3 - Land Use, GOAL 3B, Objective 3.5, Uses and Density 3.5.1, Table 3-2 with the Land Use Designation of Minimum with a Density Per Net Acre of 0.4-1 for A1 and Very Low with a Density Per Net Acre of 2-3 for RA.

The Verdugo Hills Golf Course property's underlying zoning is inconsistent with the corresponding zoning.

This inconsistency is within the General Plan. There is a current or underlying zone and a potential vesting or corresponding zone. In the mid 1980's the state passed legislation AB283 which required that the City of Los Angeles straighten out its zoning inconsistencies. Under pressure from the state in the mid 1990's to implement AB283 many zone changes through General Plan Amendments took place, and it is believed that in the urgency to comply with the state the city may have made mistakes.

In September, 1996 a COMMUNITY PLAN UPDATE was proposed in which the Verdugo Hills Golf Course was listed on a CHANGE MATRIX as Sub-Area 53 within a LOS ANGELES CITY PLANNING DEPARTMENT STAFF REPORT. The intent was to reduce the Land Use Designation of Low Medium 1 Residential with Corresponding Zones of R2, RD6, RD5, RD4, RD3 and the underlying Zoning of A1-1 to a Land Use Designation of Open Space and Corresponding Zoning of OS, A1 and underlying Zoning of A1-1-XL.

The SUMMARY on the CITY PLANNING STAFF REPORT TO THE CITY PLANNING COMMISSION stated as follows: The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan Update is intended to identify and redefine outdated land use issues and inconsistent zoning, review policies and programs, and revise the Community Plan text.

Page 13 of the STAFF REPORT under Response states the following: It is the Planning Department's policy that privately-owned golf courses of significant size and use be designated on the General Plan for Open Space and zoned A1; and, in fact, all other golf courses in the City

are designated as Open Space on the Community Plans. The proposal is therefore consistent with planning policy and the designation of other golf courses in the City as Open Space (see attached documents).

Why were these changes not carried out for Sub-Area 53, the Verdugo Hills Golf Course? As City Planning was redundant in their findings that the Low Medium 1 Residential Land Use Designation with Corresponding Zones of R2, RD6, RD5, RD4 and RD3 were inconsistent with Los Angeles policy in 1997, why is RD5 not inconsistent with the underlying zoning now?

III. ENVIRONMENTAL SETTING

D. RELATED PROJECTS

Pages III-8, 9, 10, and 11

Sections 15126 and 15130 of the CEQA Guidelines provide that EIRs consider the significant environmental effects of a proposed project, as well as "cumulative impacts.".... cumulative impacts are anticipated impacts of the proposed project along with reasonably foreseeable growth..... A list of past, present, and probably future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency...

Table III-1

List of Related Projects

Page III-9

This table contains several errors including those listed below:

- 1 - 7200 Foothill Boulevard (Shopping Center) is Constructed not Proposed*
- 3 - 8000 La Tuna Canyon Rd (221 DU) is Approved not Proposed*
- 5 - 9166 Tujunga Canyon Boulevard (25 DU) is Approved not Proposed*

Who will calculate the cumulative impacts and do it correctly? Are there no proposed, approved or newly constructed projects in Glendale? If so, why are they not listed?

IV. ENVIRONMENTAL IMPACT ANALYSIS

I. LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS

Consistency with Land Use Plans, Policies and Regulations

Table IV.I-1

General Plan Framework Consistency

Page IV.I-15

Goal 3B: Preservation of the City's stable single family neighborhoods

Objective 3.5: Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

Partially Consistent. The introduction of densely-spaced, two-story homes on small lots does not preserve the rural/equestrian community in La Tuna Canyon to the west. Also the loss of the golf course and driving range diminishes the quality of life for surrounding the community.

(Exactly)

Not only will the loss of the golf course and the driving range diminish the quality of life, infill is meant to be placed on transit corridors such as express bus lines and rail. The nearest bus is over a mile away and there is no rail. On the contrary, this is a suburb encroaching on rural and open space not a metropolis with high rise buildings.

How does this property qualify for infill when the housing principle followed by the City of Los Angeles is Smart Growth/Real Planning? Doesn't Smart Growth require infill to be in the center of density - in the metropolis? Isn't the goal of Smart Growth to provide adequate housing close to mass transit in order to save open space? Isn't a principle of Smart Growth to create "pedestrian-friendly" neighborhoods? How do you do that in suburbs and rural areas with steep inclines, no sidewalks and often no room for sidewalks, along dangerous two-lane, highways known for speeding? How can the City allow the loss of the golf course and driving range diminishing the quality of life for the surrounding community when even the applicant admits that is what will happen if this project is allowed to go forth?

Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.3 Conserve scale and character of residential neighborhoods.

Consistent. One of the stated goals of the proposed project is to provide affordable housing....
(See comment below.)

There is no landscaping or buffer zone that can alleviate the devastating loss of the scale and character of this magnificent open space property, the vistas, or the mature oak trees, nor is there any way to overcome the loss of this recreational resource. *If this property is lost to development, there will be no other par-three golf course in the area. This property serves the community as open space and recreation. This property is the scale and character of the neighborhood. This is where children from the surrounding communities learn to play golf. This is where the adults who are not proficient enough at golf to play other more difficult courses are able to play. This is where the residents, the visitors, and the passersby on the highways and freeway all enjoy the scale of the vast and wonderful sight of this lovely green patch of open space set within the low lying foothills of the Verdugo Mountains.*

Now is the time for the City to undo the mistake they made in 1997 when they neglected to follow their own recommendations to zone this golf course OS, to protect this property from development, and to conserve the scale and character of the neighborhood. Once gone - forever gone.

To even consider removing this property from recreation and open space to replace with four- and five-bedroom, two-story houses in the name of affordable housing is remarkable. *There will be no affordable housing built by this project, and furthermore, Tujunga already provides more than its share of affordable rental units in its highly dense central housing area located on either side of Commerce north of Foothill. Tujunga has almost no park space - the Haines Canyon Reservoir is not available for public use although placed on the list of parks in Tujunga in the DEIR.*

How can large single-family homes qualify as affordable housing? Does the City realize the greater need for affordable rental units rather than saleable units? Aren't we tearing down affordable rental units and building condos in the name of "affordable housing" all over the City? The objective of this goal is to preserve the scale and character of this residential neighborhood. Does that mean tear down hundred-year-oaks and put up crowded, but high-end housing?

Table IV.I-2
Sunland-Tujunga Community Plan Consistency Analysis
Pages IV.I-16, 17, 18, 19, 20, 21, 22

Policy 1-1.2 Protect existing single-family residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Consistency Discussion

The proposed project introduces higher densities than currently exist.... *(Correct)*

This property is surrounded by A, R, RE single family homes, churches or vacant property on all four sides. Denser housing is at least a block or more away from the property.

According to the State of California and its courts through legal decisions, wouldn't the City's allowing of this project represent "Spot Zoning"? Isn't it correct that the only way to protect the existing neighborhood is for the City to keep the underlying zoning in place and change the corresponding zoning to OS? And doesn't the City have that right based on law?

Policy 1-1.4 The City should promote neighborhood preservation in existing residential neighborhoods

Consistency Discussion

The project's higher density and loss of the golf course does not promote neighborhood preservation *(Correct)*

Again, this property is surrounded by A, R, RE single family homes, vacant property and/or a church on all four sides. Denser housing is at least a block or more away from the property in an area just below and backed up to the freeway.

Isn't it true that the only way to protect the existing neighborhood is for the City to keep the underlying zoning in place and change the corresponding zoning to OS?

Objective 1-2 To locate new housing in a manner which reduces vehicular trips and which increases accessibility to services and facilities.

Consistency Discussion

The proposed project is located relatively close (less than one mile) to the commercial, public and transit amenities along Foothill boulevard, and is within the appropriate land use designation. *(Incorrect)*

Policy 1-2.1 Locate higher residential facilities near commercial centers, and major bus routes where public service facilities, utilities, and topography will accommodate this development. *(This Policy is incorrectly stated. It should read: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.)*

Consistency Discussion

....The introduction of higher density housing into the La Tuna Canyon area would be located relatively close (less than one mile) to the commercial, public and transit amenities along Foothill Boulevard. *(Incorrect)*

Will the applicant be required to answer the correct wording of this policy?

Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity of single and multi-family neighborhoods.

Consistency Discussion

....The proposed project introduces higher densities than currently exist in the single family neighborhoods to the west, north and east..... (Correct)

Policy 1-3.1 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on liveability, impacts on services and public facilities, impacts on traffic levels, and environmental impacts when changes in residential densities are proposed.

Consistency Discussion

....The introduction of higher density housing into the La Tuna Canyon area does not promote neighborhood character and identity. The loss of the golf course adversely affects livability in the area..... (Exactly)

*The distance to the bus line on Foothill, to the closest grocery store or restaurant, to medical services, clinics, and hospitals or the new shopping center on Foothill and Commerce and to Old Town Commerce, to the nearest post office or library, to the elementary, middle and high schools is way over a mile and in some cases several miles. **This project would increase vehicular traffic** severely on an already overused highway system be it Tujunga Canyon Boulevard or Lowell and both streets go uphill on a steep incline. **The NOP from the LAUSD stated that children living in this proposed project would not be able to attend Mountain View Elementary** because it is too far from the property. The walk would be too long and it would be dangerous on fast-moving, crowded roads, and uphill.*

***It is common knowledge within the City of Los Angeles and among its residents that the City is pressed to maintain the existing infrastructure which is overloaded.** Streets all over Tujunga are crumbling. It is a very old area of the City and the sidewalks are in severe disrepair or there are no sidewalks whatsoever. Los Angeles releases raw sewage into the ocean regularly and there are scrubbers in many of the street's sewage pipes because the sewage backs up. The City has its residents conserving water in Phase III which is causing landscaping, lawns, gardens, orchards, parks, public and private throughout the area to dry and die. Lack of sufficient land fills is an ongoing problem. The cost to the consumer of electricity is constantly easing upwards and brownouts during hot weather are common. The Los Angeles Fire Department states in their NOP that they cannot supply adequate service for this project which is located in a very high-fire-risk area and it is common knowledge that Sunland and Tujunga are already underserved by the Los Angeles Police Department.*

*How can the City validate its infrastructure and service problems with additional housing? Why is the City allowing new, high-end residential development while requiring more and more water conservation? Is the City doing anything to provide the osmosis and ultra violet equipment to launch the "toilet to tap" recycled water and to provide other new sources of water such as cisterns, and desalinization before approving further development? What will the City do to provide proper fire and police services? **Will the traffic measurements, the LOS, expected to change in three of the nine intersections measured upward from D to E and in one intersection presently measured at F and expected to permanently remain at F, allow the City to disapprove of this project?** Is the applicant aware of the backup in the community when there are accidents on the 210 Freeway? What will be the impact of Cal Trans implementing the freeway on-ramp traffic signals which is likely to clog the surface streets in this area?*

Policy 1-3.2: Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Consistency Discussion

....however, the proposed small yard areas do not protect the character and scale of existing residential neighborhoods. *(Correct)*

There is that word, again. Infill - what does that mean? Does it mean tear down a mature forest on a rolling hills patch of green that is filled with the energy of the past, the present, and the hopeful future; demolish the little restaurant and throw out the picnic tables; bulldoze the wonderful old oaks as we who love them look on? No, it does not! Infill is intended to increase density where the infrastructure is; where the trains and buses already travel; where there are schools close by; where there are services close at hand; a place of convenience. The reality is that infill is supposed to save the very open space that it is trying to destroy with this project. Can the applicant or the City deny the truth of this?

Policy 1-3.3 Preserve existing views of hillside and mountainous areas.

Consistency Discussion

.... However, placement of tightly spaced 2-story homes close to La Tuna Canyon Road and Tujunga Canyon Road will partially block existing northerly and westerly public views of hillside and mountainous areas. *(Correct, but incomplete) –*

Policy 1-3.3 Program also reads: Retention of low density rural character of community....)

Will the City require that this missing part be answered by the applicant.

Policy 1-6.1 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within the hillside areas.

Consistency Discussion

....Thus, existing infrastructure is currently available at the project site. *(Incorrect)*

The sewage generated by this project will have to go to Glendale, because of the terrain and as is the case of other homes in the area located in the City of Los Angeles. The City has mandated Phase III of its drought conservation program in Los Angeles because of a severe lack of water. Brownouts occur when the weather is hot. Sewage and land fill problems plague the City. There is a Notice of Preparation letter from the LA Fire Department which says it will not be able to provide adequate fire service to this project which is located in a high fire risk area. The DEIR does not provide sufficient information as to how this heavy drainage area will be contained without the present available watershed for percolation.

Will the City require the applicant to provide realistic, practical, environmentally safe, fully developed and engineered plans before this DEIR is finalized? What does Glendale say about the sewage? Will the City require that the Global Warming aspects and effects of this development are fully calculated and presented to the community?

Objective 1-7 and Objective 1-8 were not included or answered.

RECREATION AND PARK FACILITIES GOAL 4 also was not included or discussed.

Since both equestrian/rural issues and the possible loss of the recreation provided by this golf course are of utmost importance to the community, will the City require that answers to these excluded categories be included and added to the DEIR?

Objective 5-1 To preserve existing open space resources and where possible develop new open space.

Consistency Discussion

...Therefore, the project does not preserve existing open space resources.... (Correct)

I refer you to the OPEN SPACE element. It is one of the seven required elements according to CEQA. It refers to the need for studies and possible methods that should be used to develop open space; it refers to this property as Open Space Lands - Privately Owned, and states at the last bullet on Page 9 that Impacted areas should receive priority of funding for open space purposes, particularly in respect to providing recreational facilities.

Policy 5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Community.

Consistency Discussion

....Therefore, the project does not retain passive and visual open space which provides a balance to the urban development of the Community..... (Correct)

Why has the Open Space Element been missing from the City Planning website since the website was created, and why has it not been updated for 36 years? Has it been referred to in this DEIR? Why not?

Policy 5-1.2 Protect significant environmental resources from environmental hazards

Consistency Discussion

The project would remove, 85 oaks....11 western sycamores....103 mature landscape trees....Therefore, the project does not protect significant environmental resources from environmental hazards. Impacts to the trees as biological resources would be mitigated; impacts to the trees would not be mitigated. (Incorrect, correct and incomplete)

The DEIR discusses the likelihood of more trees than those acknowledged above may be removed.

*Will the City require that the applicant discuss the risk to all of the trees other than those noted in the above discussion? **How many decades will be required to grow the replacement seedlings into mature trees? Can mature tree removal truly be mitigated by planting seedlings for even young trees will not fully mature within our lifetimes and the space where the trees now grow would be filled with houses and parking lots not seedlings - how is that mitigation?** Will the City require that actual costs be provided to buy, transport, and plant equivalent trees - the cost of a "mature tree for a mature tree"?*

Policy 5-1.5

Protect Scenic Corridors by establishing development controls in harmony with each corridor's individual scenic character.

Consistency Discussion

....the project will significantly impact views from Scenic Corridors..... (Exactly)

Table IV.I-3

San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan Consistency Specific Plan Regulations

Pages IV.I-21, 22

This section of the Specific Plan establishes several regulations for new projects within a Scenic Highway Corridor. The majority of these are specific to commercial and industrial developments.

However, building height is regulated within scenic highway corridors. The maximum height of any new building or structure visible from the right-of-way of a Scenic Highway shall be 30 feet.

Consistency Discussion

La Tuna Canyon and the 210 Freeway are designated as Scenic Highways under the Specific Plan. The proposed project would be visible from the rights-of-way of these two scenic highways..... (Correct)

The Specific Plan states in Section 2. PURPOSE The San Gabriel/Verdugo Mountain Scenic Preservation Specific Plan is intended to preserve, protect, and enhance the unique natural and cultural resources of the Plan area. The Plan accomplishes these goals by establishing four general areas of regulation: 1. Prominent Ridgeline Protection measures protect from grading and/or development designated Prominent Ridgelines that are visible from the Right-of-Way (ROW) of any of the Scenic Highways listed in Section 4. 2. Biological Resource Protection measures protect oak trees and help protect unique native plant communities of the Specific Plan area. 3. Scenic Highway Corridors Viewshed Protection measures establish standards for site design, landscaping (including parking lot landscaping), and signage to assure that the design of projects and related improvements within designated scenic highway corridors preserve, complement, and/or enhance the view from these corridors.

How does this project preserve, complement, and/or enhance the view from these corridors being that both La Tuna Canyon Road and the 210 Freeway are Scenic Corridors which are measured and extend 500 feet from the center of the Scenic Highway into the area where in this project houses are planned? Will a determination by the Director of Planning be made prior to a finalized EIR as to whether this project will interfere with the view of a prominent ridgeline from a ROW of a Scenic Highway or ruin the view from a Scenic Corridor? Will the Director seek community input on this important decision?

CUMULATIVE IMPACTS

Page IV.I-24

One of the projects, Canyon Hills.... (see below)

This information regarding the project approved for Canyon Hills is flawed. There will be 221 DU not 280, Canyon Hills is located on 600 plus acres not 880, and that all of the related projects are subject to the same development standards and environmental review as the proposed project is an incorrect statement. The Canyon Hills use of the slope density ordinance had a glitch which occurred when the Slope Density was applied and increased the density from 45 single family rural homes to 221 houses on small lots. That glitch has been corrected.

Where are the applicant's calculations?

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Page IV.I-24

The proposed project's land use impact would be less than significant. (Incorrect)

How can this impact be considered less than significant based on the reality? The inability to truly mitigate the removal of the mature trees is reality. The loss of aesthetics which involves a magnificent view and, of course, the trees is reality. The loss of a facility which has served the public with family recreation for decades is reality. The lack of up front City Protection for the county's SEA No. 40 as we ferret out the City's words and as the City takes a backseat to Global Warming and Environmental Protection does not make it less of a reality when the wildlife, flora and fauna, die. The lack of city infrastructure including the severe water shortage is a

reality each of us is dealing with, everyday, in our own homes. To live in a high risk fire area and know that when you call 911 that the fireman or the policeman you so desperately need to help you at that moment may not be there for you is a reality.

Twelve years ago the City Planning Department knew this golf course was incorrectly zoned, but somehow the City fell down on its job leaving us with this dilemma. So what do we do about it? We must find the courage and the fortitude to convince the City to correct the uncorrected inconsistencies between zonings and land use designations and rezone this property to OS? We must find the resources to buy the property as we have been trying to do for two years or more. The County is willing; Glendale is willing; the Santa Monica Mountains Conservancy is willing; and the applicant is willing; it is time!

Mr. Somers, please see the Change Map attached to the documents regarding the consistency hearing on January 23, 1997. On this map you will find an equestrian trail which is in close proximity to the property on the west. This trail and others will be designated as part of the Rim of the Valley trail system. The newly annexed Open Space of 225 acres southeast of the junction of La Tuna Canyon and the 210 freeway must be connected to the Angeles National Forest.


Will the applicant provide improved trails to link with the 225 acres, the Angeles National Forest, and the Rim of the Valley Trail System if allowed to build?

The Alternatives to this project are unacceptable as alternatives. They do not provide solutions to the loss of aesthetics, recreation, and ecological resources created by the primary proposal nor do they cure the negatives such as increased density, lack of infrastructure, and more cars on already overloaded streets.

Please, Mr. Somers, be aware that neither COBRA or STNC's NOP letters to you were included in the DEIR NOP Section.

Thank you so much for the opportunity to present my comments. I am looking forward to the answers to my questions and would like to be kept informed about future hearings.

Sincerely,


Elaine Brown
Email: lannyb1@aol.com
(818) 353-9331

attachments

CC: Tomi Bowling, STNC Land Use Committee Chair

Attachments

Plan Amendments Date Log

Council File 97-0703

LADCP Staff Report CPC 95-0358CPU – 01/23/1997

Change Matrix – Exhibit C – August 1997

Footnote Legend (See 16)

Footnote Legend (See 13 & 20)

LA City Ordinance 172534

PLAN AMENDMENTS DATE LOG

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-
SHADOW HILLS PLAN

Adopted by City Council
July 15, 1980
C.F. 79-2718, S1A

Date	Amendment	Council File
June 26, 1987	AB283 General Plan/Zoning Consistency Program	87-0744
July 28, 1987	Periodic Plan Review, Window 1, Item 20 - Foothill Blvd.	87-0333 S20
Sept. 23, 1987	Footnote 18	87-0744
Jan. 05, 1988	AB283 Industrial/Residential - North Valley	87-0592
May 18, 1988	Periodic Plan Review, Window 9, Item 8 - Foothill Blvd.	88-0401 S8
May 18, 1988	Periodic Plan Review, Window 9, Item 9 - Honolulu Ave.	88-0401 S9
Oct. 01, 1988	Periodic Plan Review, Window 13, Item 10 - Foothill Blvd.	88-1537 S10
Oct. 13, 1989	Mobilehome Parks Footnote 21	89-0119
March 27, 1991	Land Use Footnote - Corresponding Zones	90-1422
May 27, 1992	AB283 - Open Space I	92-0163
Nov. 24, 1992	Periodic Plan Review, Window 45, Item 4 - Shady Grove Ave.	87-2051 S2
Sept. 6, 1995	Foothill Blvd. Corridor Specific Plan and Plan Amendments	93-0033 S3
June 19, 1996	AB283 - Public Facilities, Open Space II and Cleanup	95-1904 S5

Council File: 97-0703

Title

SUNLAND TUJUNGA LAKE VIEW TERRACE SHADOW HILLS EAST LA TUNA CPU

Subject

CPC 95-0358-CPU - Req Ccl approve the General Plan Amendments for the Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon Community Plan Update.

Date Received / Introduced

04/18/1997

Status

CLOSED

Last Change Date

04/08/1999

Council District

2,7

Initiated by

Mayor

City Planning

File History

4-21-97 - For ref - Set for P&LUM Comt on 4-29-97

4-21-97 - Ref to P&LUM Comt

4-22-97 - File to P&LUM Comt Clk per request

4-29-97 - P&LUM Comt Disposition - Cont to 7-15-97

7-15-97 - P&LUM Comt Disposition - Cont to 8-19-97

8-19-97 - P&LUM Comt Disposition - OK as amended

11-18-97 - P&LUM Comt rept ADOPTED *AS AMENDED to ADOPT the FINDINGS of the City Planning Commission as the Findings of the City Ccl

ADOPT the accompanying RESOLUTION as recommended by the Mayor, the City Planning Commission, the Director of Planning and the General Plan Advisory Board, APPROVING the proposed General Plan amendments for the

Sunland-Tujunga-Lake View Terrace Shadow Hills-East La Tuna Canyon Community Plan Update - CPC 95-0358-CPU (Public Hearing Scheduled in Ccl 11-18-97)

INSTRUCT the Department of City Planning to prepare and present for adoption the necessary ordinances implementing these plan amendment and zone changes as shown on the Change Map and Matrix (Exhibits C and D)

INSTRUCT the Planning Department to update the General Plan and appropriate maps pursuant to this action

INSTRUCT the Planning Department to update the General Plan and appropriate maps pursuant to this action - Mit Neg Dec & Resol ADOPTED - Findings ADOPTED

11-18-97 - * Mo - Wachs Mover 1997 / Bernson - MOVE that the Planning and Land

Use Management Comt Report for CF No. 97-0703, be amended to add the following additional language to the Sunland-Tujunga Lake View Terrace Shadow Hills East La Tuna Canyon Community Plan:

On February 20, 1989, the Sunland Tujunga Lake view Terrace Shadow Hills East La Tuna Canyon Community Plan was amended pursuant to AB 283 in order to achieve consistency between the Plan's Land use designations and zoning

On July, 10, 1991, the Los Angeles City Ccl adopted plan amendments and zone changes relating to regulation and limitation of development in hillside areas having an average natural slope of 15% or greater. The hillside areas that were designated for Minimum Density Housing totaled 6,660 acres. The redesignation to Minimum Density made the properties subject to the provisions of the City Wide Slope Density Ordinance which provides a formula to calculate the density of development relative to the percentage of slope on the site

This action was taken to protect the natural character of the picturesque mountainous areas, to provide a safe environment and to enhance the quality of life in the Northeast Valley. The regulations are directed toward minimizing the problems with soil erosion, slope instability, excessive grading scarring of the hillsides, inadequate infrastructure, limited accessibility on substandard streets, and a lack of public facilities and services

12-3-97 - File to Planning Commission

12-31-97 - File to P&LUM Comt Clk OK

1-5-98 - File in files

5-5-98 - File to Rick Torres - Planning - 818-756-8730

11-9-98 - File in files

3-3-99 - For Ccl - Planning - Req Ccl approve Zone & Height District Changes for the Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon Community Plan

3-3-99 - File to Cal Clk

3-16-99 - Ord over one week to 3-23-99

3-23-99 - Ord ADOPTED for a zone & height district changes for the Sunland - Tujunga - Lakeview Terrace - Shadow Hills - East LA Tuna Canyon Community Plan Update

3-24-99 - File to Mayor for signature

4-8-99 - File in files

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APPENDICES

- Appendix A - Land Use Diagram
- Appendix B - Plan Map Footnotes
- Appendix C - Permanent [Q] Qualified Condition

ATTACHMENTS

- EXHIBIT A - Resolution
- EXHIBIT B - Proposed Plan Text
- EXHIBIT C - Change Matrix
- EXHIBIT D - Change Map
- EXHIBIT D1 - Plan Amendment and Zone Change Map - Subarea No. 26
- EXHIBIT D2 - Plan Amendment and Zone Change Map - Subarea No. 42
- EXHIBIT D3 - Plan Amendment and Zone Change Map - Subarea No. 53
- EXHIBIT E - Existing Plan Land Use Map
- EXHIBIT F - Mitigated Negative Declaration
- EXHIBIT G - Transportation Improvement and Mitigation Program (TIMP)

SUMMARY AND RECOMMENDATIONS

The proposed project consists of General Plan Amendments and associated Zone Changes to the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, including approval and recommendation of the Mitigated Negative Declaration. The City Council adopted the current Plan on July 15, 1980, and it has not received comprehensive review since that time. However, it was amended in 1987 and 1988 through the AB-283 Zoning Consistency Program. Certain properties have been revised through the Periodic Plan Review process prior to and since that time and the Foothill Boulevard Corridor Specific Plan was adopted in 1995 which amended the Plan and zoning along the Foothill Boulevard Corridor. In addition, other changes have occurred in the community that could not be anticipated in the current Community Plan. Since the adoption of the Community Plan in 1980, there have been policy changes and changes in development patterns that are not reflected in the Community Plan. The City Council instructed the City Planning Department to revise the Community Plan to reflect current planning policies and practices. The implementation of the Community Plan Update program includes plan amendments, zone changes and amendments to the Plan text and Plan map when necessary and appropriate in order to bring the Plan up to date.

ACTIONS RECOMMENDED BY STAFF: That the City Planning Commission

APPROVE the Staff Report and appendices as the Commission Report.

APPROVE AND RECOMMEND that the Mayor approve and the City Council adopt the attached Resolution (Exhibit A), Community Plan Text (Exhibit B), and Change Map (Exhibit D), amending the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan as part of the General Plan of the City of Los Angeles.

APPROVE AND RECOMMEND that the City Council adopt the rezoning actions "In Concept" to effect changes of zone as identified in the Change Matrix (Exhibit C), the Change Map (Exhibit D, D1, D2, D3) and Appendix C of the Staff Report.

APPROVE AND RECOMMEND adoption of Mitigated Negative Declaration No. 95-0344 CPU (Exhibit F) and the Transportation Improvement Mitigation Program (TIMP, Exhibit G).

AUTHORIZE the Director of Planning to present the plan text, and plan amendments to the Mayor and City Council, in accordance with Section 96.5 of the City Charter.

INSTRUCT the Department of City Planning to prepare the necessary ordinances changing the zones as shown on the Change Matrix and Change Map (Exhibits C and D).

ADOPT the following findings:

1. Geographic Area - That the project area, as shown in existing Community Plan (Exhibit E), consists of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community located in the northeastern portion of the San Fernando Valley. The community contains approximately 16,370 acres and is bounded by the Angeles National Forest on the north; the community of Sun Valley and the City of Burbank on the south; the City of Glendale on the east; and the community of Arleta-Pacoima on the west.
2. Charter Section 96.5 (5) - That in accordance with Charter Section 96.5(5), the proposed amendments to the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan text and map are in substantial conformance with the purposes, intent, and provisions of the General Plan, including arrangement of land use, circulation and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the community, within the larger framework of the City. The Plan update includes amendments to the text and map which designate sufficient land to accommodate housing, commercial and industrial needs while preserving the community's residential character.
3. Charter Section 97.2 (1) (a) - That in accordance with City Charter Section 97.2 (1) (a), the proposed plan update is related to other plans being prepared by the Department of City Planning in that the update is substantially consistent with the restructuring of the General Plan which establishes the overall policies and standards used in updating the land use in this Community Plan.
4. Charter Section 97.2 (1) (b) - That in accordance with Charter Section 97.2 (1) (b), the proposed plan update is in conformance with the public necessity, convenience, general welfare and good zoning practice, by promoting economic well being and public convenience, by allocating and distributing lands in sufficient quantities to satisfy the housing, commercial, service, industrial and open space needs of the Community. The Plan Amendments are in response to instructions by the City Council, information from community focus groups, and additional information generated at the workshop, open house, and public hearing. The update program establishes provisions to preserve and enhance residential neighborhoods, improve the function, design and economic vitality of commercial areas, preserve and enhance the community's identity, and preserve commercial and industrial land uses.
5. Amendments to the Plan Text - That the proposed Plan provides several new sections which reflect current planning policies and practices. These new sections are formatted into Chapters in the Plan text which include demographics, community participation, function, purpose, design and organization of the Community Plan and its relationship to other plans and programs by clarifying the context and hierarchy of the Community Plan. Sections discussing the planning

area and background complement the plan map by providing a description of the Plan area, land use policies, coordination with other agencies, and urban design.

6. Amendments to the Plan Map - That the General Plan amendments and associated zone changes include 57 areas described in the Change Matrix (Exhibit C) and located on the Change Map (Exhibit D). These subareas are broken down into 11 subareas that are plan amendments and zone changes; 14 subareas where plan amendments only are recommended; 2 subareas where zone changes only are recommended; and 30 subareas where only legend symbol changes are considered.
 - a. That the changes (Subarea Nos. 9, 24, 31, 34, and 52) are reflected in the Proposed Plan Amendments as Open Space land use designation changes and associated OS Zone changes to provide outdoor recreation opportunities and advance the public health and welfare; encourage the management of public lands in a manner which protects environmental characteristics; and encourage the maintenance of open space uses on all publicly owned park and recreation land.
 - b. That the two changes (Subarea Nos. 33 and 57) are reflected in the Proposed Plan Amendments as Public Facility designation changes with associated PF Zone changes which separate publicly-owned and developed properties from the current "Open Space" plan designation which previously included both public and private open space as well as publicly-owned properties developed with municipal buildings and structures. The "Public Facility" Zone (PF) provides regulations for the use and development of publicly-owned properties such as fire and police stations, schools, libraries, power line rights-of-way and other properties developed with buildings and structures.
 - c. That the two subareas (Subarea Nos. 4 and 22) are reflected in the Proposed Zone changes as RMP zones to encourage the provision of affordable housing in the City as provided in the Housing Element of the General Plan, by permitting both the retention and expansion of existing mobilehome parks and the establishment of new mobilehome parks in the community.
 - d. That the four subareas (Subarea Nos. 26, 41, 42, and 53) involve privately-owned properties that are plan amendments and zone changes which are in substantial conformance with the purposes, intent and provision of the General Plan. These changes implement the General Plan by regulating the use of land, in a manner consistent with the General Plan:
 - (1) Subarea No. 26 includes properties located on the south side of Foothill Boulevard, east of McVine Avenue. The properties have a plan designation of Highway-Oriented Commercial and a zone of M1-1. The subarea is predominantly comprised of commercial uses, and is one of the remaining industrially-designated segments along Foothill Boulevard. The City Planning Commission and the City Council approved the

commercial designation in adopting the Foothill Boulevard Corridor Specific Plan in 1995. The proposed Plan designation change to General Commercial and a corresponding zone of C2-1VL meets the intent and purpose of the Plan Update program by resolving the conflict between the Plan designation, existing zoning and the current use of the properties.

- (2) Subarea No. 41 is a 0.72 acre property located on the southwest corner of Tujunga Canyon Boulevard and Hillrose Street. The property has a current Plan designation of Limited Commercial and is zoned C1-1VL. The property is however developed with a 23-unit apartment building. The proposed Plan change from Limited Commercial to Medium Density Residential, and zone and height district change from C1-1VL to R3-1 meets the intent and purpose of the Plan Update program by resolving the conflict between the Plan designation and the current use of the property.
- (3) Subarea No. 42 is a 0.43-acre site located on the northeast corner of Tujunga Canyon Boulevard and Hillrose Street. The property, which has a current Plan designation of Limited Commercial and is zoned C1-1VL, is developed with a neighborhood market. With the exception of a 23-unit apartment building located on the southwest corner (Subarea No. 41), surrounding properties are zoned R1-1 and developed with single-family dwellings. The proposal changes the Plan from Limited Commercial to Neighborhood Commercial and the zone from C1-1VL to [Q]C1-1VL. The permanent "Q" would limit residential uses to those first permitted in the RD5 Zone, to encourage a density more compatible with the single-family character of the surrounding area. The proposed Plan and zone change resolves the potential conflict between the Plan's current commercial designation and zone, and the possible future residential use of the site.
- (4) Subarea No. 53 is an approximately 30-acre site located at Tujunga Canyon Boulevard and East La Tuna Canyon Road. The proposal is to amend the Plan from Low Medium I Density Residential to Open Space and change the zone and height district from A1-1 to A1-1XL. The property is developed with the Verdugo Hills Golf Course. It is City policy that privately-owned golf courses of significant size and use may be designated on the General Plan for Open Space and zoned A1-1XL. The proposal is therefore consistent with City policy and the designation of other golf courses in the City. The zone change also meets the intent and purpose of the Plan Update program by resolving the conflict between the Plan designation, existing zoning, and the current use of the property. The Height District change is in substantial conformance with the purposes, intent, and provisions of the General Plan in that this change implements the General Plan by regulating the development intensities in a manner consistent with the General Plan.


- e. Subareas Nos. 1-3, 6, 9, 12-14, 16-17, 19, 21, 23, 25, 29-30, 31, 34-40, 42-52, 54, 56 and 57 are legend symbol changes at various locations throughout the Plan Area. The proposed Plan Amendment meets the purpose and intent of the Update program by identifying areas where service symbols are to be added or deleted as the current circumstances require.
 - f. Subarea Nos. 5, 7-8, 10-11, 15, 18-20, 27-28, 32, 35, and 55 involve various properties where the current use conflicts with the plan designation. The proposed Plan Amendments meet the intent of the Plan Update program by resolving the conflict between the plan designation and the current use of the property.
7. General Plan/Zone Consistency - That the amendments, zone and height district changes comply with State Law Government Code Section 65860 (d) in that the amendments shall become effective upon the adoption of the City Council resolution and the zone and height district changes are approved "in concept". Further, the Director of Planning is instructed to show due diligence in preparing the zone and height district ordinances.
 8. General Plan Framework/Consistency - The Citywide General Plan Framework Element is a strategy for long term growth which sets a citywide context to guide the update of the Community Plans and Citywide Elements. The Framework incorporates the generalized distribution of centers, districts, and mixed use boulevards throughout the City. It also provides guidelines for future updates of the City's Community Plans. The Framework specifies that the final determination about what is appropriate will be made through the Community Plans and through Specific Plans.

The Framework Long-Range Land Use Diagram for the San Fernando Valley geographic region of the City designates a Community Center designation for an area on Foothill Boulevard extending between Oro Vista Avenue and Mount Gleason Avenue. This area is currently planned for Highway-Oriented Commercial in the Community Plan. The Plan Update proposes amending this area to Community Commercial (Appendix A), thus implementing the General Plan Framework. The Plan Update also proposes extending the boundary of the Community Center to Wyngate Street, to include a shopping center, a fire station, a library, and the Sunland-Tujunga Municipal Building. The proposed Community Center is located in the Foothill Boulevard Corridor Specific Plan, and is consistent with both the General Plan Framework's parameters and the more detailed land use regulations contained in the Specific Plan that govern this area.
 9. Environmental - That the Proposed Mitigated Negative Declaration No. 95-0344 CPU (Exhibit F) for the plan amendments, zone and height district changes, determined that there will not be any adverse environmental effects that cannot be mitigated.
 10. Fish and Game Government Code Section 711.2 of Title 14 - That in accordance with the State of California Government Code, the proposed Sunland-Tujunga-Lake View Terrace-

Shadow Hills-East La Tuna Canyon Community Plan Update will not have an individual or cumulative adverse effect on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2 as noted in Mitigated Negative Declaration No. 95-0344 CPU.

11. That based upon the above findings, the recommended amendments, zone and height district actions are deemed consistent with the public necessity, convenience, general welfare, and good zoning practice.

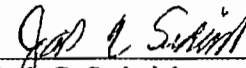
CON HOWE
Director of Planning



Robert H. Sutton
Deputy Director of Planning

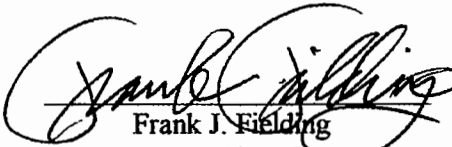
Date: 1/14/97

APPROVED BY:



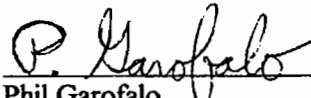
Jack C. Sedwick
Principal City Planner

REVIEWED BY:

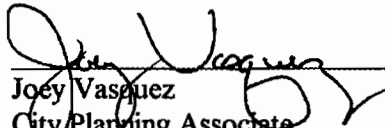


Frank J. Fielding
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PREPARED BY:



Phil Garofalo
City Planner



Joey Vasquez
City Planning Associate

STAFF REPORT

BACKGROUND

The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan area is located in the northeastern portion of the San Fernando Valley. The community contains approximately 16,370 acres and is bounded by the Angeles National Forest on the north, the community plan area of Sun Valley-La Tuna Canyon and the City of Burbank on the south, the City of Glendale on the east, and the community plan area of Arleta-Pacoima on the west.

The Department of City Planning is currently in the process of updating the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan. The Community Plan area contains the eastern portion of La Tuna Canyon.

The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan Update (CPU) Program is designed to:

1. Amend language in the Plan text (Exhibit B), that is inaccurate, out of date or no longer valid; develop new Plan text language that more accurately reflects current land use policies and City programs and add sections to the text as needed to reflect subsequent changes to the Plan area.
2. Amend the Plan Land Use Map (Exhibit E) to reflect changes to Service System symbols due to the addition of new area services that have been added or proposed and to remove Service System symbols that no longer have meaning where located.
3. Amend the Plan Land Use Map (Exhibit E) and change the zone classifications and height districts on parcels within the Community Plan area as described in the Change Matrix (Exhibit C) and shown on the Change Map (Exhibit D).
4. Modify footnotes to the Plan Map to reflect current policies and programs.
5. Add language to the Plan Text (Exhibit B) to address design standards and guidelines in the development of commercial, multi-family residential and certain public facilities.
6. Review goals, objectives, policies, and programs in the Plan Text (Exhibit B) for consistency with the General Plan.

The Community Plan Update (CPU) Program includes a revision of the Plan text, Plan Amendments and Zone changes, where appropriate, in order to accomplish the purposes described above. The CPU Program was developed to serve as a foundation where existing Community Plans could be reviewed and updated approximately every five years.

ISSUES AND CONCERNS

After a series of focus group meetings a workshop and a public hearing/workshop, the community identified the following issues and concerns:

Residential

- Intrusion of incompatible, higher density residential and commercial uses in lower density established residential areas.
- Preservation of the single-family character of the community.
- Limit the impact of multi-family dwellings.
- Deterioration of the existing housing stock.

Commercial

- Attraction of new small businesses on Foothill Boulevard.
- Overabundance of auto repair shops and liquor stores in the community.
- Potential to make Commerce Avenue a historic area.
- Compatibility of commercial uses with low-density residential uses.
- Maintenance of abandoned commercial buildings.

Industrial

- Limit impact of industrial uses in the community.
- Compatibility of industrial uses with residential uses.
- Need to utilize empowerment zones in developing industrial land.

Transportation

- Need to improve commuter bus service.
- Provision of a local shuttle service on Foothill Boulevard.
- Excessive speeds on residential streets.
- Traffic congestion on Foothill Boulevard and spillover of traffic onto residential streets.
- Need to widening of Tujunga Canyon Boulevard.
- Resurfacing of streets.
- Transportation improvements along Foothill Boulevard.

Neighborhood Character

- Need preservation of small town character.
- Need protection of mountain views.
- Need preservation of Horsekeeping Districts and equestrian trails.

GENERAL PLAN ADVISORY BOARD (GPAB)

On November 20, 1996 the General Plan Advisory Board (GPAB) discussed the Plan Update text, map, and amendments. Comments were made by members of the Board with respect to language in the Plan text, and suggestions for restatements, clarifications, and the use of more appropriate language were made by the Department of Transportation, the Department of Recreation and Parks, and the Police Department. The Department of Airports submitted language changes that were discussed, but it was agreed that the existing language was appropriate. The Board approved the Plan Update with the provision that if any future substantive corrections occurred, the item will be returned for Board consideration.

CITIZEN PARTICIPATION

In February and March of 1996 a series of six Focus Group Meetings were held to incorporate public input into the Plan update. On May 2, 1996, a Community Workshop was held at the Sunland-Tujunga Municipal Building to discuss the proposed zone and map changes to the Community Plan. Suggestions resulting from these meetings were incorporated into the Plan document and recommended amendments. Both the Open House and Public Hearing were held at Mount Gleason Middle School. Seventy-five persons attended the Open House on September 19, 1996. Twenty-six persons attended and ten persons gave testimony at the Open House/Public Hearing held on October 3, 1996. The testimony received at these public hearings were reviewed by Staff and appropriate responses were developed. The following is a report on the testimony presented and letters received with staff's responses.

SUMMARY OF PUBLIC HEARING

The public hearing concerning this matter was conducted on Thursday, October 3, 1996, at Mount Gleason Middle School, 10965 Mount Gleason Avenue, Sunland. Approximately 3,800 public hearing notices were mailed to households in the Community Plan Area. Twenty-six persons were in attendance, of whom 10 gave oral testimony. Correspondence was received from 5 individuals, organizations or companies.

SUBAREA COMMENTS

Subarea No. 7

Testimony:

Testimony was given in support of adding Footnote No. 13 to the subarea to discourage multiple residential development.

Response:

Footnote No. 13 on the Plan Map states that “it is the intent of this plan that multiple residential zoning not be permitted at this location.” This property, located at Foothill Boulevard and Osborne Street, is zoned C2-1VL, which allows multiple-family use permitted in the R4 Multiple Dwelling Zone. The subject property is developed with a liquor store and a vacant commercial building. Surrounding properties are zoned A2-1 and RD2-1, and there is already multiple-family development in the vicinity. In order to support community desires and discourage further residential development in the area, staff has revised the recommendation for this subarea by addition of the footnote.

Subarea No. 8

Testimony:

Testimony was given in support of adding Footnote No. 13 to the subarea to discourage multiple residential development (the speaker was unaware that Footnote No. 13 already exists on the Plan map).

Response:

Staff recommends no change to Footnote No. 13 in Subarea 8. The subarea, located at Foothill Boulevard and Kagel Canyon Street, is currently designated with Footnote No. 13, which prohibits multiple residential zoning. The site is undeveloped.

Subarea No. 15

Testimony:

Testimony was given in support of adding Footnote No. 13 to the subarea to discourage multiple residential development (the speaker was unaware that Footnote No. 13 already exists on the Plan map).

Response:

Staff recommends no change to the initial recommendation. The subarea, located at Wheatland Avenue and Sunland Boulevard, is currently designated with Footnote No. 13, which prohibits multiple residential zoning. The site is developed with a shopping center.

Subarea No. 18

Testimony:

Testimony was given in support of adding Footnote No. 13 to the subarea to discourage further multiple residential development.

Response:

Footnote No. 13 on the Plan Map states that "it is the intent of this plan that multiple residential zoning not be permitted at this location." The site, located on Fenwick Street, is zoned C1, which allows multiple-family use permitted in the R3 Multiple Dwelling Zone. The subarea is characterized by an established land use pattern that includes approximately 50% multiple-family land use already located there. In addition, a long-standing pattern of mixed uses including an office building, a post office, and a convalescent hospital would seem to negate the need to restrict multiple residential development. Staff recommends that Footnote No. 13 not be added to this subarea.

Subarea No. 26

Testimony:

Testimony was given and a letter was received from separate property owners in opposition to the rezoning of the subarea from M1-1 to C2-1VL. Both the testimony and the correspondence indicated the lowering of property values as a reason for their opposition, and that retail use is not appropriate for the site as the property has no direct access to Foothill Boulevard.

Testimony was also given in support of rezoning the subarea from industrial to commercial. The speaker owns an apartment development nearby and it was stated that industrial uses would be undesirable.

Response:

The subject property is located on the south side of Foothill Boulevard, east of McVine Avenue (See Exhibit D1). The existing Plan designates the subarea as Highway-Oriented Commercial. Previously designated on the Plan as Limited Manufacturing, the subarea was amended to Highway-Oriented Commercial upon adoption of the Foothill Boulevard Corridor Specific Plan in 1995. The action was approved by the City Planning Commission to promote an increase in commercial uses, and to eliminate manufacturing uses in predominately commercial areas as they were incompatible land uses that had a negative effect on future commercial development or the current activities. The subarea was not concurrently rezoned from M1-1, and therefore the property is legally inconsistent.

The subarea is developed with a billiard parlor, a pet store, a gas station, a music store, a furniture store, a dental office, an office building, a warehouse/office, and a machine shop. The two objecting parties are owners of the warehouse/office and machine shop, which comprise a small portion of the overall subarea, and could remain indefinitely as non-conforming uses. The subarea is predominantly characterized by commercial land uses. The M1-designated area is also adjacent to single-family development on the south and multiple-family on the west. The staff recommendation is consistent with the recently adopted Specific Plan and corrects a legal inconsistency.

Subarea No. 42

Testimony:

Oral testimony was presented regarding the commercial zoning of the subarea. The initial proposal was to amend the Plan from Limited Commercial to Neighborhood Commercial and not change the zoning. The subarea is developed with a neighborhood market. The speaker expressed concern that if the existing market is demolished apartments could be built on the property. The C1 Zone allows R3 uses. The speaker further stated that the surrounding area is developed mainly with single-family homes and that there are already too many apartments in the community.

Staff Response:

The subject subarea is a .43-acre site located on the northeast corner of Hillrose Street and Tujunga Canyon Boulevard (See Exhibit D2). With the exception of a 23-unit apartment building located on the southwest corner of Hillrose Street and Tujunga Canyon Boulevard, surrounding properties are zoned R1-1 and developed with single-family dwellings. The initial proposal to retain the C1-1VL Zone has been amended. The new recommendation is to change the zone to [Q]C1-1VL. The permanent "Q" would limit residential uses to those first permitted in the RD5 Zone, to encourage a density more in keeping with the single-family character of the surrounding area (See Appendix C).

Subarea No. 53

Testimony:

One speaker testified in opposition to changing the subject Verdugo Hills Golf Course to Open Space. The speaker, a general partner of the Golf Course, stated that in 1980 he met with the Planning Commission, the City Council, and community representatives. He stated that Planning Commission determined that it was in the best interest to give the property a zone of RD5. The speaker believes that the property is not in its highest and best use, and placing the property in Open Space amounts to expropriation.

Response:

The Verdugo Hills Golf Course is an approximately 30-acre site located at Tujunga Canyon Boulevard and East La Tuna Canyon Road in the southeastern portion of the community (See Exhibit D3). The proposal is to amend the Plan from Low Medium I Residential to Open Space and change the zone from A1-1 to A1-1XL. It is the Planning Department's policy that privately-owned golf courses of significant size and use be designated on the General Plan for Open Space and zoned A1; and, in fact, all other golf courses in the City are designated as Open Space on the Community Plans. The proposal is therefore consistent with planning policy and the designation of other golf courses in the City as Open Space. Staff recommends not changing the initial recommendation. A footnote on the existing Plan limits development to no greater than that permitted in the RD5 Zone on this site; however, this footnote is legally inconsistent with the recommended zone and plan. Therefore the staff recommendation includes it's removal.

COMMENTS NOT RELATED TO SPECIFIC SUBAREAS

Big Tujunga Canyon Road Extension

Oral and written testimony was presented regarding the extension of Big Tujunga Canyon Road. It was indicated that the extension of Big Tujunga Canyon Road should not be dealt with in the Community Plan Update, and that it is more appropriate to address the extension within the proposed Tujunga Wash Golf Course Project.

Response:

The existing Community Plan recommends "continue development of highway, freeway and street systems in conformance with existing programs, including selecting a route for the Big Tujunga Canyon Boulevard [sic] between Oro Vista Avenue and Foothill Boulevard and working toward completion of this segment of highway." The Generalized Circulation Map in the Plan shows Big Tujunga Canyon being extended along the southeastern portion of the Tujunga Wash to connect with Wentworth Street.

As the existing Plan addresses the extension, it is appropriate to include it in the Update, and the Plan Update revised text recommends that the road be located more appropriately along the southeastern boundary of Tujunga Wash. The extension is also recommended in the Community Plan Transportation Improvement & Mitigation Program (TIMP) study. The Planning Commission recently acted on the golf course project (CPC No. 96-0243 CU) and adopted the staff recommendation requiring the applicant to provide a street dedication for Big Tujunga Canyon Road from Oro Vista Avenue to Foothill Boulevard on an alignment satisfactory to the City Engineer. Therefore this recommendation is consistent with recent Commission action.

Utilization of Tujunga Canyon Boulevard

Oral and written testimony was presented regarding widening Tujunga Canyon Boulevard from two to four lanes. Tujunga Canyon Boulevard is designated as a major highway between Honolulu Avenue/East La Tuna Canyon Road on the south and Foothill Boulevard on the north and as a secondary highway between Foothill Boulevard and Apperson Street. Tujunga Canyon Boulevard is currently configured as a two-lane roadway between Honolulu Avenue/East La Tuna Canyon Road and Haines Canyon Avenue and between Pinewood Avenue and Apperson Street. One person testified in support of widening Tujunga Canyon Boulevard from two to four lanes as a means of alleviating traffic congestion.

A second person testified in opposition to the widening, stating that increasing Tujunga Canyon Boulevard from two to four lanes is not a satisfactory solution. The party stated that four lanes might carry additional traffic, but this would provide an opportunity for vehicles to speed. It was suggested that the use of Tujunga Canyon Boulevard be made less convenient by provision of additional access to the Foothill Freeway east of Lowell Avenue.

Response:

The Transportation Improvement and Mitigation Program (TIMP) for the community recommends increasing Tujunga Canyon Boulevard from two to four lanes. The TIMP states that heavy peak hour traffic volumes on this roadway, particularly south of Foothill Boulevard, would benefit from an additional travel lane in each direction. Providing these additional lanes would improve Tujunga Canyon Boulevard to General Plan standards for a secondary highway, as recommended in the TIMP. The proposed Plan text recommends widening Tujunga Canyon Boulevard from two lanes to four lanes between Honolulu Avenue/East La Tuna Canyon Road and Foothill Boulevard. The provision of an additional on-ramp to the Foothill Freeway would need to be implemented by CALTRANS, and is therefore beyond the City's jurisdiction.

Community Boundary

Oral and written testimony was presented regarding changing the existing Community Plan boundary to include that portion of Shadow Hills now located in Sun Valley. It was expressed that all of Shadow Hills is in Council District No. 2, and the community should not be divided in half. There is also a park and school that are more closely connected to Shadow Hills than Sun Valley.

Response:

The area in question, approximately south of Wentworth Street to the gravel quarry, and including Stonehurst Playground and Stonehurst Avenue Elementary School, is currently within the boundary of the Sun Valley Community Plan. Although the community may be currently divided into two

Community Plans, community names and Council District boundaries can change in the future. Planning areas are composed of census tracts which provide the basis for statistical analysis. To compare census data there must be historical continuity. This continuity requires that Community Plan boundaries remain unchanged. The community boundaries were approved in 1962 as now constituted and have been consistently used for various types of analysis since that time. The precedent setting of any change would be a major problem for the Planning Department.

Blanchard Canyon Channel Equestrian Trail

Written comment was received regarding the development of an equestrian trail along Blanchard Canyon Channel. The Proposed Plan text recommended a program to study the feasibility of developing an equestrian trail to connect the horsekeeping district at the mouth of Haines Canyon/ Bluegum Canyon to the equestrian trail on the south side of the Foothill Freeway. It was suggested that the trail could follow the base of the mountains east and then run south along Blanchard Canyon Channel. Written correspondence was received in opposition to this recommendation. The letter stated that because of the narrowness of Blanchard Canyon Road, and that most of the Channel is gunite, an equestrian trail in this area would be unsafe.

Response:

Forming a part of the Rim of the Valley Corridor is an existing equestrian trail extending along Haines Canyon Channel and Haines Canyon Avenue. This trail extends parallel to the trail recommended for study along Blanchard Canyon Channel. Because of the issues raised and the redundancy of the trail, the proposed program has been deleted from the Plan text.

Rim of the Valley Trail

Oral testimony was presented regarding adding the Rim of the Valley Equestrian Trail on the Community Plan map. It was stated that the existing Rim of the Valley Equestrian Trail needs to be indicated on the map. The trail, forming a part of the Rim of the Valley Corridor, is located in the eastern portion of Tujunga extending approximately from Big Tujunga Canyon Road on the north to the Foothill Freeway on the south.

Response:

The proposed Community Plan map has been amended to show the location of the trail.

Buffer Strip Zoning

Written correspondence was received regarding the separation of incompatible uses. It was expressed that buffer strip zoning is needed to separate incompatible uses, e.g., residential from freeways. Every future residential tract, Conditional Use Permit, Variance, and Parcel Map must address buffering.

Response:

The proposed Plan text contains the following policies in the Commercial Section that addresses the issue of buffering of incompatible uses:

- 2-2.3 Require that any proposed development be designed to enhance and be compatible with adjacent development.
- 2-3.1 Improve the landscaping of commercial properties.
- 2-3.2 Landscaped corridors should be created and enhanced through the planting of street trees.

In addition, the Design Policies for surface parking recommend that a landscaped buffer be provided along public streets and/or adjoining residential uses.

Zoning On Foothill Boulevard

Written correspondence was received regarding double zones on parcels located on Foothill Boulevard. It was requested that the Planning Department and the Planning Commission investigate both sides of Foothill Boulevard from Fenwick Street to Lowell Avenue to determine how many parcels have double zones - the front portion is zoned commercial and the rear portion is zoned residential. Concern was expressed that many businesses do not have on-site parking. If vacant land is available on the residential portion of the site then a variance or conditional use becomes necessary. This adds to the cost of creating parking.

Response:

Staff has investigated zoning along Foothill Boulevard and found that there are no parcels that have double zones. These zoning problems were corrected with the adoption of the Foothill Boulevard Specific Plan.

Scenic Corridors

Written correspondence was received regarding the development of scenic corridor plans. Development of a scenic corridor plan should be prepared and implemented. According to the

correspondent a committee was appointed in 1983 by Councilman Howard Finn to develop a scenic corridor plan. With the change of Councilmembers the plan was not processed further. The Plan update needs to address the issue.

Response:

The Proposed Plan text includes a Policy (5-1.5) to protect Scenic Corridors by establishing development controls in harmony with each corridor's individual scenic character. The Program implementing this policy recommends that plans for the development of Scenic Corridors should be prepared and implemented. The Plans should include: 1) Roadway design; 2) Location and development of view sites and recreational areas; 3) Controls on use and intensity of lands use within and/or adjacent to the Scenic Corridor; 4) Prohibition and/or control of signs and billboards; and 5) Location of other necessary public facilities.

Open Space And Natural Resource Preserve

Written correspondence was received regarding extending the prohibition of surface mining in the Tujunga Wash beyond the year 2000. It was stated that the possible future demand of the Tujunga Wash's sand, gravel, and rocks makes the proposed prohibition of surface mining to the year 2025 insufficient. It was requested that the prohibition should be extended to the year 2050, or longer.

Response:

The Community Plan goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The proposed Plan prohibits surface mining in the Tujunga Wash beyond the year 2010 - to the year 2025.

Availability of Public Utilities

Written correspondence was received regarding the lack of sanitary sewers in the Sunland-Tujunga area. According to the correspondent, in 1984-1985 only 15% of Sunland-Tujunga was connected to sanitary sewers. The remaining 85% of properties utilize septic tanks or cesspools. Because of the lack of sanitary sewers, the Plan update should require future sanitary sewer plans, particularly for hillside housing developments. Information was also requested regarding the status of the North Hollywood Interceptor Sewer Trunk Line.

Response:

According to the Department of Public Works, Bureau of Sanitation, only between 20% and 30% of properties in Sunland-Tujunga are estimated not to be connected to sewers. Construction of the North Hollywood Interceptor Sewer Trunk Line is anticipated in Fiscal Year 1998-1999. It is not anticipated that the Sewer Trunk Line will receive wastewater flow from Sunland-Tujunga, and therefore is not included in the Plan update. The Proposed Plan text includes a Policy (1-6.1) to

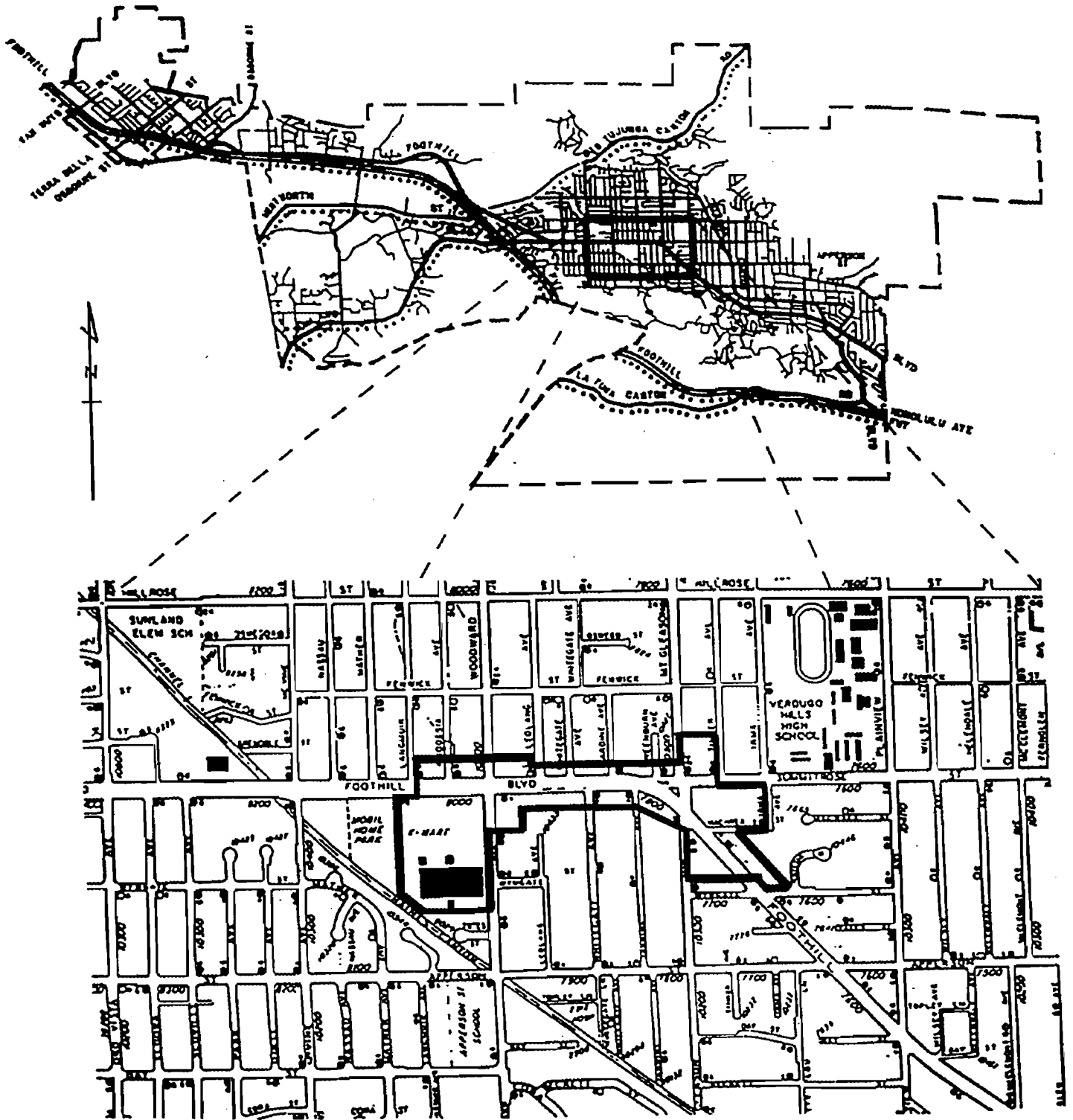
ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities, and other public utilities to support development within the hillside areas.

HEARING OFFICER'S SUMMARY

The Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan amendments with associated zone changes respond to a major goal of protecting single-family neighborhoods from encroachments by commercial/industrial developments and multiple-family dwelling buildings and directing these uses along major transit corridors and thus, reducing traffic congestion on residential streets. The amendments also focus on maintaining a strong economic base to provide quality jobs for community residents by preserving sufficient commercial and industrial lands for such developments, and by appropriate design standards encouraging viable, pedestrian-friendly businesses which are attractive to consumers.

The Planning Department staff discussed the Plan update with small community groups. The Public Workshop, Open House and Public Hearing provided additional opportunities to obtain feedback from the community. Issues raised by the public have been resolved to a large extent through Plan text changes and other amendments. Affirmative findings were made for the General Plan amendments and associated zone changes.

Based on the findings, it appears that the proposed amendments and associated zone changes should serve as a guide for future development in a manner that balances the economic, social and physical welfare of the community. The staff recommendations is for approval of the project.



Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon
Community Plan Update II
Land Use Diagram
Community Center

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA
CANYON COMMUNITY PLAN FOOTNOTES**

1. Boxed symbol denotes the general location of a proposed facility and does not designate any specific private property for acquisition. Such facility may be appropriately located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service System Element of the General Plan.
2. Location of the Equestrian Trails are general and may be varied as required. Trails shown on private property are contingent upon approval of the property owners. The Plan does not intend that such property be purchased by the City.
3. The Public Facility (PF) planning land use designation on the Plan is premised on the ownership and use of the property by a governmental agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
4. Densities shall not exceed that which would be permitted using the slope density formula in L.A.M.C. Section 17.05B for lots: (a) In areas of steep topography planned for Very Low I, Very Low II and Minimum density; and, (b) Which would otherwise require extensive grading, involve soil instability, erosion problems or access problems, as determined by the Deputy Advisory Agency.
5. Minimum density residential uses are permissible on privately-owned open space.
6. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned.
7. Subdivision in hillside areas shall be designed in such a way as to preserve the steeper slopes as open space and to preserve the natural hillside views. The total density allowed over the entire ownership shall be clustered in the more naturally level portions of the ownership. Density in the clusters shall not exceed that permitted in the Low Medium I density housing category.

8. Mt. Gleason Avenue north of Foothill Boulevard, Wentworth Street between Mt. Gleason Avenue and Tujunga Canyon Boulevard, Tujunga Canyon Boulevard between Wentworth Street and Apperson Street, and Mountair Avenue between Foothill Boulevard and La Tuna Canyon Road are designated "Modified Collector" streets and shall have roadways no greater than 50 feet in width.
9. Local streets are shown for reference only.
10. Areas designated Low Medium II are limited to density no greater than that permitted in the RD2 Zone.
11. Sunland Boulevard should be limited to "Secondary Highway" standards.
12. Landfills and surface mining are prohibited in "Ecologically Important" areas during the life of this Plan.
13. It is the intent of this plan that multiple residential zoning not be permitted at this location.
14. Equinekeeping "K" Districts are for the purpose of fostering the preservation of horsekeeping areas. These districts should facilitate the keeping and riding of horses through the minimization of sidewalks and the provision of separated riding trails connected to equestrian centers.
15. Development located between the Sunland-Tujunga-Lake View Terrace-Shadow Hills-La Tuna Canyon Community Plan boundary line on the south, the DWP Power right-of-way on the northeast, and Sunland Boulevard on the northwest having a natural average grade of 2:1 or steeper shall be limited to Minimum Density.
16. Height District No. 1VL.
17. Height District No. 1L.
18. Existing mobile home parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the RMP Zone.
19. There shall be no grading of the principal ridge lines within the Plan boundaries. Designation of principal ridge lines shall be determined by the Advisory Agency.

APPENDIX C

PERMANENT [Q] QUALIFIED CONDITION

The rezoning of Subarea No. 42 shall be subject to the following condition:

Residential uses shall be limited to those first permitted in the RD5 Zone.

LAND USE


RESIDENTIAL

 Multiple

COMMERCIAL

 Neighborhood


 General

 Community

PUBLIC FACILITIES



OPEN SPACE



..... Foothill Boulevard Corridor
Specific Plan Boundary

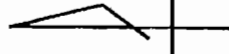
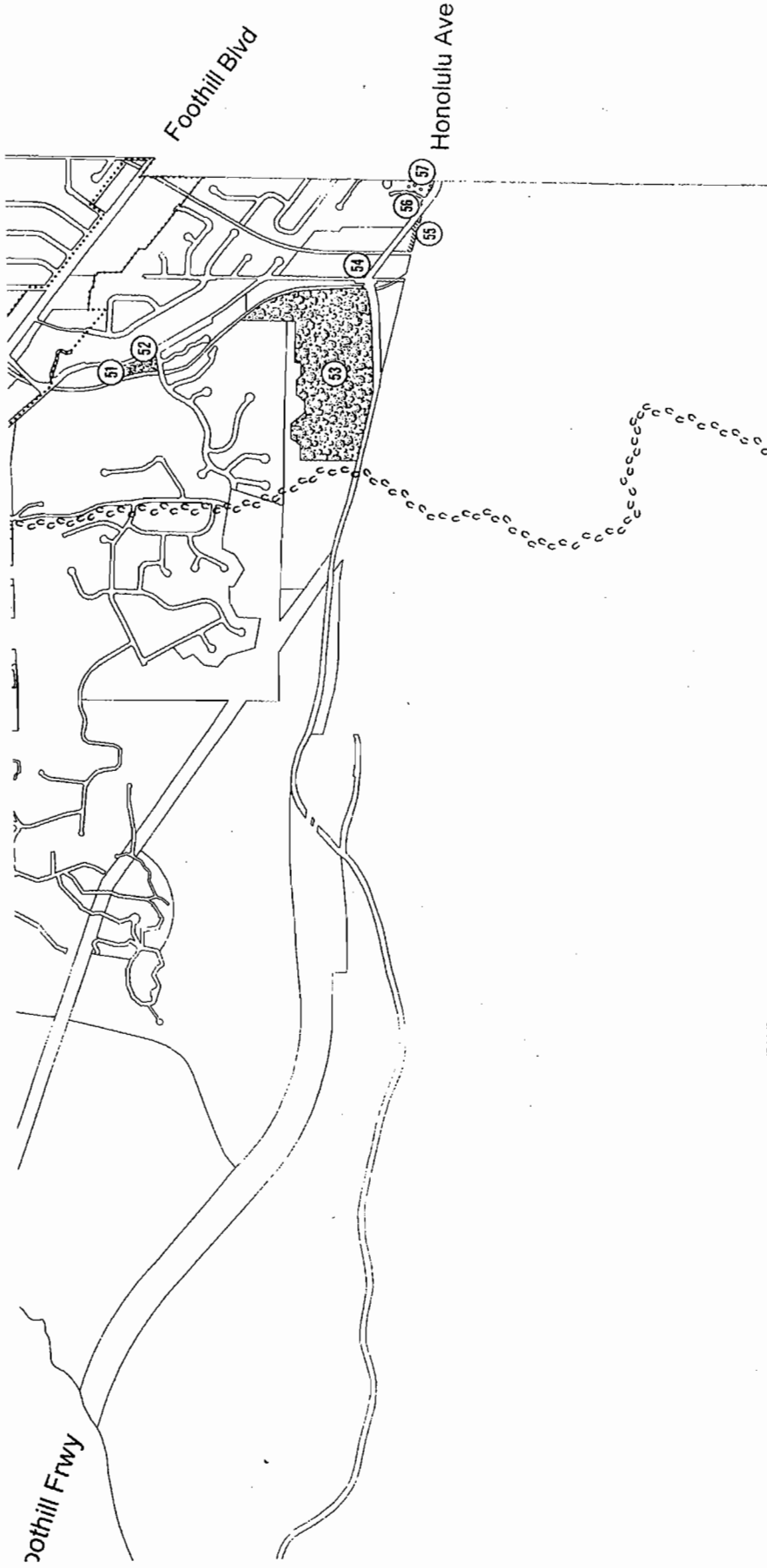
 "K" EQUINEKEEPING DISTRICT

 EQUESTRIAN TRAIL

A majority of the existing Community Plan land use designations in the "Highway Oriented" and "Limited Commercial" categories on the Plan Map are being replaced by a new category "General Commercial". Because this is only a name change in the Community Plan Legend, and will not trigger any zone changes, those land use categories that change from the old "Highway Oriented" and "Limited Commercial" categories to the new "General Commercial" category are not indicated on either the Change Map or the Matrix.

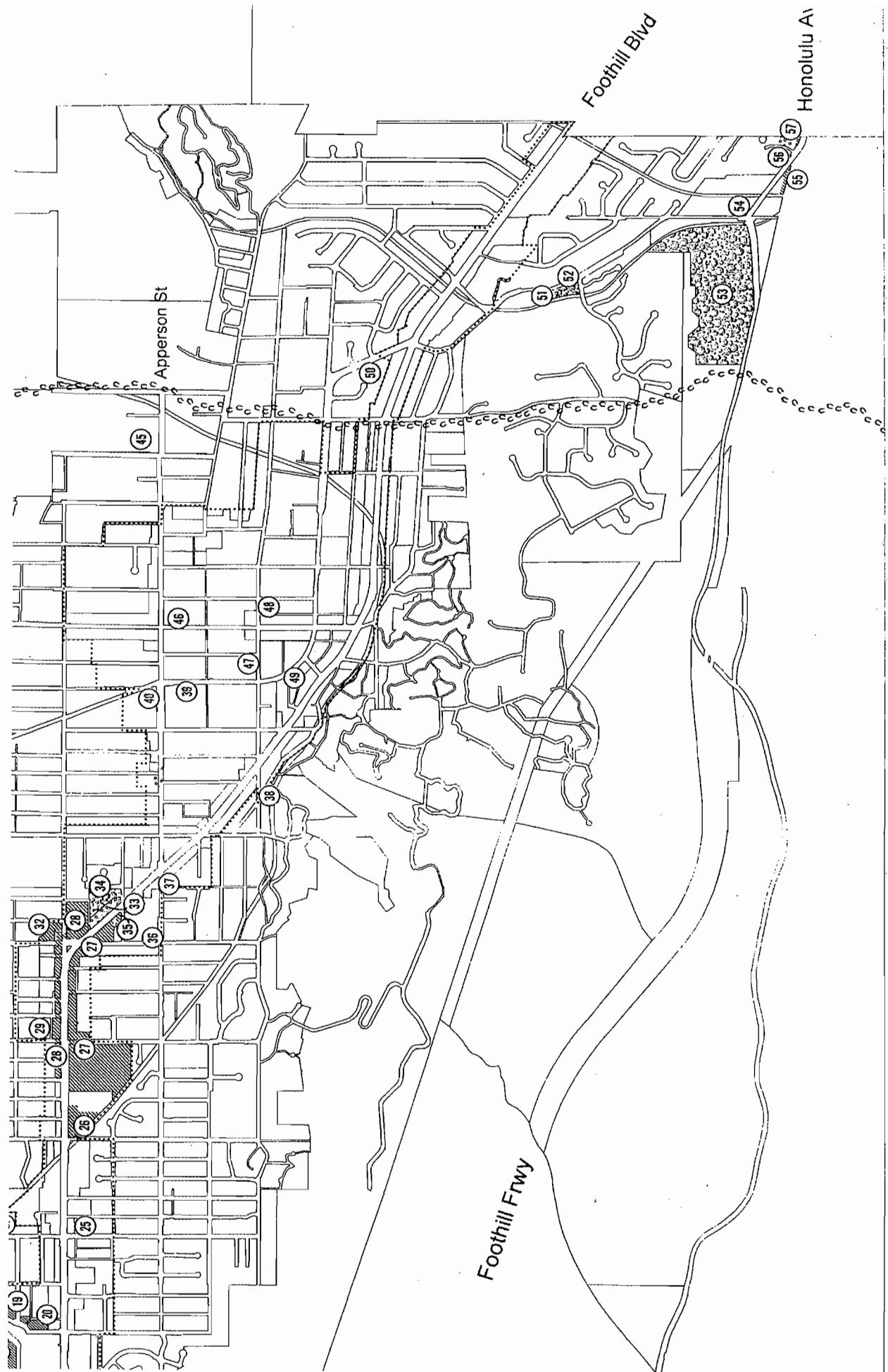
CHANGE MAP:

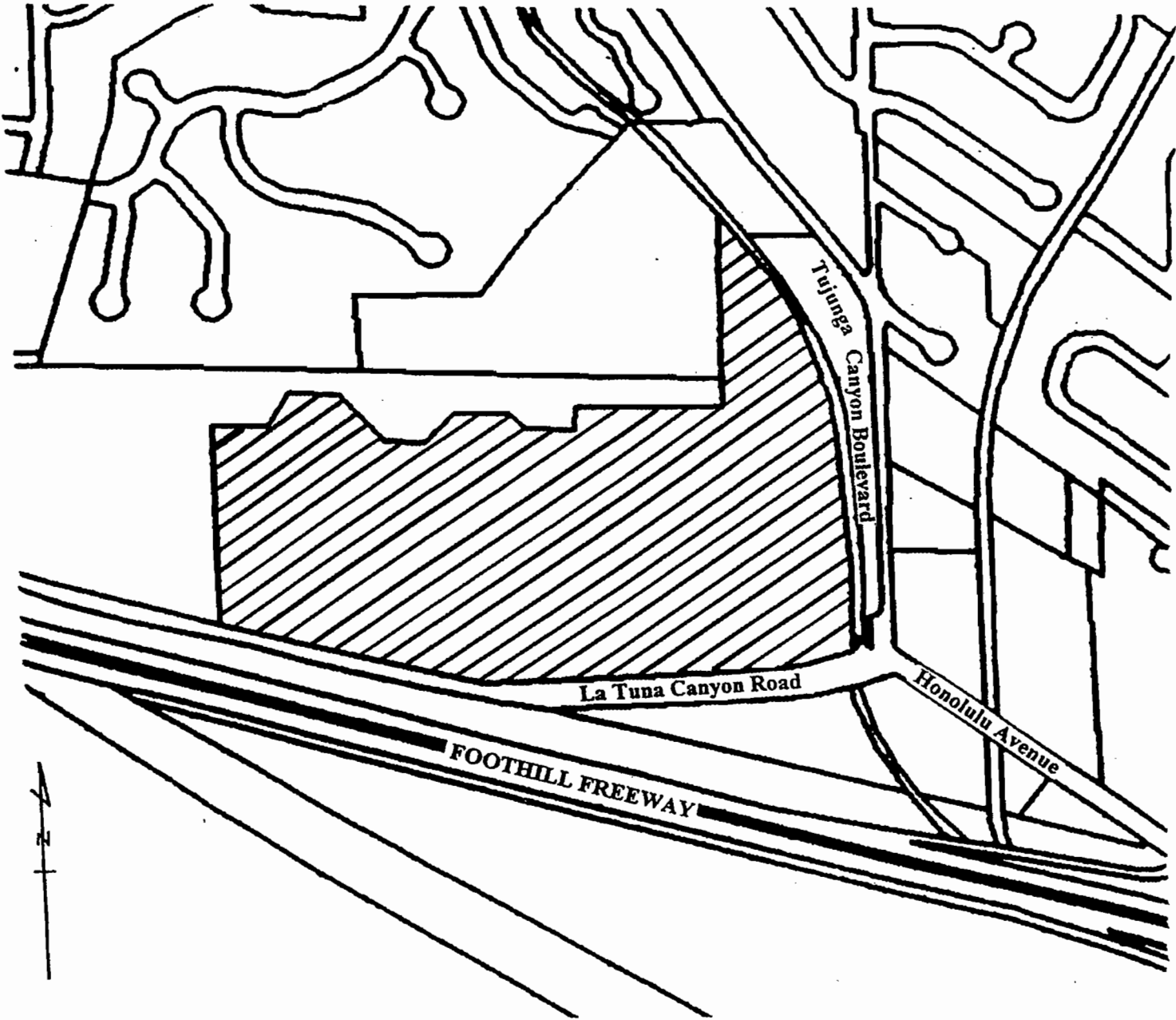
Department of City



East La Tuna Canyon

December 1996





SUBAREA NO. 53
AREA OF PROPOSED PLAN AMENDMENT FROM LOW MEDIUM I RESIDENTIAL
TO OPEN SPACE AND ZONE CHANGE FROM A1-1 TO A1-1XL

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX

Sub-Area No.	CURRENT PLAN AND ZONING			PROPOSED PLAN AND ZONING			EXISTING LAND USE/ COMMENTS/(Q)CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE		
1	OPEN SPACE	OS, A1	LANDFILL SITE	NO CHANGE	N/A	DELETE LANDFILL SYM; ADD LOPEZ CANYON RESTORATION PROJECT	Lopez Canyon Landfill (Closed)	392.0
2	LOW RESIDENTIAL	RE9, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	Church/Fenton and Pierce	--
3	LOW RESIDENTIAL	RE9, RS, R1	PROPOSED NEIGHBORHOOD PARK	NO CHANGE	N/A	DELETE	Single-family Dwellings/ between Fenton and Azores	--
4	LOW MEDIUM I RESIDENTIAL	R2, RD6, RD5, RD4, RD3	NONE	NO CHANGE	N/A	N/A	Mobilehome Park/Foothill between Pierce & Terra Bella	12.5
5	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	COMMERCIAL	C1, C1.5, C2, C4	ADD FOOTNOTE NO. 13	HOC to be phased out/ Foothill between Pierce & Terra Bella	11.1
6	LOW MEDIUM I RESIDENTIAL	R2, RD6, RD5, RD4, RD3	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	Church/Foothill & Terra Bella	--
7	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	HOC to be phased out/ Foothill & Osborne	4.3
8	LIMITED COMMERCIAL	CR, C1, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	LTDCC to be phased out/ Foothill & Kagel Cyn.	2.0
9	LOW RESIDENTIAL	RE9, RS, R1, CR, C1, C1.5, C2, P	NONE	OPEN SPACE	OS, A-1	NEIGHBORHOOD PARK	Kagel Canyon Park/Kagel Canyon & Garrick	3.5
10	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	HOC to be phased out/ Osborne & Lexington	1.1
11	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	HOC to be phased out/ Foothill & Wheatland	1.0
12	VERY LOW I RESIDENTIAL	RE20, RA	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	Church/Foothill Blvd. & Foothill Pl.	--

Left one-half shaded area denotes a zone change only.
Right one-half shaded area denotes plan amendment only.
Shaded area denotes zone change and plan amendments.

Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING				PROPOSED PLAN AND ZONING				EXISTING LAND USE/ COMMENTS(Q) CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING		
13	VERY LOW I RESIDENTIAL	RE20, RA	DWP PROPERTY PROPOSED	RA-1-K	NO CHANGE	N/A	DELETE	NO CHANGE	End of Hillrose	---
14	VERY LOW I RESIDENTIAL	RE20, RA	NONE	RA-1-K	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Sunland & Johanna	---
15	LIMITED COMMERCIAL	CR, CI, P	NONE	IQCR-1VL-K, CI-1VL-K, P-1VL-K	NEIGHBORHOOD COMMERCIAL	CI, CI.1.5, C2, C4	N/A	CHANGE	L.TDC to be phased out/ Wheatland & Sunland	3.1
16	VERY LOW I RESIDENTIAL	RE20, RA	PROPOSED NEIGHBORHOOD PARK	RA-1-K	NO CHANGE	N/A	DELETE	CHANGE	Single-family Dwellings/ Helen & Atreids	---
17	VERY LOW I RESIDENTIAL	RE20, RA	NONE	RA-1-K	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Stonchurst & Walnut	---
18	LIMITED COMMERCIAL	CR, CI, P	NONE	CI-1VL, CI-1, P-1VL	NEIGHBORHOOD COMMERCIAL	CI, CI.1.5, C2, C4	N/A	CHANGE	L.TDC to be phased out/between Fenwick & Sherman Grove	6.4
19	LIMITED COMMERCIAL	CR, CI, P	NONE	CI-1VL	NEIGHBORHOOD COMMERCIAL	CI, CI.1.5, C2, C4	HOUSE OF WORSHIP	CHANGE	L.TDC to be phased out/ Church/Sherman Grove & Fenwick	.52
20	LIMITED COMMERCIAL	CR, CI, P	NONE	CI-1VL	NEIGHBORHOOD COMMERCIAL	CI, CI.1.5, C2, C4	N/A	CHANGE	L.TDC to be phased out/ Sherman Grove & Fenwick	1.1
21	LOW RESIDENTIAL	RE9, RS, R1	PROPOSED NEIGHBORHOOD PARK	R1-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Oro Vista & Fenwick	---
22	LOW MEDIUM I RESIDENTIAL	R2, RD6, RD5, RD4, RD3	NONE	RD5-1	NO CHANGE	N/A	N/A	RMP-1	Mobilehomes Park/ Sherman Grove & Hillrose	11.1
23	LOW RESIDENTIAL	RE9, RS, R1	NONE	RA-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Big Tujuanga Cyn & Oro Vista	---
24	MINIMUM RESIDENTIAL	A1, A2, RE40	NONE	AZ-1	OPEN SPACE	OS, A1	N/A	OS-1XL	Tujuanga Wash	15.9
25	LOW MEDIUM II RESIDENTIAL	RD2, RD1.5	NONE	RD2-1	NO CHANGE GENERAL	N/A	HOUSE OF WORSHIP	CHANGE	Church/Foothill & Oro Vista	---
26	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI.1.5, C2, P	NONE	M1-1	COMMERCIAL	CI.1.5, C2, C4	N/A	C2-1VL	HOC to be phased out/ MoVine & Foothill	2.3

Left one-half shaded area denotes a zone change only.

Right one-half shaded area denotes plan amendment only.

Shaded area denotes zone change and plan amendments.

Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING				PROPOSED PLAN AND ZONING				EXISTING LAND USE/ COMMENTS(O) CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING		
27	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI-5, C2, P	NONE	(Q)C2-1VL, C2-1VL, (Q)P-1VL	COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	NO CHANGE	HOC to be phased out/South side Foothill between Woodward & Wynngate	17.0
28	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI-5,	NONE	C2-1VL, (Q)C2-1VL, QP-1VL, R1-1, R1-1VL	COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	NO CHANGE	HOC to be phased out/North side Foothill between Langmuir & Mt. Gleason	8.3
29	LOW RESIDENTIAL	RE9, RS, R1	PROPOSED NEIGHBORHOOD PARK	R1-1	NO CHANGE	N/A	DELETE	NO CHANGE	Single-family Dwellings/ Woodward & Fenwick	---
30	LOW RESIDENTIAL	RE9, RS, R1	NONE	R1-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Hillrose & Woodward	---
31	PUBLIC FACILITIES LIMITED	PF	NONE	(Q)PF-1XL	OPEN SPACE	OS, A1	COMMUNITY PARK	OS-1-XL	Verdego Hills Recreational Center/Swimming Pool	.69
32	HIGHWAY ORIENTED COMMERCIAL	CR, CI, P	NONE	C2-1VL, (Q)C2-1VL, R1-1VL, R1-1	COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	NO CHANGE	LTD/C to be phased out/ Foothill & Mt. Gleason	1.8
33	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI-5, C2, P	BRANCH ADMIN. CTR. LIBRARY, FIRE STATION	C2-1VL	PUBLIC FACILITIES	PF	ADD COMMUNITY CENTER	PF-1XL	Municipal Building, Library, Fire Station	1.6
34	RESIDENTIAL	R3	NONE	R3-1	OPEN SPACE GENERAL	OS, A1	NEIGHBORHOOD PARK	OS-1XL	Howard Finn Park	2
35	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI-5, C2, P	NONE	C2-1VL	COMMERCIAL	CI-5, C2, C4	HOUSE OF WORSHIP	NO CHANGE	HOC to be phased out/Church south west side of Foothill & Wynngate	.30
36	MEDIUM RESIDENTIAL	R3	NONE	R3-1	NO CHANGE	N/A	PRIVATE SCHOOL	NO CHANGE	School and Church/ Apperson & Mt. Gleason	---
37	MEDIUM RESIDENTIAL	R3	NONE	RI	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Betty Lou Ln. & Apperson	---
38	LOW RESIDENTIAL	RE9, RS, R1	NONE	RI-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Valaho & McGroarty	---
39	LOW MEDIUM II RESIDENTIAL	RD2, RD1.5	NONE	RD2-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Synagogue/Tujunga Cyn & Apperson	---
40	LOW RESIDENTIAL	RE9, RS, R1	NONE	RI-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Tujunga Cyn. & Apperson	---

Left one-half shaded area denotes a zone change only.

Right one-half shaded area denotes plan amendment only.

Shaded area denotes zone change and plan amendments.

Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING			PROPOSED PLAN AND ZONING			EXISTING LAND USE/ COMMENTS/(Q) CONDITIONS	APPROX. ACRES		
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)			LEGEND SYMBOL/ FOOTNOTE	ZONING
41	LIMITED COMMERCIAL	CR, CI, P	NONE	CI-1VL	MEDIUM RESIDENTIAL NEIGHBORHOOD COMMERCIAL	R3	NO CHANGE	R3-1	23-Unit Apartment/ Hillrose & Tujunga Cyn Blvd.	72
42	LIMITED COMMERCIAL	CR, CI, P	NONE	CI-1VL	COMMERCIAL	CI, CI-1, C2, C4	N/A	CHANGE	LTD to be phased out/ Tujunga Cyn. & Hillrose	.43
43	OPEN SPACE	OS, AI	PROPOSED NEIGHBORHOOD PARK	OS-1-XL	NO CHANGE	N/A	DELETE	CHANGE	Zachau Debra Basin/ Sycam Hills Dr.	---
44	OPEN SPACE	OS, AI	PROPOSED NEIGHBORHOOD PARK	OS-1-XL	NO CHANGE	N/A	DELETE	CHANGE	Rowley Debra Basin/ Hillrose & Commerce	---
45	VERY LOW 1 RESIDENTIAL	RE20, RA	PROPOSED NEIGHBORHOOD PARK	RA-1-K	NO CHANGE	N/A	DELETE	CHANGE	Single-family Dwellings/ Apperson & Glory	---
46	MEDIUM RESIDENTIAL	R3	NONE	R3-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Commerce & Apperson	---
47	MEDIUM RESIDENTIAL	R3	NONE	R3-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/V Almont & Hillhaven	---
48	MEDIUM RESIDENTIAL	R3	NONE	R3-2	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/V Almont & Sansas	---
49	LIMITED INDUSTRIAL	MR1, MI, P	NONE	MI-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Tujunga Cyn. & Elino	---
50	LOW RESIDENTIAL	RE9, RS, R1	NONE	R1-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Tujunga Cyn & Hayward	---
51	LOW RESIDENTIAL	RE9, RS, R1	NONE	RA-1	NO CHANGE	N/A	HOUSE OF WORSHIP NEIGHBORHOOD PARK	CHANGE	Church/Tujunga Cyn. Blvd. & Tujunga Cyn. Pl	---
52	RESIDENTIAL LOW MEDIUM 1	RE9, RS, R1	NONE	RA-1	NO CHANGE	N/A	HOUSE OF WORSHIP NEIGHBORHOOD PARK	CHANGE	Fehlhaber-Houk Park	1.2
53	RESIDENTIAL LOW MEDIUM 1	R2, RD6, RD5, RD4, RD3	GOLF COURSE	AI-1	OPEN SPACE	OS, AI	NO CHANGE	AI-1-XL	Verdugo Hills Golf Course	29.5

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Right one-half shaded area denotes plan amendment only.

Shaded area denotes zone change and plan amendments.

Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING			PROPOSED PLAN AND ZONING			EXISTING LAND USE/ COMMENTS(O) CONDITIONS	APPROX. ACRES		
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)			LEGEND SYMBOL/ FOOTNOTE	ZONING
54	LOW MEDIUM I RESIDENTIAL	R2, RD6, RD3, RD4, RD3	NONE	(Q)RD3-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Tujunga Cyn. Blvd. & Honolulu	--
55	LOW MEDIUM I LOW RESIDENTIAL	R2, RD6, RD3, RD4, RD3	NONE	A1-1	GENERAL COMMERCIAL	C1.5, C2, C4	N/A	CHANGE	Honolulu & Cooke Canyon Channel	.80
56	RESIDENTIAL LOW	RE9, RS, R1	NONE	A2-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Honolulu & Lowell	--
57	RESIDENTIAL LOW	RE9, RS, R1	NONE	A2-1	PUBLIC FACILITY	PF	WATER TANK	PF-1-XL	Water Tank/Honolulu & Fenwick	.52

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Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.
c:\Lotus\Sunland, Wk4 9/11/96

EXHIBIT C

CITY PLANNING COMMISSION

JANUARY, 1997

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX

Sub-Area No.	CURRENT PLAN AND ZONING			PROPOSED PLAN AND ZONING			EXISTING LAND USE/ COMMENTS/(Q)/CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE		
1	OPEN SPACE	OS, A1	LANDFILL SITE	NO CHANGE	N/A	DELETE LANDFILL SYM; ADD LOPEZ CANYON RESTORATION PROJECT	NO CHANGE	392.0
2	LOW RESIDENTIAL	RE9, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	—
3	LOW RESIDENTIAL	RE9, RS, R1	PROPOSED NEIGHBORHOOD PARK	NO CHANGE	N/A	DELETE	NO CHANGE	—
4	LOW MEDIUM DENSITY RESIDENTIAL	R2, RD6, RD5, RD4, RD3	NONE	NO CHANGE	N/A	N/A	RMP-1	12.5
5	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	ADD FOOTNOTE NO. 13	NO CHANGE	11.1
6	LOW MEDIUM DENSITY RESIDENTIAL	R2, RD6, RD5, RD4, RD3	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	—
7	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	ADD FOOTNOTE NO. 13	CHANGE	4.3
8	LIMITED COMMERCIAL	CR, C1, P	FOOTNOTE NO. 13	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	NO CHANGE	CHANGE	2.0
9	LOW RESIDENTIAL	RE9, RS, R1	NONE	OPEN SPACE	OS, A-1	NEIGHBORHOOD PARK	OS-1-XL	3.5
10	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	CHANGE	1.1
11	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	CHANGE	1.0
12	VERY LOW DENSITY RESIDENTIAL	RE20, RA	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	—

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Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING				PROPOSED PLAN AND ZONING				EXISTING LAND USE/ COMMENTS/(Q) CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL FOOTNOTE	ZONING		
13	VERY LOW I RESIDENTIAL	RE20, RA	PROPOSED DWP PROPERTY	RA-1-K	NO CHANGE	N/A	DELETE	NO CHANGE	Single-Family Dwellings/ End of Hillrose	—
14	VERY LOW I RESIDENTIAL	RE20, RA	NONE	RA-1-K	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Sunland & Johanna	—
15	LIMITED COMMERCIAL	CR, C1, P	FOOTNOTE NO. 13	[Q]CR-1VL-K, C1-1VL-K, P-1VL-K	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	NO CHANGE	CHANGE	Shopping Center/LTDC to be phased out/Whiteland & Sunland	3.1
16	VERY LOW I RESIDENTIAL	RE20, RA	PROPOSED NEIGHBORHOOD PARK	RA-1-K	NO CHANGE	N/A	DELETE	NO CHANGE	Single-family Dwellings/ Helen & Atrude	—
17	VERY LOW I RESIDENTIAL	RE20, RA	NONE	RA-1-K	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Stonhurst & Walnut	—
18	LIMITED COMMERCIAL	CR, C1, P	NONE	C1-1VL, C1-1, P-1VL	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	NO CHANGE	SF dwellings, eps, offices, rehabilitation Ctr., restaurant, Post Office/LTDC to be phased out/between Fenwick & Sherman Grove	6.4
19	LIMITED COMMERCIAL	CR, C1, P	NONE	C1-1VL	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	HOUSE OF WORSHIP	CHANGE	LTDC to be phased out/ Church/Sherman Grove & Fenwick	.52
20	LIMITED COMMERCIAL	CR, C1, P	NONE	C1-1VL	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	NO CHANGE	Apts./Residential Care Manor/ LTDC to be phased out/ Sherman Grove & Fenwick	1.1
21	LOW RESIDENTIAL	RE9, RS, R1	PROPOSED NEIGHBORHOOD PARK	R1-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Oro Vista & Fenwick	—
22	LOW MEDIUM I RESIDENTIAL	R2, RD6, RD5, RD4, RD3	NONE	RDS-1	NO CHANGE	N/A	N/A	RMP-1	Mobilehome Park/ Sherman Grove & Hillrose	11.1
23	LOW RESIDENTIAL	RE9, RS, R1	NONE	RA-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Big Tujunga Cyn & Oro Vista	—
24	MINIMUM RESIDENTIAL	A1, A2, RE40	NONE	A2-1	OPEN SPACE	OS, A1	N/A	OS-1XL	Tujunga Wash	15.9
25	LOW MEDIUM II RESIDENTIAL	RD2, RD1.5	NONE	RD2-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Foothill & Oro Vista	—
26	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	M1-1	GENERAL COMMERCIAL	C1.5, C2, C4	N/A	C2-1VL	Retail, Whse./HOC to be phased out/ Legal inconsistency/Me/Vine & Foothill	2.3

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**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING			PROPOSED PLAN AND ZONING			APPROX. ACRES	
	LAND USE DESIGNATION	CURRENT PLAN AND ZONING CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE		
27	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI.5, C2, P	NONE	COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Kmart, Retail/ HOC to be phased out/South side Foothill between Woodward & Wyngate	17.0
28	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI.5	NONE	COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Retail business/ HOC to be phased out/North side Foothill between Langmuir & Mt. Gleason	8.3
29	LOW RESIDENTIAL	RE9, RS, R1	PROPOSED NEIGHBORHOOD PARK	NO CHANGE	N/A	DELETE	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Single-family Dwellings/ Woodward & Fenwick	---
30	LOW RESIDENTIAL	RE9, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Church/Hillrose & Woodward	---
31	PUBLIC FACILITIES	PF	NONE	OPEN SPACE	OS, A1	COMMUNITY PARK	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Verdugo Hills Recreational Center/Swimming Pool	.69
32	LIMITED COMMERCIAL	CR, CI, P	NONE	COMMUNITY COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Restaurants & SF dwellings/LTDC to be phased out/Foothill & Mt. Gleason	1.8
33	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI.5, C2, P	BRANCH ADMIN. CTR. LIBRARY, FIRE STATION	COMMERCIAL	CR, C2, C4	ADD COMMUNITY CENTER	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Municipal Building, Library, Fire Station	1.6
34	MEDIUM RESIDENTIAL	R3	NONE	OPEN SPACE	OS, A1	NEIGHBORHOOD PARK	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Howard Finn Park	2
35	HIGHWAY ORIENTED COMMERCIAL	CR, CI, CI.5, C2, P	NONE	GENERAL COMMERCIAL	CI.5, C2, C4	HOUSE OF WORSHIP	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS HOC to be phased out/Church south west side of Foothill & Wyngate	.30
36	MEDIUM RESIDENTIAL	R3	NONE	NO CHANGE	N/A	PRIVATE SCHOOL	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS School and Church/ Apperson & Mt. Gleason	---
37	MEDIUM RESIDENTIAL	R3	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Church/Batty Lou Ln. & Apperson	---
38	LOW RESIDENTIAL	RE9, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Church/Vaiaho & McGroarty	---
39	LOW MEDIUM II RESIDENTIAL	RD2, RD1.5	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Synagogue/Tujunga Cyn & Apperson	---
40	LOW RESIDENTIAL	RE9, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	EXISTING LAND USE/ COMMENTS(Q) CONDITIONS Church/Tujunga Cyn & Apperson	---

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**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING				PROPOSED PLAN AND ZONING				EXISTING LAND USE/ COMMENTS/(O) CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING		
41	LIMITED COMMERCIAL	CR, C1, P	NONE	CI-1-VL	MEDIUM RESIDENTIAL	R3	N/A	R3-1	23-Unit Apartment/ Hillrose & Tujunga Cyn Blvd. Mkt./LTD to be phased out/Tujunga Cyn Hillrose/(O); Residential Uses limited to those first permitted in the RD3 Zone.	.72
42	LIMITED COMMERCIAL	CR, C1, P	FOOTNOTE NO. 16	CI-1-VL	NEIGHBORHOOD COMMERCIAL	C1, C1-1, C2, C4	DELETE	[(O)CI-1-VL		.43
43	OPEN SPACE	OS, AI	NEIGHBORHOOD PARK	OS-1-XL	NO CHANGE	N/A	DELETE	CHANGE	Zachau Debra's Basin/ Seven Hills Dr.	---
44	OPEN SPACE	OS, AI	NEIGHBORHOOD PARK	OS-1-XL	NO CHANGE	N/A	DELETE	CHANGE	Rowley Debra Basin/ Hillrose & Commerce	---
45	VERY LOW / RESIDENTIAL MEDIUM	RE20, RA	PROPOSED NEIGHBORHOOD PARK	RA-1-K	NO CHANGE	N/A	DELETE	CHANGE	Single-family Dwellings/ Appertson & Glory	---
46	RESIDENTIAL MEDIUM	R3	NONE	R3-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Commerce & Appertson	---
47	RESIDENTIAL MEDIUM	R3	NONE	R3-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Velmont & Hillhaven	---
48	RESIDENTIAL MEDIUM	R3	NONE	R3-2	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Velmont & Samos	---
49	LIMITED INDUSTRIAL	MI, MI, P	NONE	MI-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Tujunga Cyn. & Elmo	---
50	LOW RESIDENTIAL	RE9, RS, RI	NONE	RI-1	NO CHANGE	N/A	HOUSE OF WORSHIP	CHANGE	Church/Tujunga Cyn & Hayward	---
51	LOW RESIDENTIAL LOW	RE9, RS, RI	NONE	RA-1	NO CHANGE	N/A	HOUSE OF WORSHIP NEIGHBORHOOD PARK	CHANGE	Church/Tujunga Cyn. Blvd. & Tujunga Cyn. Pl.	---
52	RESIDENTIAL LOW MEDIUM	RE9, RS, RI	FOOTNOTE NO. 16	RA-1	OPEN SPACE	OS, AI	DELETE	OS-1-XL	Fahlhaber-Hoak Park	1.2
53	RESIDENTIAL	RD4, RD3	FOOTNOTE NO. 16	AI-1	OPEN SPACE	OS, AI	FOOTNOTE	AI-1-XL	Verdugo Hills Golf Course	29.5

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EXHIBIT C

AUGUST, 1997

CITY PLANNING PLUM ACTION

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX

Sub-Area No.	CURRENT PLAN AND ZONING			PROPOSED PLAN AND ZONING			EXISTING LAND USE/ COMMENTS/(O)CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE		
1	OPEN SPACE	OS, A1	LANDFILL SITE	NO CHANGE	N/A	DELETE LANDFILL SYM; ADD LOPEZ CANYON RESTORATION PROJECT	Lopez Canyon Landfill (Closed)	392.0
2	LOW RESIDENTIAL	RE9, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	Church/Fenton and Fence	—
3	LOW RESIDENTIAL	RE9, RS, R1	PROPOSED NEIGHBORHOOD PARK	NO CHANGE	N/A	DELETE	Single-family Dwelling/ between Fenton and Acres	—
4	LOW MEDIUM RESIDENTIAL	R2, RD6, RD3, RD4, RD3	NONE	NO CHANGE	N/A	N/A	Mobilhomes Park/Foothill between Pines & Terra Bella	12.5
5	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	COMMERCIAL	C1, C1.3, C2, C4	NONE	Shopping Center HOC to be phased out/ Foothill between Pines & Terra Bella	11.1
6	LOW MEDIUM RESIDENTIAL	R2, RD6, RD3, RD4, RD3	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	Church/Foothill & Terra Bella	—
7	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	NEIGHBORHOOD COMMERCIAL	C1, C1.3, C2, C4	ADD FOOTNOTE NO. 13	Liquor Store & Vacant Com'l. Bldg/ HOC to be phased out/Foothill & Osborne	4.3
8	LIMITED COMMERCIAL	CR, C1, P	OLD FOOTNOTE NO. 16 NEW FOOTNOTE NO. 13	COMMERCIAL	C1, C1.3, C2, C4	NO CHANGE	Venue/LTDC to be phased out/ Foothill & Karyl Cms.	2.0
9	LOW RESIDENTIAL	RE9, RS, R1, CR, C1, C1.5, C2, P	NONE	OPEN SPACE	OS, A-1	NEIGHBORHOOD PARK	Karyl Canyon Park/Karyl Canyon & Garrick	3.5
10	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	OLD FOOTNOTE 16 NEW FOOTNOTE 13	NEIGHBORHOOD COMMERCIAL	C1, C1.3, C2, C4	NO CHANGE	Convenience Store/HOC to be phased out/Osborne & Lonsion	1.1
11	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	OLD FOOTNOTE 16 NEW FOOTNOTE 13	NEIGHBORHOOD COMMERCIAL	C1, C1.3, C2, C4	NO CHANGE	Commercial Office & Retail/HOC to be phased out/Foothill & Wheatland	1.0
12	VERY LOW RESIDENTIAL	RE20, RA	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	Church/Foothill Blvd. & Foothill Pl.	—

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**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING				PROPOSED PLAN AND ZONING				EXISTING LAND USE/ COMMENTS(O) CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING		
13	VERY LOW I RESIDENTIAL	RE20, RA	PROPOSED	RA-1-K	NO CHANGE	N/A	DELETE	NO CHANGE	Single-Family Dwellings/ End of Hillside	—
14	VERY LOW I RESIDENTIAL	RE20, RA	NONE	RA-1-K	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Sunland & Johanna Shopping Center/LTDC to be phased out/Whiteland & Sunland	—
15	COMMERCIAL	CR, C1, P	OLD FOOTNOTE NO. 16 NEW FOOTNOTE NO. 13 PROPOSED	(Q)CR-1-VL-K, C1-1-VL-K, P-1-VL-K	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	NO CHANGE	NO CHANGE	Single-Family Dwellings/ Haten & Arundo	3.1
16	VERY LOW I RESIDENTIAL	RE20, RA	NEIGHBORHOOD PARK	RA-1-K	NO CHANGE	N/A	DELETE	NO CHANGE	Church/Stowant & Widout restaurant, apta, offices, rehabilitation Ctr., out/between Fenwick & Sherman Grove	—
17	VERY LOW I RESIDENTIAL	RE20, RA	NONE	RA-1-K	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Sherman Grove & Fenwick LTDC to be phased out/ Apts./Residential Care Manor/ Sherman Grove & Fenwick	—
18	LIMITED COMMERCIAL	CR, C1, P	NONE	C1-1-VL, C1-1, P-1-VL	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	NO CHANGE	Church/Oro Vista & Fenwick Mobilhomes Park/ Sherman Grove & Hillrose	6.4
19	LIMITED COMMERCIAL	CR, C1, P	NONE	C1-1-VL	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	HOUSE OF WORSHIP	NO CHANGE	Church/Big Tujunga Cyn & Oro Vista	5.2
20	LIMITED COMMERCIAL	CR, C1, P	PROPOSED	C1-1-VL	NEIGHBORHOOD COMMERCIAL	C1, C1.5, C2, C4	N/A	NO CHANGE	Church/Bookhill & Oro Vista Retail, Whole/Food City to be phased out/ Legal inconsistency/A6/Vins & Foodhall	—
21	LOW RESIDENTIAL	RE9, RS, R1, RD4, RD3	NEIGHBORHOOD PARK	R1-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Bookhill & Oro Vista Retail, Whole/Food City to be phased out/ Legal inconsistency/A6/Vins & Foodhall	1.1
22	LOW RESIDENTIAL	RE9, RS, R1, RD4, RD3	NONE	RD4-1	NO CHANGE	N/A	N/A	RMP-1	—	
23	LOW RESIDENTIAL	RE9, RS, R1, RD4, RD3	NONE	RA-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Big Tujunga Cyn & Oro Vista	11.1
24	MINIMUM RESIDENTIAL II	A1, A2, RE40	NONE	A2-1	OPEN SPACE	OS, A1	N/A	OS-1XL	Tujunga Wash	15.9
25	LOW RESIDENTIAL	RD1, RD1.5, CR, C1, C1.5, C2, P	NONE	RD2-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Bookhill & Oro Vista Retail, Whole/Food City to be phased out/ Legal inconsistency/A6/Vins & Foodhall	—
26	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	M1-1	GENERAL COMMERCIAL	C1.5, C2, C4	N/A	C2-1VL	—	2.3

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 Shaded area denotes zone change and plan amendments.
 Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING			PROPOSED PLAN AND ZONING			EXISTING LAND USE/ COMMENTS(Q) CONDITIONS	APPROX. ACRES
	LAND USE DESIGNATION	CURRENT PLAN AND ZONING CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	LAND USE DESIGNATION	CURRENT PLAN AND ZONING CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE		
27	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	COMMUNITY COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	NO CHANGE HOC to be phased out/South side Foothill between Woodward & Wyngalo Kmart, Retail	17.0
28	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5	NONE	COMMUNITY COMMERCIAL	CR, C1, C4	COMMUNITY CENTER	NO CHANGE HOC to be phased out/North side Foothill between Langmuir & Mt. Olsson	8.3
29	LOW RESIDENTIAL	RES, RS, R1	PROPOSED NEIGHBORHOOD PARK	NO CHANGE	N/A	DELETE	NO CHANGE Single-family Dwellings/ Woodward & Fenwick	---
30	LOW RESIDENTIAL	RES, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP COMMUNITY PARK	NO CHANGE Church/Hillrose & Woodward	---
31	PUBLIC FACILITIES LIMITED COMMERCIAL	PF	NONE	OPEN SPACE COMMUNITY COMMERCIAL	OS, A1	COMMUNITY CENTER	NO CHANGE Verdugo Hills Recreational Center/Swimming Pool	.69
32	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	COMMUNITY COMMERCIAL	CR, C2, C4	COMMUNITY CENTER	NO CHANGE Restaurants & SF dwellings/LDC to be phased out/Foothill & Mt. Olsson	1.8
33	MEDIUM RESIDENTIAL	R3	BRANCH ADMIN. CTR. LIBRARY, FIRE STATION	PUBLIC FACILITIES	PF	ADD COMMUNITY CENTER	NO CHANGE Municipal Building, Library, Fire Station	1.6
34	RESIDENTIAL	R3	NONE	OPEN SPACE GENERAL COMMERCIAL	OS, A1	NEIGHBORHOOD PARK	NO CHANGE Howard Fen Park	2
35	HIGHWAY ORIENTED COMMERCIAL	CR, C1, C1.5, C2, P	NONE	COMMUNITY COMMERCIAL	C1.5, C2, C4	HOUSE OF WORSHIP PRIVATE SCHOOL	NO CHANGE HOC to be phased out/Church south west side of Foothill & Wyngalo	.30
36	RESIDENTIAL	R3	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE School and Church Apperson & Mt. Olsson	---
37	RESIDENTIAL	R3	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE Church/Betsy Lou Ln. & Apperson	---
38	LOW RESIDENTIAL	RES, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE Church/Valebo & McGontry	---
39	LOW MEDIUM RESIDENTIAL	R2D, RD1.5	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE Synagogue/Tujunga Cyn & Apperson	---
40	RESIDENTIAL	RES, RS, R1	NONE	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE Church/Tujunga Cyn & Apperson	---

Left one-half shaded area denotes a zone change only.

Right one-half shaded area denotes plan amendment only.

Shaded area denotes zone change and plan amendments.

Commercial designation name changes from Highway-Oriented and Limited Commercial to General Commercial not shown.

**SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN UPDATE PROPOSED CHANGE MATRIX**

Sub-Area No.	CURRENT PLAN AND ZONING				PROPOSED PLAN AND ZONING				EXISTING LAND USE/ COMMENTS/(O) CONDITIONS ACRES
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	LEGEND SYMBOL/ FOOTNOTE	ZONING	
31	LIMITED COMMERCIAL	CR, CI, P	NONE	CI-1VL	MEDIUM RESIDENTIAL	R3	N/A	R3-1	73-Unit Apartment/ Hillrose & Tujunga Cyn Blvd. .72
32	LIMITED COMMERCIAL	CR, CI, P	OLD FOOTNOTE NO. 16 NEW FOOTNOTE NO. 13 PROPOSED	CI-1VL	NEIGHBORHOOD COMMERCIAL	CI, CI-1, CI, C4	DELETE	[O]CI-1VL NO CHANGE	MDC/IDC to be phased out/Tujunga Cyn Hillrose/CI. Medium density residential to phase out of the R3 Zone. Zachary/Dobert Blvd. .43
41	OPEN SPACE	OS, A1	NEIGHBORHOOD PARK	OS-1-XL	NO CHANGE	N/A	DELETE	NO CHANGE	Seven Hills Dr. ---
44	OPEN SPACE	OS, A1	NEIGHBORHOOD PARK	OS-1-XL	NO CHANGE	N/A	DELETE	NO CHANGE	Rowley/Dobert Basin/ Hillrose & Commerce ---
45	VERY LOW RESIDENTIAL	RE20, RA	PROPOSED	RA-1-K	NO CHANGE	N/A	DELETE	NO CHANGE	Single-family Dwelling/ Apperson & Glory ---
46	MEDIUM RESIDENTIAL	R3	NONE	R3-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Commerce & Apperson ---
47	MEDIUM RESIDENTIAL	R3	NONE	R3-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Vincent & Hillhaven ---
48	MEDIUM RESIDENTIAL	R3	NONE	R3-2	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Vincent & Seneca ---
49	LIMITED INDUSTRIAL	MI, MI, P	NONE	MI-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Tujunga Cyn. & Elmo ---
50	LOW RESIDENTIAL	RE9, RS, R1	NONE	R1-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Tujunga Cyn. & Hayward ---
51	LOW RESIDENTIAL	RE9, RS, R1	NONE	RA-1	NO CHANGE	N/A	HOUSE OF WORSHIP	NO CHANGE	Church/Tujunga Cyn. Blvd. & Tujunga Cyn. Pl. ---
52	LOW RESIDENTIAL	RE9, RS, R1	NONE	RA-1	OPEN SPACE	OS, A1	NEIGHBORHOOD PARK	OS-1-XL	Fehlhaber-Hoak Park 1.2
53	LOW MEDIUM RESIDENTIAL	R2, RD6, RD3, RD4, RD3	GOLF COURSE OLD FOOTNOTE NO. 13 NEW FOOTNOTE NO. 20	A1-1	NO CHANGE	N/A	NO CHANGE	NO CHANGE	Verdugo Hills Golf Course 28.5

Left one-half shaded area denotes a zone change only.

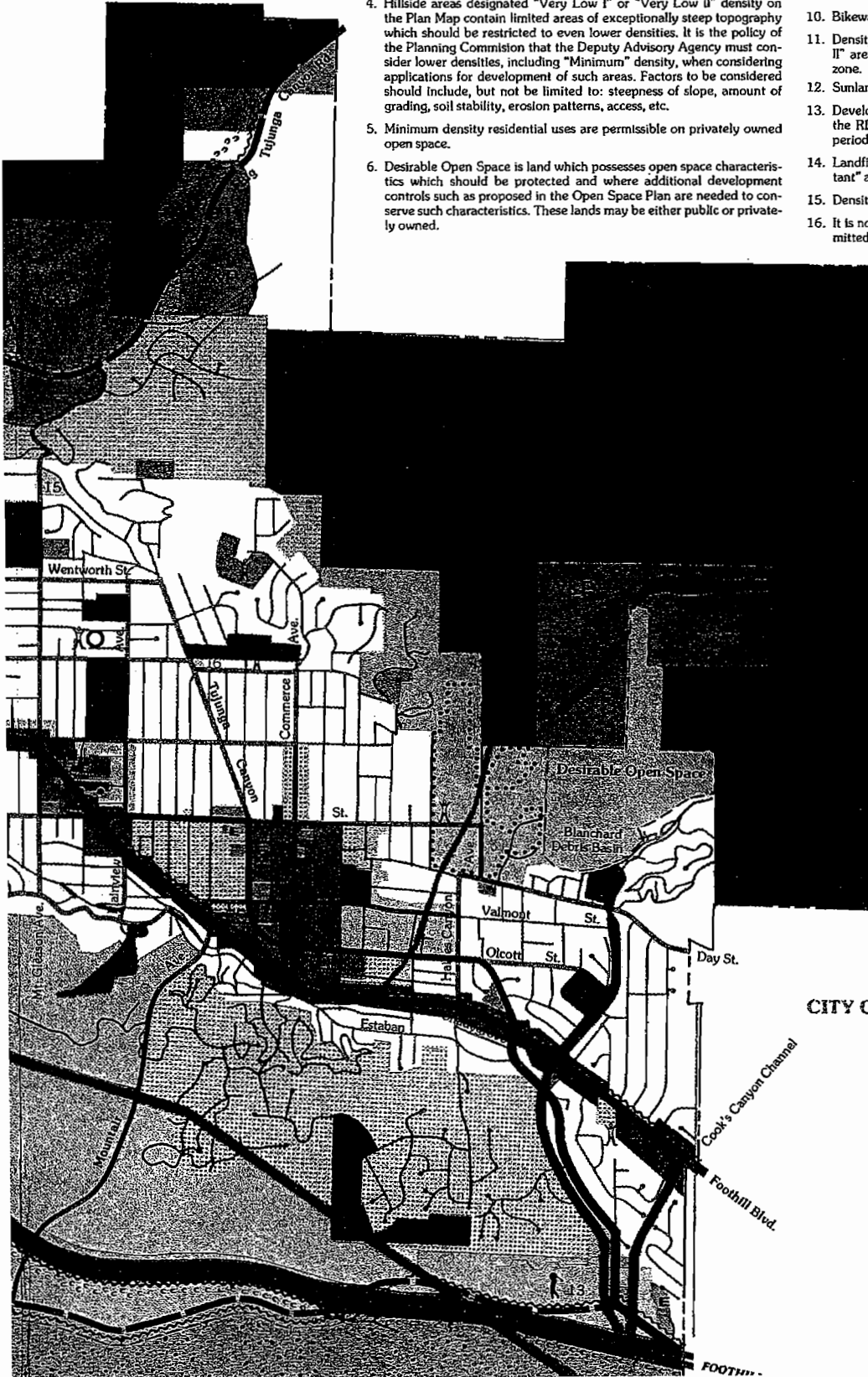
Right one-half shaded area denotes plan amendment only.

Shaded area denotes zone change and plan amendments.

Commercial designation items changes from Highway-Oriented and Limited Commercial to Central Commercial not shown.

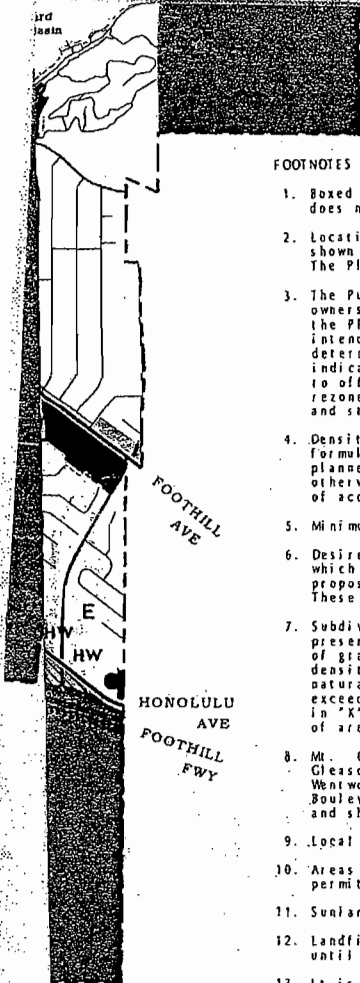
NOTES:

1. Open symbol denotes the general location of a proposed facility and does not designate any specific private property for acquisition. Such facility may be appropriately located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service System Element of the General Plan.
2. Location of the Equestrian Trails are general and may be varied as required. Trails shown on private property are contingent upon approval of the property owners. The Plan does not intend that such property be purchased by the City.
3. Gross acreage includes streets.
4. Hillside areas designated "Very Low I" or "Very Low II" density on the Plan Map contain limited areas of exceptionally steep topography which should be restricted to even lower densities. It is the policy of the Planning Commission that the Deputy Advisory Agency must consider lower densities, including "Minimum" density, when considering applications for development of such areas. Factors to be considered should include, but not be limited to: steepness of slope, amount of grading, soil stability, erosion patterns, access, etc.
5. Minimum density residential uses are permissible on privately owned open space.
6. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in the Open Space Plan are needed to conserve such characteristics. These lands may be either public or privately owned.
7. Subdivisions in hillside areas shall be designated in such a way as to preserve the steeper slopes as open space and to preserve the natural hillside views. The total density allowed over the entire ownership shall be clustered in the more naturally level portions of the ownership. Density in the clusters shall not exceed that permitted in the "Low Medium" density housing category.
8. Mt. Gleason Ave. north of Foothill Blvd. Wentworth St. between Mt. Gleason Ave. and Tujunga Canyon Blvd. Tujunga Canyon Blvd. between Wentworth St. and Apperson St. and Mountain Ave. between Foothill Blvd. and La Tuna Canyon Rd. are designated "Modified Collector" street and shall have roadways no greater than 50 ft. in width.
9. Local streets are shown for reference only.
10. Bikeways are general in alignment and may be changed.
11. Density of these Lake View Terrace areas designated "Low Medium II" are limited to density no greater than that permitted in the RD2 zone.
12. Sunland Blvd. should be limited to "Secondary Highway" standards.
13. Development should be limited to no greater than that permitted by the RD5 zone and such development shall not take place prior to a period of three years after the adoption of this Plan.
14. Landfills and surface mining are prohibited in "Ecologically Important" areas during the life of this Plan.
15. Density is limited to that permitted by the RD6 zone.
16. It is not the intent of this plan that multiple residential zoning be permitted at this location.



CITY OF GLENDALE





Note: The corresponding footnote icon showing the location of the Footnote 20 area was inadvertently omitted from the Web site map; this omission has been corrected.

In addition, the corresponding zones for Low Medium I Residential have also been corrected.

FOOTNOTES

1. Boxed symbol denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
2. Location of Equestrian Trails are general and may be varied as required. Trails shown on private property are contingent upon approval of the property owners. The Plan does not intend that such property be purchased by the City.
3. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
4. Densities shall not exceed that which would be permitted using the slope density Formula in LAMC Section 17.05C for lots: (a) in areas of steep topography planned for Very Low I, Very Low II and Minimum density; and, (b) which would otherwise require extensive grading, involve soil instability erosion problems of access problems, as determined by the Deputy Advisory Agency.
5. Minimum density residential uses are permissible on Privately-owned open space.
6. Desirable Open Space is land which possesses open space in characteristics which should be protected and where additional development controls such as proposed in the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned.
7. Subdivision in steep hillside areas shall be designed in such a way as to preserve the ridgelines and the steeper slopes as open space, limit the amount of grading required, and to protect the natural hillside views. The total density allowed over the entire ownership shall be clustered in the more naturally level portions of the ownership. Density in the clusters shall not exceed that permitted in the low density housing category for areas that are not in "K" Districts, and shall not exceed that permitted in the Very Low I category of areas that are within a "K" District.
8. Mt. Gleason Avenue north of Foothill Boulevard, Wentworth Street between Mt. Gleason Avenue and Tujunga Canyon Boulevard, Tujunga Canyon Boulevard between Wentworth Street and Apperson Street, and Mountain Avenue between Foothill Boulevard and La Tuna Canyon Road are designated "Modified Collector" streets and shall have roadways no greater than 50 feet in width.
9. Local streets and freeways are shown for reference only.
10. Areas designated Low Medium II are limited to density no greater than that permitted in the RD2 Zone.
11. Sunland Boulevard should be limited to "Secondary Highway" standards.
12. Landfills and surface mining are prohibited in "Ecologically Important" areas until the year 2025.
13. It is the intent of this Plan that multiple residential zoning not be permitted at this location.
14. Equinekeeping "K" Districts are for the purpose of fostering the preservation of horsekeeping areas. These districts should facilitate the keeping and riding of horses through the minimization of sidewalks and the provision of separated riding trails connected to equestrian Centers.
15. Development located between the Sunland-Tujunga-Lake View Terrace-Shadow Hills-La Tuna Canyon Community Plan boundary line on the south, the DWP right-of-way on the northeast, and Sunland Boulevard on the northwest having a natural average grade of 2:1 or steeper shall be limited to Minimum Density.
16. Height District No. 1VL.
17. Height District No. 1L.
18. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
19. There shall be no grading of the principal ridge lines within the Plan boundaries. Designation of principal ridge lines shall be determined by the Advisory Agency.
20. Development should be limited to no greater than that permitted by the RDS Zone and shall be detached housing. Slope density regulations shall apply to areas of this site having a 15% or greater slope.
21. The location and improvement of Big Tujunga Canyon Road from Ora Vista Avenue to Foothill Boulevard, presently shown along the southeast boundary of the Tujunga Wash, shall be determined by the final determination of CPC Nos. 96-0243 CU and 96-0241 CUB or its successor.
22. In Equinekeeping "K" District lots shall be 20,000 square feet or larger in size for new subdivisions or parcel maps.
23. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

NEIGHBORHOOD¹⁶ C1,C1.5,C2, C4,RASS
 LIMITED¹⁶ CR,C1,RASS,
 GENERAL^{16A17} C1.5,C2,C4,
 COMMUNITY^{16A17} CR,C2,C4,
 RASS
 LIMITED
 OS.A1
 PP
 COMMUNITY CENTER
 BRANCH ADMINISTRATIVE
 CENTER
 COMMUNITY LIBRARY
 FIRE STATION
 HEALTH CENTER/
 MEDICAL FACILITY
 HOUSE OF WORSHIP
 WATER TANK
 CULTURAL AND HISTORICAL
 SITE
 POST OFFICE
 WATER AND POWER
 PROPERTY
 POWER DISTRIBUTION
 STATION
 RESOURCE PRESERVE
 DESIRABLE⁶
 OPEN SPACE
 COMMERCIAL
 AREA
 HORSEKEEPING
 DISTRICT
 TRANSMISSION LINE
 ADMINISTRATIVE
 BOUNDARY
 COMMUNITY
 BOUNDARY
 CITY
 BOUNDARY
 NOTES:
 Proposed

GENERAL PLAN LAND USE MAP (as of September 14 2007)

ACE - SHADOW HILLS - EAST LA TUNA CANYON COMMUNITY P

F THE GENERAL PLAN OF THE CITY OF LOS ANGELES

Planning Department - Systems And GIS Division Con Howe - Director

if are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability provided by the City of Los Angeles, or a third party.

A 2586

POSTED

ORDINANCE NO. 172534

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon portions of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portions of the zoning map shall set forth the zones and height districts as they are set forth on the map entitled "Zone/Height District Change Ordinance Map Sunland-Tujunga-Lakeview Terrace-Shadow Hills-East La Tuna Canyon Plan, and the Table for Section 1 attached hereto and incorporated herein by this reference.

Section 2. The intent of this Ordinance is to change the zones and height districts of property as part of the City's Community Plan Update Program. Because of the numerous parcels affected by this program in the Sunland-Tujunga-Lakeview Terrace-Shadow Hills-East La Tuna Canyon Plan area, the City Council has approved this form of ordinance which utilizes subarea designations, tables, and a map to establish the location of the affected properties and to make the necessary changes.

Each subarea listed in the attached Table for Section 1 is shown on the attached map entitled "Zone/Height District Change Ordinance Map, Sunland-Tujunga-Lakeview Terrace-Shadow Hills-East La Tuna Canyon Plan." The Table for Section 1 also sets forth a description of the subarea under the column "subarea Location" to assist in the location of the boundaries of the area being rezoned. References in this ordinance to "Cadastral" maps are to such maps maintained on file by the Department of Building and Safety.

References in the Table for Section 1 Under the column "Existing Zone and Height District" are to the zoning classification and height district classification applicable to the property prior to the adoption of this ordinance. Such references are for informational purposes only, to assist in the location of the boundaries of the area being zoned.

In the Table for Section 1, the column "New Zone and /or Height District" sets forth the change of zone and/or height district effectuated by this ordinance.

Section 3. Pursuant to Section 12.32 K of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1 hereof which is subject to the Permanent "Q" Qualified Classification.

Each affected subarea, or portion thereof, listed in the Table for Section 3, is more particularly described on the map entitled "Zone/Height District Change Ordinance Map Sunland-Tujunga-Lakeview Terrace-Shadow Hills-East La Tuna Canyon Plan, and the Table for Section 1. In the

Table for Section 3, the column "New Zone and /or Height District" sets forth the change of zone and/or height district effectuated by this ordinance. Where the zone symbols of the new zoning designation are preceded by the symbol "Q" in brackets, (for example [Q]C2), the conditions and limitations imposed by the new "Q" Qualified Classification are set forth in the Table for Section 3 under the column, "Conditions and Limitations."

Table for Section 1

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN
ZONE/HEIGHT DISTRICT CHANGES ORDINANCE

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SUBAREA NO.	EXISTING ZONE AND HEIGHT DISTRICT	NEW ZONE AND/OR HEIGHT DISTRICT	SUBAREA LOCATION
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4	A2-1	RMP-1	That portion of BLK 58, the Maclay Rancho Ex Mission of San Fernando (MR 37-5-16) and that portion of the 25' wide vacated Pierce St. (VAC 80-643545) bounded SW'ly by the NE'ly line of Foothill Blvd., SE'ly by the NW'ly line of Terra Bella St., NE'ly by the SW'ly lines of Foothill (RTE 210) Fwy R/W and LACFCD Lopez Canyon Channel and NW'ly by the SE'ly line of the 10' wide Pierce St.; excepting therefrom the 331.5' SE'ly of the SW'ly 243' of the last mentioned BLK . Shown on CM 210b165 and CM 213b165.
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9	(T)R1-1	OS-1-XL	Frac. LOT 1, PM 2574 (Rec and Park Prop), lying NW'ly of Kagel Canyon St., SW'ly of Garrick Ave., SE'ly of Goleta St., and NE'ly of Eldridge Ave.. Shown on CM 213b169.
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22	RD5-1	RMP-1	See Ordinance No. 171564 and 171565 and CM 207b189.
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24	A2-1	OS-1-XL	See DETAIL "A" of Zone Change/Height District Ordinance Map and CM 210b189, 210b193 and 213b193.
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Table for Section 1

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN
ZONE/HEIGHT DISTRICT CHANGES ORDINANCE

SUBAREA NO.	EXISTING ZONE AND HEIGHT DISTRICT	NEW ZONE AND/OR HEIGHT DISTRICT	SUBAREA LOCATION
26	M1-1	C2-1-VL	All of Lots A and B, PM 2596 and the W'ly 330' of that Portion of Lot 57, Monte Vista and also the N'ly 108' of the E'ly 100' of the W'ly 430' of Lot 57, Monte Vista, lying S'ly of Foothill Blvd., E'ly of McVine Ave., NE'ly of the LACFCD Haines Canyon Channel and W'ly of Woodward Ave . Shown on CM 204b193.
31	[Q]PF-1-XL	OS-1-XL	All of Lots 74 to 80, TR 6729 (Rec and Park Prop), lying S'ly of Hillrose St., E'ly of Irma Ave., N'ly of Summitrose St., and W'ly of Plainview St. Shown on CM 207b193.
33	C2-1-VL	PF-1-XL	Frac Lots 1 to 3, TR 4124; and that portion of Part Lot 164, Sht No. 1, Western Empire Tract bounded N'ly by the S'ly line of Machrea St., SW'ly by the NE'ly line of Foothill Blvd., S'ly by the N'ly line of Frac Lot 1, TR 4124 and NE'ly by a line beginning at the NE'ly corner of Lot 1, TR 4124 , running parallel with the NE'ly line of Foothill Blvd., and terminating/intersecting at the S'ly line of Machrea St. See SA 985 of Ordinance No. 164330 and CM 204b193.
34	R3-1	OS-1-XL	All of Lots 4 to 6, Tr 4124; and that portion of Part

Table for Section 1

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN
ZONE/HEIGHT DISTRICT CHANGES ORDINANCE

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SUBAREA NO.	EXISTING ZONE AND HEIGHT DISTRICT	NEW ZONE AND/OR HEIGHT DISTRICT	SUBAREA LOCATION
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Lot 164, Sht 1 of Western Empire Tract lying S'ly of Machrea St., NE'ly of Foothill Blvd., N'ly of Wyngate St and W'ly of Kailua Ln., except for that portion of said Lot bounded N'ly by the S'ly line of Machrea St., SW'ly by the NE'ly line of Foothill Blvd., S'ly by the N'ly line of Frac. Lot 1, TR 4124 and NE'ly by a line beginning at the NE'ly corner of Lot 1, Tr 4124 running parallel with the NE'ly line of Foothill Blvd., and terminating at the S'ly line of Machrea St. Shown on CM 204b193.

41	C1-1-VL	R3-1	All of Lot 30, TR 14903, lying S'ly of Hillrose St., SW'ly of Tujunga Canyon Blvd., NW'ly of Fernglan Ave., N'ly of Summitrose St. and E'ly of McClemon Ave. Shown on CM 207b197.
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42	C1-1-VL	[Q]C1-1VL	All of Lots 77 and 78, Zachav Tract, lying NE'ly of Tujunga Canyon Blvd, N'ly of Hillrose St., W'ly of Las Lunitas Ave. and SE'ly of Kyle St. Shown on CM 207b197
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52	RA-1	OS-1-XL	The City Of Los Angeles Rec. And Park Property (ORD06917-232), which is a portion of Lot A, PM
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Table for Section 1

SUNLAND-TUJUNGA-LAKE VIEW TERRACE-SHADOW HILLS-EAST LA TUNA CANYON
COMMUNITY PLAN
ZONE/HEIGHT DISTRICT CHANGES ORDINANCE

SUBAREA NO.	EXISTING ZONE AND HEIGHT DISTRICT	NEW ZONE AND/OR HEIGHT DISTRICT	SUBAREA LOCATION
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2609 bounded W'ly by the E'ly line of the 44.5' wide LACFCD Verdugo Wash, SE'ly by the NW'ly line of Elmhurst Dr., NE'ly by the SW'ly line of Tujunga Canyon Blvd., and N'ly by the S'ly line of Part Lot 46 of the Subdivision of Rancho La Canada. Shown on CM 198b201.

57	A2-1	PF-1-XL	See DETAIL "B" of the Zone Change/Height District Ordinance Map and CM 195b205.
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Table for Section 3

PERMANENT [Q] QUALIFIED CLASSIFICATION
CHANGE OF ZONE CONDITIONS OF APPROVAL

SUBAREA NUMBER	NEW ZONE AND/ OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
42	[Q]C1-1VL	Residential uses shall be limited to those first permitted in the RD5 Zone

Sec. 4. The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting for ten days in three public places in the City of Los Angeles, to wit: one copy on the bulletin board located at the Main Street entrance to the City Hall of the City of Los Angeles; one copy on the bulletin board located on the ground level at the Los Angeles Street entrance to the Los Angeles Police Department in said City; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in said City.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles on March 16, 1999 and was passed at its meeting of March 23, 1999.

J. MICHAEL CAREY, City Clerk

By: Maia Karkovitch
Deputy

Approved MAR 29 1999

By: [Signature]
WMC Mayor

Approved as to Form and Legality:

JAMES K. HAHN, City Attorney

By: _____

Pursuant Sec. 97.8 of the City Charter, approval of this ordinance recommended for the City Planning Commission: _____

File No. CPC 95-0358 CPU

See attached report

2/23/95
[Signature]
Director of Planning

DECLARATION OF POSTING ORDINANCE

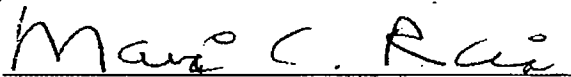
I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 172534 - Sunland-Tujunga-Lakeview Terrace-Shadow Hills-East La Tuna Canyon - CPC 95-0358 CPU, a copy of which is hereto attached, was finally adopted by the Council of the City of Los Angeles on March 23, 1999, & under direction of said Council & said City Clerk, pursuant to Section 31 of the Charter of the City of Los Angeles, on April 7, 1999, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: one copy on the bulletin board at the Main Street entrance to City Hall of said City, one copy on the bulletin board on the ground level at the Los Angeles Street entrance to the Los Angeles Police Department in said City, & one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles in said City.

The copies of said ordinance posted as aforesaid were kept posted continuously & conspicuously for ten days, or more, beginning April 7, 1999 to and including May 17, 1999.

I declare under penalty of perjury that the foregoing is true & correct.

Signed this 7th day of April 1999 at Los Angeles, California.



Maria C. Rico, Deputy City Clerk

Effective Date: May 17, 1999

C.F. 97-0703

Glendale News Press



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Official wants sound walls

Councilman says if walls not feasible, then rubberized pavement should be installed on freeway.

By Zain Shauk

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LA CRESCENTA — Larry Brown can see lines of trucks rumbling along a stretch of the Foothill (210) Freeway from his kitchen window, which he likes to keep closed.

The sound of groaning truck brakes used to move through his home like an unwanted visitor, and the noise got bad enough that Brown installed double-paned windows six years ago, but that has only helped when the windows are closed, he said.

When he opened a sliding door recently to cool down his living room as he watched a movie with friends, he had to adjust the volume to compete with squeaking breaks and humming engines, Brown said.

"The trucks seem to be what makes up a lot of the noise," he said.

Brown is one of hundreds of residents living along the freeway who have been affected by traffic noise in Glendale, La Crescenta, Montrose and La Cañada Flintridge, where decades-long efforts to obtain funding for special sound walls have proven fruitless.

But the noise could decrease dramatically if Caltrans develops a plan to add sound walls along the stretch, said Councilman Ara Najarian, who serves as second vice chairman of the Los Angeles County Metropolitan Transportation Authority Board of Directors.

At a recent City Council candidate forum, Najarian, who is running for reelection to the council, said he would use his position on the MTA board to make an earnest push for soundwall funding and construction.

Najarian also sent a letter dated Feb. 19 to Caltrans Director Douglas Failing, whose district covers Los Angeles and Ventura counties, requesting details on "next steps" for obtaining funding for sound walls in the area, according to the letter.

Failing was not available to comment on the letter, and Caltrans officials could not confirm whether he had received it.

If funding for sound walls doesn't seem possible, Najarian said, he would pursue "rubberized pavement" in the area.

"If sound walls themselves are not going to be feasible, whether or not we can get the rubberized pavement for the 210 [Freeway] in that area, that will also dramatically decrease the noise," he said.

Residents have complained about failed efforts to build sound walls along the Foothill Freeway, especially after a recent Caltrans and MTA program to prioritize development of the buffers around freeways did not put local neighborhoods high on the list, he said.

A plan to add sound walls on the freeway could be expensive, with an estimate for development of the barriers in La Cañada putting the price at more than \$30 million for the stretch running through that city, said Ann Wilson, a senior analyst in the La Cañada Flintridge city manager's office.

While new sound walls along the freeway would be expensive, they are a worthy cause because they should have been added when the freeway was built more than 30 years ago, Wilson said.

Traffic noise has been a disruption for surrounding schools and homes ever since the freeway was built, and has increased in recent years to as high as 81 decibels in some areas, she said.

"I think that you'd have to put yourself in the place of a resident that is living near a freeway that is unwanted to begin with, and they've been doing this for over 30 years and this resident sees new freeways going in that have sound walls, and those residents never feel those effects," Wilson said.

Frank Beyt, vice president of the Crescenta Valley Town Council, lives adjacent to the eastbound side of the freeway.

Standing in his backyard, Beyt explained that he has become accustomed to the sounds of heavy tires rolling across the pavement outside his home, but it can be a problem for visitors who aren't used to raising their voices over the sound of traffic during a party, he said.

"It's like an airport," he said.

Residents are hoping that Najarian will follow up his words with action and push for changes to reduce the freeway noise, Beyt said.

TRAFFIC:
**Anecdotal comments regarding the
Tujunga Canyon Boulevard/Honolulu Avenue Traffic Corridor**

From: Janet Chadwick [mailto:jchadwick13@hotmail.com]
Sent: Friday, August 14, 2009 10:45 AM
To: info@savethegolfcourse.org
Subject: new homes proposal

I live on Honolulu Avenue right around the corner from the proposed building site for 223 new homes. The traffic on Honolulu is steady and especially heavy several times a day. Making a left hand turn, leaving my complex is already difficult, especially if you're trying to reach the freeway. Putting around 450 more cars on that road will definitely make a negative impact on living here, something the new homes builder could care less about I'm sure. The negative will most likely include a lot more accidents with residents trying to get on Honolulu and at the signal near the golf course. There is nothing in walking distance so cars will be needed to go anywhere. I'm always disappointed when greedy builders, add to an already impacted area, where they don't live. Thank you so much for the commitment of your group to try and stop the overpopulation of this already stressed area.

From: AWCarus0
To: David.Somers@lacity.org
Sent: 8/14/2009 6:11:22 P.M. Pacific Daylight Time
Subj: VERDUGO HILLS GOLF COURSE DRAFT EIR

Honolulu is coming!! Honolulu is coming!! Rats!

No, not the Hawaiian one but the Tujunga one, as motorists are racing, after coming to Honolulu Avenue. Let me explain, but you must hang on for dear life.

The part of Honolulu Avenue in question is the one long block between the intersection of La Tuna Canyon Rd./ Tujunga Canyon Blvd. and the Lowell Avenue on ramp to either the north or south bound 210 freeway. On this one block is a 20 unit condo complex, a building contractor office, a single family home, and a Armenian Apostle Church all on the south side of Honolulu Ave. On the opposite side is an 80 unit townhome complex (I reside in this one), a 24 unit townhome complex, and a Seventh Day Adventist property that encompasses a church, pre-school nursery, and a grade 1 through 6 school.

The reason I mention this layout is that all these people living or working in this one long block are at some time having to exit on to Honolulu Ave. at least once a day. It is always an adventure, especially during the morning and evening rush hour. It's scary!

In the morning rush hour (6:30-8:30 AM), you see cars rushing down the one southbound lane of Tujunga Canyon from Foothill Blvd, and approaching the Honolulu/La Tuna intersection where it becomes two lanes at the signal. Then they race around the curve in the road to see who can get to the freeway on ramp first, at Lowell Avenue. In the evening rush hour (4:30-6:30), it is just the opposite, the two lanes of traffic on Honolulu approaching the one lane of Tujunga Canyon, the race is on. I wish more people (Say: Traffic Control) could observe this, because these cars are going 40-60 MPH. The posted speed limit is 35 MPH, (not to mention the school zone). Just for verification, this Lowell Ave. and Honolulu Ave. intersection is the border between L.A. and Glendale.

The point of all this is, I can't imagine adding 450+ vehicles to this equation. Not to mention the loss of a golf course where I and my two sons learned to play, as did many other families and with the potential to have a hiking trail, tennis courts and a clubhouse/ meeting room as a bonus at that location.

In trying to decipher some parts of the DEIR, I would like to mention a few points:

In the traffic accident study, I see no mention of the Lowell/Honolulu intersection. I think this has been the most dangerous one that I have observed in the area.

The monitoring locations that were used in the study (210 at Terra Bella) in the west and (210 at the 134/710) in the east, are too far away to have any plus or minus impact on the study, in my opinion.

The recommendation to install a new traffic light at the intersection of Tujunga Canyon and Pali Ave./Hamilton Lane, would just create more problems as this intersection is less than 1/4 mile from the traffic signal at Tujunga Canyon and Elmhurst St. on the north and also the La Tuna Canyon light on the south.

Regarding the environmental impacts (Page IV.N-14) having to do with the thresholds of significance, I feel that listed traffic impacts of (a), (b), (c), and (d) should be considered as significant.

Thank you for your attention. Please feel free to contact me if I can be of any assistance.

William Caruso
6301 Honolulu Ave, #41
Tujunga, 91042
818 353-5394

From: Ginny buonauro [mailto:vabuona@hotmail.com]
Sent: Sunday, August 16, 2009 12:10 PM
To: Karen Zimmerman
Subject: RE: Your observations regarding traffic on the Tujunga Canyon Blvd/Honolulu corridor

Our names are John and Ginny Buonauro
9237 La Shell Drive
Tujunga, Ca 91042
We've lived in this house for over 35 years.

My husband and I both belong to the Foothill Athletic Club, located at the bottom of Lowell, just before the on-ramp to the 210 freeway. Our membership in the club, 1.3 miles from our home, has been for approximately 25 years. During the early years of our membership we encountered one stop sign along the road. We could travel the distance in 3-4 minutes from driveway to parking lot. Now, if I wish to attend the class at 8:00 a.m., I must allow minimum five minutes to assure I can turn right onto Tujunga Canyon Blvd. at Elmhurst. Then, if luck is with me and no accident has taken place on the perilous curve, I might get through the next two signals within 5-10 minutes to get to the parking lot of the gym. The same routine takes place during peak traffic hours in the afternoon. From 3-4 minutes to 10-15 minutes for at least the last five years. The road is only two lanes. If any mishap occurs in either direction, the journey is delayed interminably.

From our home we can hear and see the intersection of La Tuna Canyon and Tujunga Canyon Blvd. where the Verdugo Hills Golf Course is located. Traffic accidents are a constant occurrence on both streets and within that intersection. We've seen cars drive carelessly through red signal lights on an almost daily basis causing untold numbers of injuries and even deaths, much less just the problem of traffic nightmares.

Thank you for your time.
John & Ginny Buonauro

From: Jill Furillo [mailto:jfurillo@calnurses.org]
Sent: Saturday, August 15, 2009 5:01 PM
To: Karen Zimmerman
Subject: RE: Your observations regarding traffic on the Tujunga Canyon Blvd/Honolulu corridor

My name is Jill Furillo and my address is 9437 Carlynn Pl. Tujunga, California. I have lived at this address for 6 years. I am the Southern California Director for the California Nurses Association and my office is located in Glendale California. I drive every day to work in Glendale and I must travel down Tujunga Canyon Blvd. I return from work along the same route. Every morning, cars are backed up along Tujunga Canyon, which most days slows traffic to a halt. Upon returning in the evening, the same conditions persist. Just this morning, I was stuck in traffic for 25 minutes on Tujunga Canyon due to an accident involving 3 vehicles. Because it is a two lane road, there was no where for the cars involved in the wreck to be pushed to. The pollution along Tujunga Canyon is severe with traffic backed up for hours in the morning and the evening. The traffic has gotten worse over the 6 years I have lives in Tujunga, especially along Tujunga Canyon Blvd. When I have to go to Foothill Blvd, sometimes I have to wait up to 6 or 7 minutes before I can safely turn back onto Tujunga Canyon. Tujunga canyon certainly cannot absorb anymore traffic congestion than what it currently has.

Jill Furillo RN. BSN
Southern California Director
California Nurses Association
National Nurses Organizing Committee
425 W. Broadway, Suite 111 Glendale CA 91204
Tel: 818 240-1900 ext 154 | Fax: 818 240-8993
Web: www.CalNurses.org

From: Ana Maria Planas [mailto:annieplanas@yahoo.com]
Sent: Monday, August 17, 2009 2:57 PM
To: zimzip@ca.rr.com
Subject: Personal Experience w/Traffic on Tujunga Canyon Blvd.

We are concerned residents and neighbors of Tujunga Canyon Blvd. and ask that you take a close look at the traffic situation of Tujunga Canyon Blvd. between La Tuna Canyon Blvd. and Foothill Blvd. We, Ana Maria Planas and Tony Planas, have lived in Tujunga since 1975. 9348 Tujunga Canyon Blvd. has been our home for the past 35 years - our first home where we made a decision to stay and make use of the ample real estate always hoping that this great geographical area would be considered as valuable by the city and its planners. And so we built on to the property and invested precious time in making it comfortable for our family.

Our first experience was back in 1989 where my husband was cut off by an aggressive driver as he neared our home to make a turn. In 1991 my car was rear-ended and totalled sending me to the hospital. This happened making a left turn onto my driveway...a driver simply used to the rush characteristic of the street.

THIS IS A RESIDENTIAL AREA NOT THE FREEWAY many think it is! To this day I will not make a left turn on to my own home. My young children were traumatized - for my youngest to the extent that he was not interested in driving too much for years. Family and friends have experienced undesirable gestures and rude actions - when all they were simply doing was slowing down to enter our spacious driveway. Traffic has increased over the past 10 years substantially. Petitions for 2 stop signs - at Pali and Elmhurst - came and went.

There have been many accidents - way too many fatal. Still no concern from the city. We see police officers from time to time in the morning hours tracking the speeders - for which we are ever so grateful. However, round the clock police will never be an option. The outcome of the numerous accidents resulted in the traffic light on Elmhurst. The light, regretfully does not help us on Tujunga Cyn. Blvd. if at all. The traffic light is a nuisance quite frankly - it has been the bike lane on Tujunga Canyon that has helped a few of the homes with reasonable area to ease on to the traffic. The lane gives a few of the homes some room to gain visibility of oncoming traffic and make the dash.

As of the past 11 years we have been blessed to be able to work from home easing up on the morning and evening traffic. Prior to working from home, getting the boys to school and when the boys themselves began driving, morning traffic was the most challenging. Getting in and out of our driveway was near deadly for my aging father, who was rear ended and side swapped a couple of times (2005 & 2006). **No one adheres to the 'supposedly' 30 mile signs posted.** EVER! Today it often takes us 3-4 minutes to safely drive onto the boulevard. Dodging speeders who tear down this street like it is a drag strip and watching the characters who blatantly come to a full stop in front of our driveway and will not allow us to get out - is a subject of its own. This is, many times, a result of the traffic light on Elmhurst. **We are faced with the rudest drivers in the Los Angeles area.**

We do not see how this area can accommodate for 200 + more homes proposed at Verdugo Hills Golf Course - all within a few yards from our driveway - not having payed any attention to the obvious unresolved issue of way too much traffic for a one lane blvd. with (tax paying property owners of many years) who cannot 'safely' come out of their driveway.

How many cars can you estimate to add to this conjection? Besides the safety issue, in a day and age of rampant law suits would you not think best to be safe and layout a well thought-out traffic solution for the potentially numerous vehicles added to the underlying problem existing **today** - before you make hasty decisions that could well bankrupt the city with the inevitable?

Thank you.

Ana Maria Planas & Tony Planas

From: Sharon Raghavachary [mailto:satysharon@earthlink.net]

Sent: Monday, August 17, 2009 8:17 PM

To: Karen Zimmerman

Subject: Re: Your observations regarding traffic along the Tujunga Canyon Blvd/Honolulu Ave/Lowell traffic corridor

To Whom It May Concern:

For the past 2 ½ years my children have attended Discoveryland Preschool at 6235 Honolulu Ave., just one block from the proposed development at the Verdugo Hills Golf Course.

I take my children to school at approximately 8:45 in the morning and pick them up around 5:30 in the afternoon and, because we live in La Crescenta, I make a left turn out of the school driveway to return home. At both of these extremely busy rush hour periods it can take as long as 10 minutes to exit the driveway safely. Turning right is not a good option, since there is no place to make a U-turn on Tujunga Canyon and therefore I would have to go all the Foothill Blvd., which is inconvenient, time consuming, and a waste of gas. Even so, when my husband takes the children to school, he refuses to make a left turn out of the driveway for fear of a collision.

To return home I also turn north on Lowell Ave., which in the afternoon is particularly difficult to do. The traffic exiting the west-bound 210 freeway does not slow down if they have a green light, resulting in collisions with cars turning left onto Lowell. These t-bone collisions are some of the most dangerous types of accidents, which often result in severe injuries. I have seen numerous accidents at this corner and the increased traffic caused by this project will certainly make the situation worse.

Sincerely,

Sharon Raghavachary
2209 Maurice Ave.
La Crescenta, CA
(818) 541-9071

-----Original Message-----

From: Lisa Fariseo [mailto:lisa.fariseo@ca.rr.com]
Sent: Tuesday, August 18, 2009 9:10 AM
To: David.Somers@lacity.org
Cc: info@savethegolfcourse.org
Subject: Verdugo Hills Golf Course

Mr Somers,

I have lived in the Padre Park neighborhood adjacent to the Verdugo Hills Golf course for 17 years. In order to drive to the 210 freeway, I must make a left turn onto Tujunga Canyon from Pali Avenue. This is a very precarious left turn during rush hour and times of heavy traffic. Tujunga Canyon is the main thoroughfare between the 210 and Foothill Bl and at Pali, is down to one lane. The traffic has gotten heavier throughout the years and the left turn can often take over 5 minutes and there can be several cars backed up waiting for that turn.

The Tujunga Canyon/Honolulu/La Tuna Canyon intersection was changed a few years ago in an attempt to make the intersection safer. The problem now is that Tujunga Canyon must go from 2 lanes to 1 lane when driving from La Tuna Canyon to Foothill Bl. I have seen MANY near accidents where cars attempt to pass rather than merge and nearly get into a head on collision. You see, the merging of the lanes happens right before a blind curve. Not good planning.

it would be absolutely ridiculous to add to the traffic and safety issues on Tujunga Canyon by building condos on the site of the Verdugo Hills golf course. This would add to the long wait time for the left turn off of Pali and also add to the danger on Tujunga Canyon. Tujunga Canyon at 1 lane is not acceptable if you add volume to that area.

Thank you for your consideration

Lisa Fariseo
9415 Cerro Vista Dr
Tujunga, CA 91042

From: Len Hoffman [mailto:hoffmanlen@yahoo.com]
Sent: Tuesday, August 18, 2009 12:01 PM
To: Karen Zimmerman
Subject: Re: Your observations regarding traffic on Tujunga Canyon Blvd.

Hello Karen. Please forgive me for not responding sooner. I did intend to write to you today, and so your e-mail serves as another jump starter.

1. I have lived at 6356 Hamilton Dr. for more then 25 years.
2. My job back then was at Entenmann's Oroweat in Montebello. The driving time from my home to Montebello starting at 7:00 AM took about 35 to 45 minutes.
3. Today, leaving my home at a little past 9 AM now takes 25 minutes to get to Brand Ave. and the 134 in Glendale.
4. When leaving my home before 9 AM, it can easily take 10 minutes to get onto TCB going south. It can sometimes even take 5 minutes to get onto TCB going northbound.
5. After 3:30 PM, it is very difficult getting onto TCB going either direction because of the northbound traffic on TCB. It is even somewhat difficult going north on Pali, because you never know when a car traveling northbound on TCB will go straight ahead on Pali. A 3 to 5 minute wait is not unusual before making a right turn onto Pali from Hamilton Drive. Making a turn onto TCB, going north or south during the 3:30 to 6:30 PM rush hour can easily take 5 to 8 minutes before

the turn can be safely made.

6. On two different occasions, cars have driven directly through my fence into my backyard. One hit the patio, while the other just broke through the fence, and destroyed the fire pit.

7. On another occasion, a car drove up onto the rear of my property, onto the area which would be the sidewalk.

8. The property owner who lives on the lot between Pali and TCB has had many cars run into the southern tip of his property. Several cars have also run into the side of his property alongside TCB. When I asked him how many times this happened he could not tell me.

9. The homeowner of the property on the westside of TCB, across from the convalescent hospital, has had several cars break down his fence in various places. These accidents have occurred so many times.

10. On at least one occasion a car has driven up into the convalescent hospital property.

Many times I have seen drivers speeding while going in both directions on TCB. I leave the corner of my street, and there are no other cars coming north on TCB. By the time I drive 100 or 150 yards, I have cars riding my bumper. On several occasions, I have had cars pass me going north on TCB. A few days ago, some pick-up truck passed a car going southbound. To do this the driver had to cross the yellow lines in the road. I have had cars pass me going north on Creemor, while I am driving at or near the speed limit.

Sometimes when I am driving northbound on TCB, and I want to turn onto Hamilton Drive, I worry/fear having a northbound driver run into the rear of my car.

This entire area just seems to be waiting for a serious traffic accident. We have had at least three such accidents in the past when the police had to close TCB in both directions, diverting the traffic up onto Pali and then Creemor.

Thank you for allowing me to express my views here in this e-mail. I sincerely hope the Traffic Department, and the Environmental people will prevent the destruction of the golf course.

Leonard Hoffman

From: Inch <inch@gammalux.com>

Date: August 18, 2009 1:36:52 PM PDT

To: "secretary@stnc.org" <secretary@stnc.org>

Subject: RE: [STNC news] VHGC Comment Deadline & Tujunga Cyn Blvd

I have lived at 9270 La Shell Drive, Tujunga, 91042 for over 30 years.

I have to drive down Elmhurst Street to the Tujunga Canyon Boulevard to go to work daily and for shopping etc.

The volume of traffic over the years has increased steadily so that presently, there is a wait of about 3 to 4 minutes at the intersection before safe turn into the Boulevard during the rush hours. If the proposed development is allowed to go forward the problem will be intolerable. We are told by the Traffic department, that there is no way to widen this road.

Mehmet Incikaya
9270 La Shell Drive
Tujunga, Ca 91042

From: Regina Clark [mailto:hrh.regina@verizon.net]
Sent: Tuesday, August 18, 2009 12:04 PM
To: info@savethegolfcourse.org
Subject: Traffic on TCB

Tujunga Canyon Boulevard (TCB) has become increasingly congested over the past several years and it is only getting worse. I have lived in Sunland-Tujunga for 29 years. As the population in this area increases, so does the ratio of very bad drivers. There are also more large trucks using TCB than ever before. Driving on TCB can be very dangerous.

The owners of that one house on the west side of TCB as you approach the golf course have tried to enclose their property with a wall and fence. How many times has that wall or the fence been destroyed by a bad driver? I can remember seeing it in shambles at least three times.

The speed limit is 30 mph and I will never go over 35 mph, much to the aggravation of drivers behind me – too bad for them. However, these bad drivers have actually passed me to the left as they speed on at over 40 mph and into oncoming traffic. They are insane. I wouldn't mind seeing them get killed in a head-on collision, but they'd end up taking an innocent person with them.

The drivers of large trucks who use TCB do not seem familiar with the idea of slowing down on curves. I have had to swerve to my right just to avoid a truck that was going too fast and came across the yellow line into my side of the road. This has happened to me many times and it seems that it always happens at the section of road right near the Open Bible Church (where their new sign is located).

Can we get a ordinance that forever closes TCB to all large truck traffic? Can it be done now?

I DO NOT want that street widened! I like it the way it is. The DEIR mentions widening TCB and that would be an awful thing to do.

Regina Clark
7522 Thousand Oaks Drive
Tujunga, CA 91042
(818) 640-0548

From: Visket, Mike [mailto:Mike.Visket@providence.org]
Sent: Tuesday, August 18, 2009 2:10 PM
To: David.Somers@lacity.org
Cc: info@savethegolfcourse.org
Subject: Verdugo Hills Golf Course

Greetings -

I moved to Tujunga in 1972. Believe me, I've seen the good and the bad unravel before my eyes. Mostly good - that's why I still live here.

The "bad" almost always has to do with new housing, be it apartment complexes starting back in the mid-70s, to the new tract homes (new being anything from the late '70s and forward) in Seven Hills and the like. With new housing comes more people, which bring with it more cars.

With only one "main drag" (Foothill Blvd), we have a very limited amount of ingress/egress corridors in Tujunga, one major one being the Tujunga Canyon/Honolulu/La Tuna intersection, affectionately known as "the Stoplight at the Golf Course".

Ever since the Seven Hills housing tract addition went live, this portion of Tujunga Canyon, all

the up to the tract itself, has become a nightmare. Pulling onto Tujunga Canyon south from Pali Avenue south is next to impossible for some motorists, and makes for some very interesting near-hits. There really should be a stoplight there - but that would choke Tujunga Canyon to a standstill.

Adding more congestion at The Stoplight at the Golf Course would certainly do the same. All it would take is for someone to observe the parking lot known as "Tujunga Canyon at the Golf Course at Rush Hour" to see that, even though the motorists going up Tujunga Canyon wouldn't be living in the proposed tract on La Tuna, they would certainly be negatively affected by it.

Thanks for your consideration -

Mike Visket
Sr. Programmer | Analyst
St. Joseph Medical Center
501 S. Buena Vista St., Burbank, CA 91505
(818) 847-3045 tel
(818) 847-3091 fax
Mike.Visket@providence.org
"When everything is in Focus, there will be no Universe"

-----Original Message-----

From: Debbie Kane [mailto:dkane123@yahoo.com]
Sent: Tuesday, August 18, 2009 3:18 PM
To: info@savethegolfcourse.org; David.Somers@lacity.org
Subject: Tujunga Canyon Blvd Traffic

From: Debbie Kane
9757 Pinewood Ave
Tujunga, CA 91042

I have lived in my current house for over 12 years. I have lived in 3 different locations in Tujunga and La Crescenta also, used to attend the Open Bible Church on Tujunga Canyon, golf at Verdugo Hills Golf Course as well as taking my Son and his friends there when they were younger. So in the 28 years I've lived in this area, Tujunga Canyon has been a major part of my navigating anywhere.

It is amazing how much more busier it has gotten as more and more people find out what a great area this is.

Yes, you have to leave earlier and earlier to get to work or go anywhere that involves getting to the freeway or going down La Tuna. Now that La Tuna is mostly one lane it too is taking more time to get down or come up to get home.

Turning off St Estaban onto Tujunga Canyon at any time of the day takes a few minutes, but in the morning you'd better give yourself lots of time as you can sit there for quite a while. I have seen a few accidents on Tujunga Canyon - when that happens there are no alternatives depending on where on the road you may be. If you can turn around safely you can go back and take a different route but it is not easy. Not easy for the police & fire department to get their vehicles in there either.

If they were to build houses at the golf course, 1st of all it would be a total shame to lose that beautiful area where our kids have learned to play golf, where we enjoy playing golf, where all kinds of wildlife and vegetation live. Not to mention, more traffic, more air pollution, a strain on schools and other resources.

I could go on and on but think most people believe the same my family does and have the same concerns.

Thank you

Debbie

From: Elise Richardson [mailto:eliseesq@verizon.net]
Sent: Tuesday, August 18, 2009 1:20 PM
To: comments@stnc.org
Subject: Traffic on Tujunga Canyon Boulevard

My name is Elise M. Richardson. I live at 10902 Terecita Rd., Tujunga, CA 91042. I have lived there for 23 years. I travel Tujunga Canyon Boulevard between Commerce and the entrance to the 210 Freeway at the bottom of Lowell approximately five days a week going to my office or anywhere else that requires me to take the 210 east. Also to go to my gym, the Foothill Athletic Club.

Over the years I have noticed the traffic has gotten heavier. I am self-employed and try to avoid traveling during rush hour. However, even during off hours Tujunga Canyon Boulevard is often crowded and slow. Average, non-rush hour, generally takes 8 to ten minutes from my house to the freeway. I am not sure how much of that is on TC Blvd., but there is rarely any change in traffic from my house to TC Blvd., so the bulk of the time is spent on TC Blvd.

The times I have had to travel it during rush hour it takes up to twice as long. The traffic from my house to TC is about the same during rush hour and non-rush hour, so the increase is strictly because of traffic on TC, most of which occurs from just before the signal at TC and Foothill and continues until TC turns into Honolulu.

I can only imagine the amount of traffic a new housing development would create. It is not a pretty thought. Even though I do not play golf, I would miss the golf course. I enjoy driving by it. Someone suggested building homes on the golf course as a compromise, like many of the golf courses in Palm Springs. That might be an acceptable alternative. It would still create more traffic, but not as much because not as many homes could be built. And the golf course would be saved.

Elise M. Richardson

From: Rosie and Jack [mailto:randj62@ca.rr.com]
Sent: Tuesday, August 18, 2009 10:57 PM
To: info@savethegolfcourse.org
Subject: Save the Golf Course

Please save our golf course. We do not need more cars and traffic in this area.

We have lived in our home for 42 years. We have used Tujunga Canyon Blvd. almost every day since we moved here, usually more than once a day. We are retired now, but practically every errand or trip we go on we need to use Tujunga Canyon Blvd. Doctor visits, senior meetings, hospital, shopping, we need to take Tujunga Canyon Blvd. to get to the 210 freeway in order to get to Glendale/Montrose, Los Angeles, or wherever we need to go.

It has gotten so bad to get onto Tujunga Canyon Blvd from Pali, during peak traffic hours that many times we go up to Foothill, then down Lowell, then onto the 210 Freeway. This is at least a mile or mile and a half extra. Many times there is a lot of traffic on Lowell because of the school on Lowell.

There are many fast drivers, especially in the afternoons, heading home and driving way out of control. I cannot visit my friend who lives on Tujunga Canyon Blvd. in the mornings or late afternoons, as I feel I am

taking my life in my hands. My friend has been rear ended in her car trying to get into her driveway, many cars follow very close and it is almost impossible to get in or out of her driveway. There have been several recent accidents between Pali and the light going into the Shell Homes.

We hear the traffic on the freeway from our house. If we have more traffic from houses built on the golf course area will just add to the noise. It was a very quiet and rural-like atmosphere here for many years. It is very dangerous for me to make a left hand turn onto Tujunga Canyon Blvd from Pali. In case of an emergency or fire, I dread the thought of trying to get out of here.

Weekends seem a bit better, but still constant traffic from both ways. The worst is weekdays during rush hour traffic. No way for people to get onto the 210 unless they go down to Sunland. People from other towns hesitate to visit us during rush hours (several hours in the morning and also in the afternoons) because they are afraid of the traffic and trying to turn into Padre Park from Tujunga Canyon Blvd. onto Pali.

Please do not build more houses on this area.

Thank you.
Rosaline and Jack Arntzen
9423 Cerro Vista Drive
Tujunga, CA 91042
Phone: 818-353-1834

From: Carole Rounds [mailto:carole4usc@ca.rr.com]
Sent: Wednesday, August 19, 2009 11:28 AM
To: info@savethegolfcourse.org
Subject:

Thank you for the chance to tell you how difficult it is to SAFELY get to Tujunga Canyon from my home.

My name is Carole Rounds. I have lived on Cerro Vista Dr. since 1971. Cerro Vista is a cul-de-sac street north of where Pali and Tujunga Canyon meet.

I feel trapped. Since I need to use the 210 freeway frequently, I need to get on to Tujunga Canyon from Pali Drive. It is so very difficult to do that--trying to watch traffic coming, car after car, from the left and from the right is very frustrating. It is even getting difficult to make a RIGHT hand turn from Pali.

There have been so many accidents there--the Pali street sign at Tujunga Canyon has been knocked down so often that now the city does not even put it back up.

Another problem I have seen--when a car is coming south on Tujunga Canyon and making a left turn at the Convalescent Hospital....southbound traffic has to stop. Eventually, there are many cars in line. Cars speeding south, before the junction with Pali, don't know that traffic has stopped and they don't see the waiting cars until it is almost too late.

Also, during a rain storm, the area of Pali and Tujunga Canyon floods very badly. I have had water sprayed up to the roof of my car by the cars traveling on Tujunga Canyon.

This area is saturated with traffic!

Carole Rounds

From: Michael Werner [mailto:wernerm@caltech.edu]
Sent: Tuesday, August 18, 2009 1:29 PM
To: comments@stnc.org
Subject: Tujunga Canyon comments

I have been a resident of Tujunga for a decade now. The traffic on Tujunga Canyon has gotten

worse. I choose to no longer use the street (except maybe once or twice a month to check out the scenery) as it is dangerous with speeders and if you go the speed limit you have tailgaters on your rear bumper. The traffic has gotten to the point on Tujunga Canyon that I choose to take Lowell Avenue in Glendale. Some people think I'm nuts to take Lowell Avenue, due to the reputation of the Glendale Police for pulling people over for rolling stops or DUI checks, but I find those minor inconveniences compared to taking Tujunga Canyon. Even when the Chameleon (spelling?) School is in session with all the kids being dropped off or picked up, I believe Lowell Avenue is far safer to take then Tujunga Canyon heading north or south.

Regards, Michael
Michael Werner
10871 Deliban Avenue
Tujunga CA 91042-1449

From: mcnerny888@aol.com [mailto:mcnerny888@aol.com]
Sent: Tuesday, August 18, 2009 3:48 PM
To: info@savethegolfcourse.org
Subject: Tujunga Cyn. traffic....

I have nearly been run off the road more than once on Tujunga Cyn. Blvd. as the two lanes merge into one going north along the golf course. I have friends who live on TCB, and often feed their cats while they are on vacation. I do not even travel on Honolulu to their house, as the traffic (raceway) is horrible. I take Foothill to Tujunga Cyn. Place, then take my chances from there. I cannot imagine any more cars, trucks, emergency vehicles, etc. on that road. We have lived in La Crescenta for more than 40 years, and we have seen a lot of negative changes. Please...NO MORE!

Thanking you in advance for putting a halt to any more building and traffic.

David J. Somers
Asst. Planner/Environmental Review Coordinator
L.A. Dept. of City Planning
200 North Spring Street, Rm. 750
L.A., CA 90012
Dear Mr. Somers:

The housing proposed for this site would greatly impact the traffic situation on the narrow Tujunga Canyon Boulevard. TC Blvd. is a very busy street. It is used by residents to the north, east and west as a cut-through to the 210 freeway. Right now, it takes nearly 20 minutes to get from the 210 freeway/Lowell exit to the top of Foothill Boulevard at rush hour on Tujunga Canyon Boulevard. I was caught behind traffic just last week and that's how long it took me in stop and go traffic on that street.

If you add even ten more residences to that street, it will be a disaster – let alone 229!!! You simply can't put that burden on Tujunga Canyon Boulevard - the street can't take it. And you can't widen that street either because homes are built right up to the street now.

The other problem with traffic would involve La Tuna Canyon, which is currently used by many city residents as a shortcut into the Valley. It is a winding road and there have been many fatal accidents there because of people speeding there around blind corners. Wildlife and bicyclists share the road with motorists as many bicycle clubs use this road as a training ground for marathons. There is a very popular hiking route off of La Tuna Canyon Boulevard which attracts hikers and mountain bike riders from all over Los Angeles. People enjoy this area because it is rural.

If you allow this HUGE, OVERSIZED housing development to be built, it will forever change the rural

beauty thousands of people now enjoy. It will clog not only La Tuna and Tujunga Canyon but it will also adversely impact Foothill Boulevard, which is the main street that goes through the Crescenta Valley. Traffic coming and going from that housing development will reduce traffic flow to a halt and create back ups that will be as bad as the 405 Freeway.

Please listen to us when we say it is a BAD PROPOSAL for our area. We, who already live here, don't want it because it will destroy the quality of our lives.
Please vote down this proposal.

Sincerely,
Pat Kramer
10853 Parr Ave.
Sunland, CA 91040

-----Original Message-----

From: Levon Parian [mailto:lparian@earthlink.net]
Sent: Tuesday, August 18, 2009 5:18 PM
To: Karen Zimmerman
Subject: Re: FW: Your observations regarding traffic on Tujunga Canyon Blvd.

Levon Parian
9175 Tujunga Cyn Blvd.
Tujunga, CA 91042

Overall there is more traffic then when we moved here in 2001. As more and more people move into the area, the congestion is getting greater and greater. The rush hour traffic is an endless stream of cars coming and going. If I want to go north, I usually turn south then turn around on La Tuna Canyon to go back north again. It's usually faster than waiting for an opening in traffic. We use to have people hitting our property. It's dangerous because the road narrows. Putting a wall up has helped. They shouldn't have 18 wheel trucks on Tujunga Canyon Blvd. With all the speeding traffic the rudeness factor has gone sky high. People forget this is a mixed use residential road and you see a lot of "#%^*!!! get out of my way!" Below is a 4-car rear end fender bender in front of my place and the convalescent Hospital. There should be better sign-age on the road maybe a no left turn when coming south and turning into the Hospital. You can see the wall we put in to protect us.

Thanks,
Levon



-----Original Message-----

From: McGlynn, James [mailto:JMcGlynn@mednet.ucla.edu]

Sent: Tuesday, August 18, 2009 1:53 PM

To: 'David.Somers@lacity.org'; 'comments@stnc.org'

Cc: 'info@savethegolfcourse.org'

Subject: RE: [STNC news] VHGC Comment Deadline & Tujunga Cyn Blvd

To the Sunland Tujunga neighborhood council and the Los Angeles Department of City Planning:

I would like to comment on the Traffic conditions along Tujunga Canyon Blvd in light of the DEIR for the housing project planned for the current Verdugo Hills Golf Course site.

My name is Jim McGlynn, and I live at 10516 Pinyon Ave, Tujunga.

I have driven Tujunga Cyn Blvd for over 30 years, since I was a teenager.

I have lived in at least 4 different residences in the Sunland-Tujunga area during this time, and have used Tujunga Cyn Blvd as my primary route to and from the 210 freeway and my places of employment during most of this period. I attended Occidental College in the early 1980's and for 3 years commuted to and from campus using that route as well.

Generally speaking, traffic has gotten much worse on this street, especially so in the last 5 years. More and more people are using side streets which feed into Tujunga Canyon, which ultimately have caused many more people to take chances cutting into traffic. An extra lane was added and extends only part way on the northbound side, only to come to an abrupt halt before another bend in the road, and which seems to be a site where very few people will give the right of way to allow cars to file into place.

In addition, a daycare center has been present in the last few years on the street, with no good access for drop offs and pick ups, causing drivers to block traffic in the cause of their children. Based upon my years of experience on this road, the "rush hour" has been extended to start now at about 6:20 and getting earlier. In the afternoon, from 5:00 through 6:30 at least, getting back home often takes an extra 5-10 minutes on many days on this section of road. Alternative routes to my current home are less direct, cause more driving in residential neighborhoods controlled by stop signs and roads under disrepair.

One good thing I could say is that a recent road repair/improvement project actually has helped with the flooding and deep long puddles that would cause cars to spray sheets of water onto oncoming traffic and pedestrians and causing dangerous situations even at moderate speeds. However I have witnessed fairly frequently cars which have almost run off the road in the presence of water on even the present configuration of turns and curves.

Most students and working residents in Sunland-Tujunga commute via freeway to their destinations - we are a community of commuters. I drive a vanpool for UCLA but realize that even with carpooling, and our limited and inadequate public transportation in the area that it is important to have reasonable access to get to and from our community. One project which would add hundreds of cars to this intersection has already been approved. I cannot imagine doubling that anticipated increase, if the DEIR is to be believed. It is my opinion that the DEIR severely underestimates the amount of traffic generated by this complex. Should this complex be approved, it will cause a bottleneck of great proportions to the commuters of the community.

Jim McGlynn

Director of Finance

UCLA Department of Obstetrics and Gynecology

310 794-7148

310 206-6531 (fax)

jmcglynn@mednet.ucla.edu

From: Nancy J. Aguilar [mailto:nancyaguilar@kenchafin.com]
Sent: Tuesday, August 18, 2009 3:08 PM
To: David.Somers@lacity.org
Cc: info@savethegolfcourse.org
Subject: Save Verdugo Hills Golf Course

I have lived in Sunland-Tujunga for almost 52 years. Born & raised a Tujungian. When I was very small my father told me about the Tongva Gabrielino Village (Jap camp) where the Japanese were held. My father is a vet as was my grandfather and this was a significant vision that at the time was so important to our lives. As a young girl the thought was scary but real.

I have seen allot of growth in our community and right now I don't see this as being a good thing. Lets see some of the many vacant houses in the area get purchased before building more. The neighbor hoods start looking dirty and rundown when there are vacancies on the block. Lets take pride in what we have and use our resources to bring our community close together. As you go down the 2 freeway and look off to the right and see the blocks of cookie cutter houses all the same color and shape it is sad. I remember the mountains there too. I don't want to see that here. I know growth is inevitable and as a business woman in our community I'm ok with that but enough is enough. I don't see the need for additional housing in this area.

The traffic on Tujunga Canyon Blvd and the 210 in the morning is crazy. I seldom have to drive it in the morning but my husband does and it backs up from the 2 freeway and the 15 all the way back to La Tuna Cyn. It really bothered me seeing the meters going in on the freeway onramps too. Can you imagine an additional 200 +/- drivers in the morning or afternoon, or a rainy day?

And last but not least a \$15 golf game is unheard of. Any recreation at \$15 is unheard of. With all the talk of our overweight society, lets not take away the little bit of enjoyment we get from our own home town, backyard golf course.

Sincerely,
Nancy J Aguilar
9940 Zitto Lane
Tujunga, CA 91042
818-353-9518

Business address:
Ken Chafin, CPA
Nancy Aguilar, EA, Notary
3624 Foothill Blvd #1
La Crescenta, CA 91214
818-957-1699

-----Original Message-----

From: Joanne Pope [mailto:jmpope1@mac.com]
Sent: Wednesday, August 19, 2009 1:09 PM
To: info@savethegolfcourse.org
Subject: Traffic documentation -Tujunga Canyon Blvd.

My name is Joanne Pope. I live at 9529 Creemore Dr., Tujunga. I have been resident at this address since 1967. I am very concerned about the increase of traffic on Tujunga Canyon Blvd. if the golf course is developed. I have seen Tujunga Canyon go from a two lane road to what it is today. There are many accidents between Foothill Blvd. and La Tuna Canyon due to the various amount of lanes and the speeding. When accidents occur, Creemore Dr. becomes the only way the traffic can get to Foothill Blvd. When this occurs we can't get out of our driveways. The addition of this development will cause major traffic on Creemore Dr. because this will be the shortest access to the markets etc. In peak traffic times you wait up to 10 minutes to try to merge

onto Tujunga Canyon. There have been numerous accidents, some extremely serious at this dangerous intersection. When the trash trucks and postal trucks service the homes between Pali and Foothill Blvd. traffic comes to a stop behind these vehicles because there is no room to pass. This often has resulted in traffic accidents. I am totally opposed to the development of the golf course. Our neighborhood is not conducive to major traffic increase.
Joanne Pope

From: Denise Yamamoto [mailto:eagle4456@gmail.com]

Sent: Wednesday, August 19, 2009 3:19 PM

To: comments@stnc.org

Subject: Tujunga Cyn. Pl.

I know this is late due to the late notification we rec'd.

My name is Denise Yamamoto and I live at 9831 Tujunga Cyn. Pl. We have lived in Tujunga and near Tujunga Cyn. Blvd for 15 years. My husband drives the Blvd every single day to and from work. I used to drive it everyday, but now I drive it approx 3x a week. My husband leaves earlier because of the traffic backing up now on the way to La Tuna Cyn. on his way to work. I have noticed that the speed has increased and more stop and go and tail lights. It is better on the weekends, but it is still more congested than ever before.

A few years ago I was on Tujunga Cyn. Blvd with my 2 daughters in my van. A car on the opposing side was coming head on in my lane. My daughters instinct when they saw the car coming at us, was to unbuckle and jumped to the very rear of the van behind the last bench seat by the gate; when the car finally jerked his vehicle into his lane and I saw his side view mirror barely miss mine, and MISSED ME HEAD ON!!! There was nowhere for me to drive onto...not even a shoulder!!! My daughters and I would have been killed and my husband without his family in minutes!!!

That road is a "DEATH WISH."

Denise Yamamoto

**H. Tujunga Canyon Boulevard/Honolulu Avenue Traffic Corridor:
Anecdotal Comments by Sunland-Tujunga Resident Barbara Carter
[with Arial Photographs]**

From: Barbara Carter [mailto:vmgla@ca.rr.com]
Sent: Tuesday, August 18, 2009 2:32 PM
To: info@savethegolfcourse.org
Subject: traffic on Tujunga Canyon Boulevard - resident since 1992

To Whom It May Concern:

My husband and I have lived in the area for 17 years, since 1992. We purchased our home on 9522 Cordero Avenue in Tujunga and reside very close to Tujunga Canyon Boulevard. It is the primary point of access for us into our neighborhood, the only other access point being Haines Canyon which intersects with Foothill Boulevard. We both commute to Los Angeles to work on a daily basis.

Tujunga Canyon Boulevard is the 98% access point for us to get home, the intersection we turn to get into our neighborhood of Crystal View is Elmhurst at Felhaber-Houk Park. Very infrequently we use the only other opposite access point off Foothill at Haines Canyon.

In the time since we moved into the neighborhood, we have seen numerous accidents at the Elmhurst/Tujunga Canyon intersection as well as numerous accidents at Honolulu and Tujunga Canyon – at least 4 or 5 per year. There have been a number of fatalities, including pedestrian accidents at Elmhurst intersection. When we first moved into the neighborhood, the left turn northbound onto Elmhurst was un-signalized and had no left turn lane. It began taking longer and longer to make that left turn and finally a traffic light was installed as well as a turn lane put there. That helped tremendously with access to our neighborhood which was always extremely dangerous due to a number of factors.

First, heading northbound up Tujunga Canyon was essentially a nightmare (and still is) because of the speed of traffic and the intensity of traffic flow at peak travel times, and due to the type of drivers using that road. Frequently there is a race to see who can get in front of other cars after turning off Honolulu because the road narrows to 2 lanes, and accidents result from this "me-first" hot-dogging mentality.

We have seen a lot of road rage, and have experienced even having a driver follow us home to our house who was angry that we weren't moving quickly enough up Tujunga Canyon – who threatened us on our doorstep. We were traveling at least 10 MPH over the speed limit. Everyone tries to beat the lights at Honolulu and get on TCB (Tujunga Canyon Blvd) as fast as possible as the narrowing lanes force cars to yield. Most people try to shove in front of others so they don't have to slow down to beat the light at Elmhurst. Every single day it is a contest to see who can outgun the other driver and be first. Rarely do you see drivers politely yielding to one another, and it has been getting progressively worse. At this point, thank God there is that left turn lane because the traffic heading southbound is just as eager to get through the neighborhood as the northbound traffic, and they drive significantly over the speed limit – which is posted at 25. Without the traffic light, it would be an impossible backup at Elmhurst with people trying to make a left turn there.

Since 1992 there has been at least 3 to 5 times the traffic during peak travel times and peak times are much longer – and far more dangerous in the dark and late at night. I spoke with one of my neighbors on TCB who lives directly across (east side of TCB) from Felhaber-Houk park, in fact is one of the park's namesakes. She told me that she lost an uncle who was crossing the street there one day, who was hit and killed crossing legally. They have been complaining about how unsafe that particular portion is for years, and this is AFTER the light went in. They have a very difficult time getting out of their driveways there.

Southbound heading toward Elmhurst intersection the traffic is coming down a hill and around a curve, so the intersection as you exit Elmhurst and turn right looking northbound is partially blind and cars exceed the speed limit significantly there. The increase in the daylight hours has been very significant, it takes much longer to get onto TCB than before, unless you wait for the signal.

Were the signal not there, it would be nearly impossible during morning rush hour. I used to have to use the right side of the TCB lane at Elmhurst to try to blend into traffic before the signal went in and it was always a fight to get someone to yield and let you in. There have been numerous people who run the light or who push it well past the yellow which we encounter daily.

I frankly don't know how the people who are in the retirement community or in the condos just south of Elmhurst make it out. I really can't imagine how those living on TCB can even get out of their driveways – which was voiced by the above named person who had her uncle killed. She had witnessed a number of terrible accidents at that intersection. I have seen many myself.

While it sounds like a great thing we have a light at Elmhurst, in fact, the traffic is so much worse now that the backup at that light is becoming very long at peak times of the morning or evening (south and northbound). The road is mostly in terrible condition just north of the Elmhurst intersection, and parts of the road just around the condos south of Elmhurst.

When we get rain, for some reason we have such a huge amount of rain coming off the hills above the golf course (Crystal View) that the area is frequently very flooded, even in smaller rains it simply becomes a flowing river. We have experienced water at about 3 feet deep in places, and the drainage is so poor the road frequently is a mess and needs repair. When that happens, the traffic is a total nightmare and there are frequent accidents along the east side of TCB adjacent to the golf course. As I mentioned, it does not require much rain for this to happen.

Because TCB is one of the major arteries to Foothill Blvd, other than Lowell, the people who live in the area above the Golf Course have very few viable routes to exit their neighborhood which don't include TCB, because it is the way to access the 210. Additionally, there are only a few ways out – Elmhurst, Lowell, and a couple of other streets.

Something few have discussed in this situation is the very real issue of having a fire-induced exodus. Crystal View has a "very high fire danger" risk – we are in a high wind velocity zone, covered in chaparral, and have a constant danger of brush fire. It is so worrisome because we have so few exits – and we are vulnerable due to the nature of the area. This is a very real concern for all of us living here, we have experienced several close calls and 3 very close fires in the last 8 years, one as recent as last spring directly in our neighborhood. If the neighborhood has to evacuate, we have limited routes to do so. When you add more cars to La Tuna and Honolulu it will be a parking lot.

Building at the golf course, plus the added strain brought by Canyon Hills and several other developments make TCB and the surrounding roads subject to unreasonable demand, one the area really can't handle. We are already experiencing problems with development along and above Foothill, and TCB is a prime artery for everyone west of TCB to get to the 210. By adding the many thousands of added car trips per day, we are placing an unrealistic strain on a resource which currently does not handle the current load – people are blocked from getting in and out of their homes, accidents are frequent, and wait times to get on and off a dangerous artery are increasingly a problem. I frequently wait about 5 minutes to turn left into my neighborhood, which would be completely impossible without the light due to the speed of the southbound traffic.

In my neighborhood, a stop sign and speed humps have been added to Haines Canyon due to the speeding and the amount of traffic. This is the same traffic which feeds onto TCB and Honolulu.

We have a number of close misses every month due to people driving too quickly in the hills here, and those hills include TCB. Same drivers. We also have a unique situation – semi's park along La Tuna Canyon to rest, in fact you will see them pulled into the right lane when you enter the 210 heading west at La Tuna, and it is VERY DANGEROUS because they block access to the freeway, or sometimes start to pull onto it. Even though the signs posted are no stopping, they

are there every night and every morning – it is a know rest stop. The development is along La Tuna, and this is a factor in the access to the freeway and is very unsafe currently. Add trucks from construction coming and going for both Canyon Hills and VGHC and it will be horrendous. When you are heading west on 210 and exiting at Lowell, frequently the semi trucks are in the right lane and I have been squeezed onto the right and once off the road because of the truck traffic. The 210 is now open to San Bernardino and now the 210 traffic is at an all time high since we moved in, and the Lowell intersection will now add multiple cars to the peak rush. My waits from Lowell to the 2 have gone from 3 minutes to about 30 some days when the road is clogged. One of the worst places impacted by rain and traffic is the 210 at Ocean View where we see without fail an overturned vehicle during wet days – and we will be adding more than 1,000 car trips to this load already increased due to the 210 extension. This is actually a hydroplane area, I have had my car hit there by another vehicle who lost control and smashed the passenger side of the car during rain – exactly where the overturns happen. While this is not directly in the area, it is definitely impacted by the cars in our area, and any increase will create more opportunity.

One other factor in this mix are the cyclists which, especially on weekends, use Honolulu, La Tuna and TCB. We have a number of groups who ride as well as individual cyclists and kids on bicycles – and sadly have had some very bad accidents where cyclists were hit by cars on the TCB/Honolulu intersection which I have witnessed. We are a gateway recreation location – to Verdugo Hills/LaTuna Canyon mountain biking and hiking places, to many cyclists who go through our area to gain access to the Angeles forest, to those using the golf course and to those who hike in the hills on the north side of La Tuna Canyon. We have horse trails, dogs walking, kids out, and lots of people who come to the area because of its natural beauty to take the drive through La Tuna Canyon. All of these converge on TCB/Honolulu/LaTuna right at the Verdugo Hills Golf Course. The amount of recreational traffic on weekends is significant and we have added “peak hours” of other types which include more recreation users, golfers, etc.

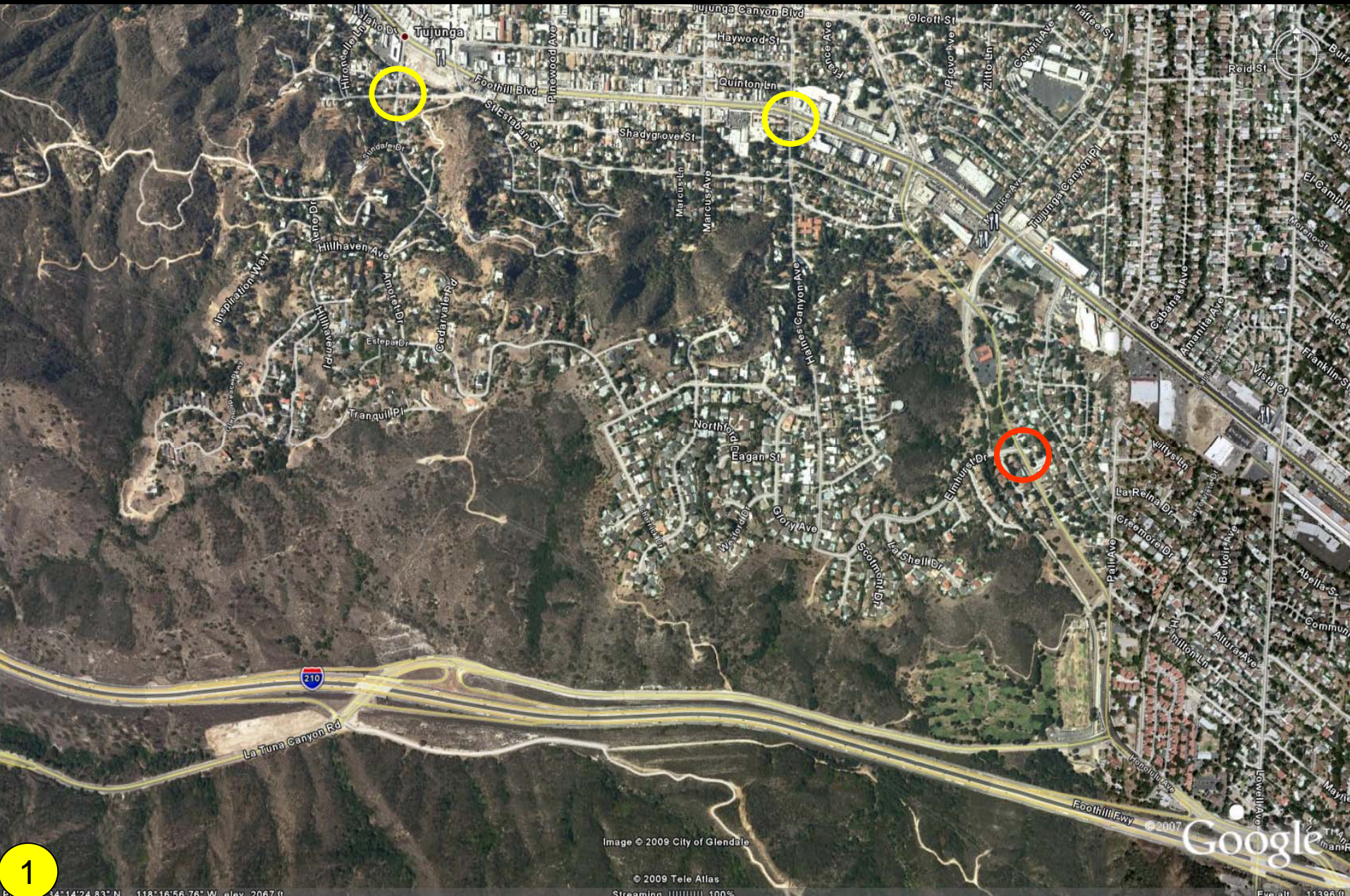
Were we to add another 1000 plus cars and trips to this fragile area without sufficient infrastructure to support the various key access requirements (Foothill Blvd for shopping and dining, the 210 freeway, the recreation area of La Tuna and an access point to Burbank and Burbank Airport through La Tuna) we will reap the results of traffic accidents and impossible congestion. It will increase pollution in the area known for clean air. It will make it difficult to get to anywhere without taking significant detours. I have no idea how those living along TCB will ever get out of their homes. Their real estate values will drop from that access problem. I also can't even fathom what the construction and dirt movers will do to our traffic problems – but the worst will be the loss of habitat and damage to the fragile ecosystem we now enjoy.

I see dead animals more than I would care to say on a weekly basis around our area – possums, skunks, raccoons, coyote (I have 6 living behind my house), quail, dogs, cats, and others. We have a treasure of animals and birds in this area which would be exposed to more death by the traffic increase and by the pollution and loss of habitat.

A thousand plus vehicle trips would be irresponsible to put into this fragile area without a serious study of all of the approved impacts underway combined – new shopping plazas, new development adjacent, and location of resources being used. I hope this information will give you our perspective on this area as we live and drive in it daily – at least 2 cars making about 4-6 trips daily in and out of this area, plus 6-8 each on weekends.

Sincerely,
Barbara Carter
9522 Cordero Avenue
Tujunga, CA 91042

Only 3 Primary Exit Points for Crystal View Homes: Elmhurst to Tujunga Canyon, Haines Canyon to Foothill, and Hillhaven **SOLE ACCESS TO 210 – Tujunga Canyon Blvd. For That Neighborhood**



1

Image © 2009 City of Glendale

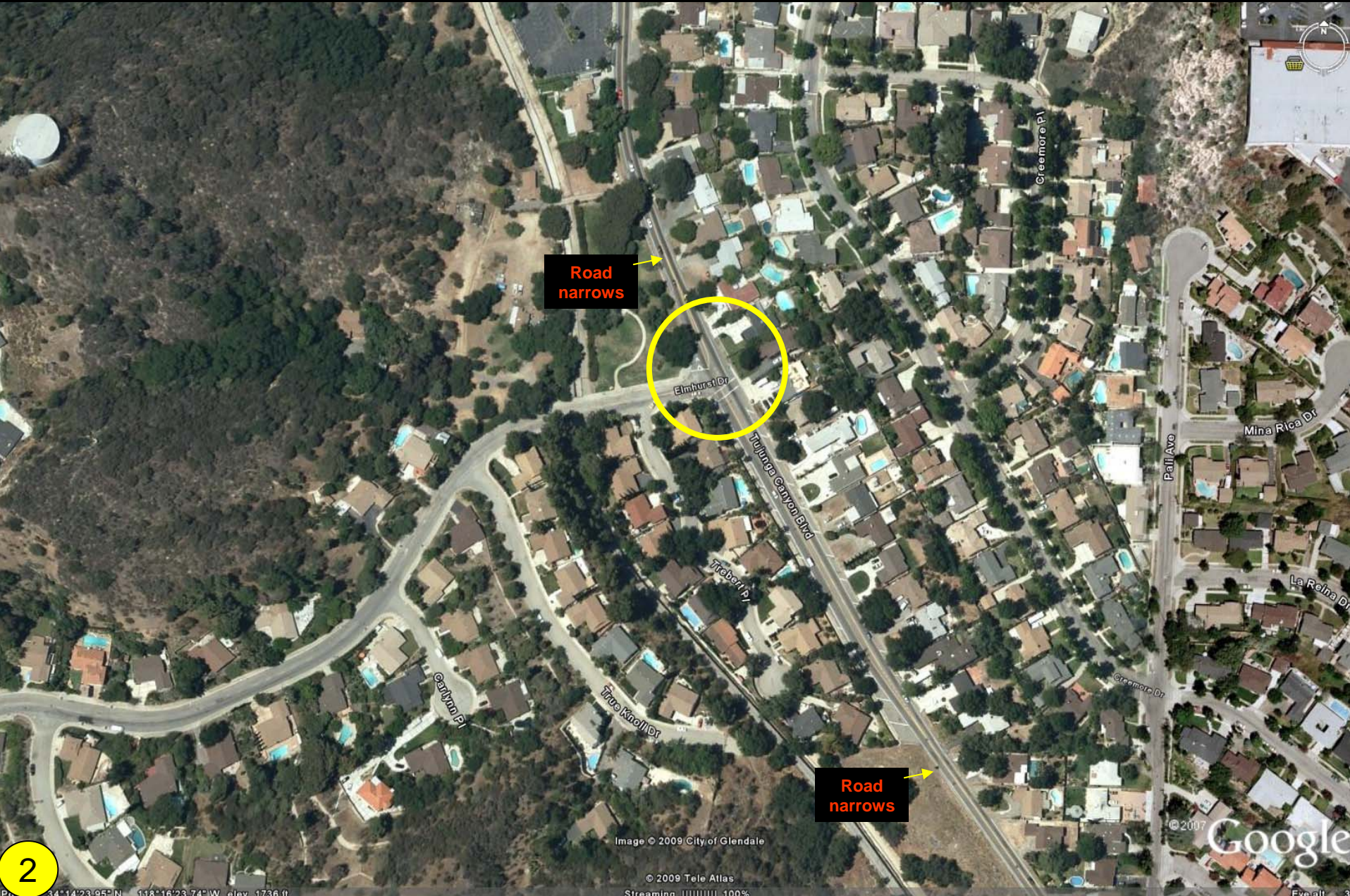
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Streaming 100%

Google

Eye alt 11396

**KNOWN AREA WITH HEAVY ACCIDENTS INCLUDING PEDESTRIAN FATALITIES
ELMHURST AND TUJUNGA CANYON BOULEVARD, HOME EGRESS DIFFICULT ALONG TCB**



Road narrows



Road narrows

2

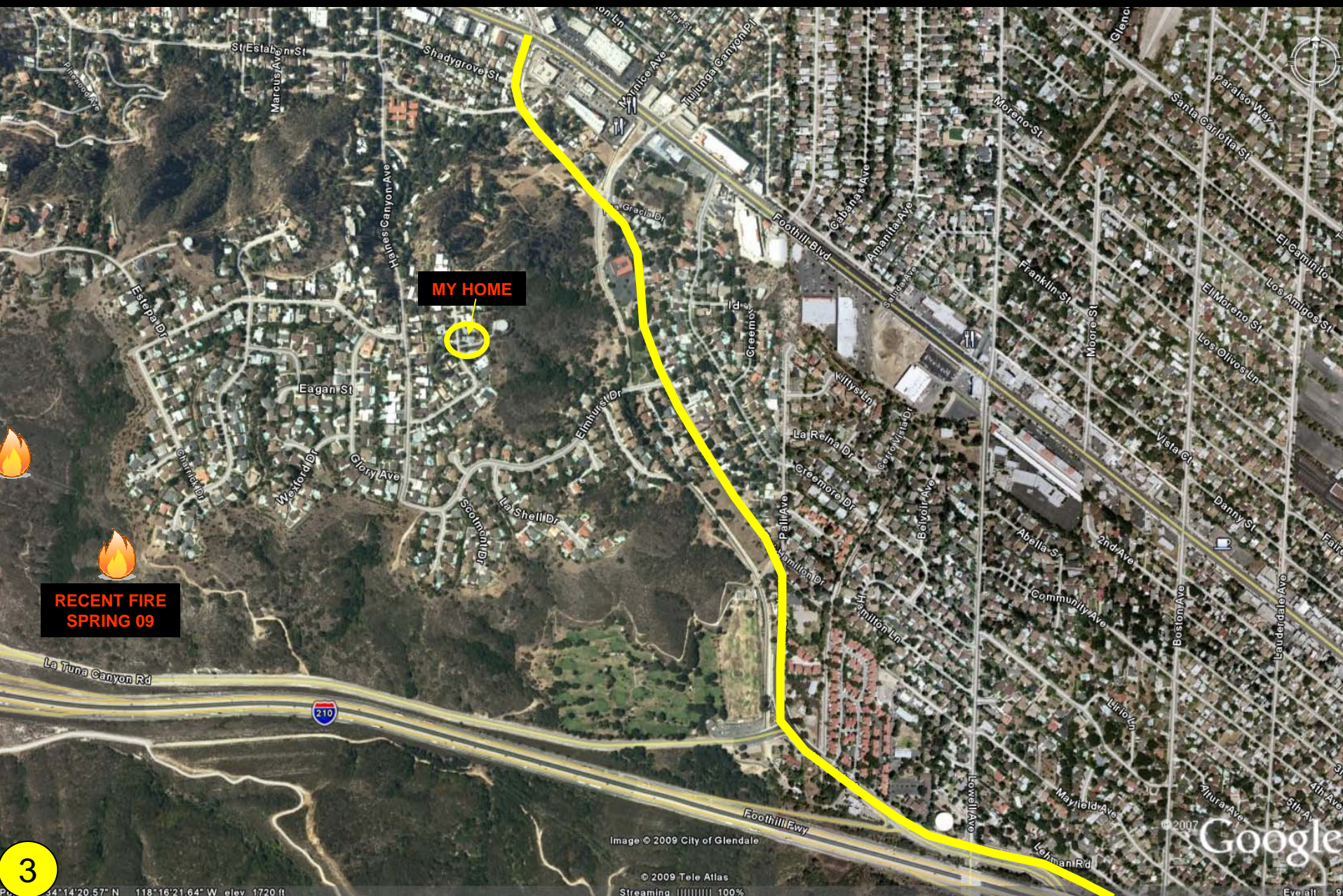
Image © 2009 City of Glendale

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Streaming 100%

Google

34°14'23.95"N 118°16'23.74"W elev. 1736 ft

TUJUNGA CANYON BOULEVARD – SOLE ADJACENT 210 ACCESS FOR WEST OF TCB ROAD LANES CONSTANTLY VARY FROM WIDE TO 2 LANE, CAUSING RACING/ACCIDENTS



MY HOME

RECENT FIRE
SPRING 09

3

Image © 2009 City of Glendale

© 2009 Tele Atlas

Streaming 100%

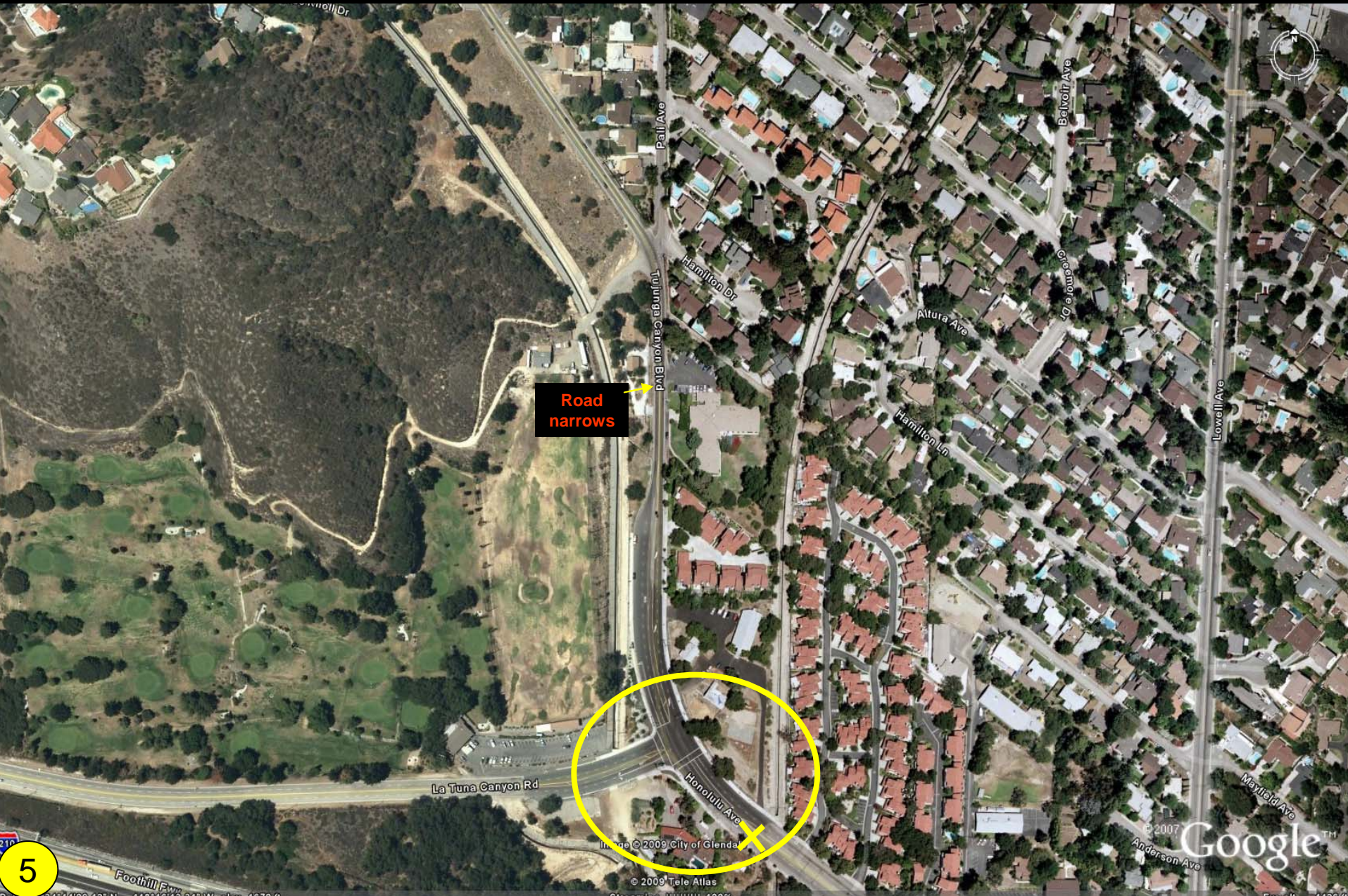
Google

Eye all

KNOWN AREA WHERE DRIVERS TRY TO "BEAT" THE 2-LANE TRAFFIC NORTHBOUND FROM HONOLULU ON TUJUNGA CANYON BOULEVARD – VERY DANGEROUS SECTION CONDOS AND SENIOR CENTER EGRESS VERY DIFFICULT



**KNOWN PEDESTRIAN AND CAR ACCIDENTS OCCUR FREQUENTLY IN THIS AREA
(INCLUDING ONE I WITNESSED WITH A CYCLIST BEING HIT BY A CAR)**



KNOWN AREA OF HEAVY FLOODING DURING MOST RAINSTORMS TUJUNGA CANYON BLVD AT PALI

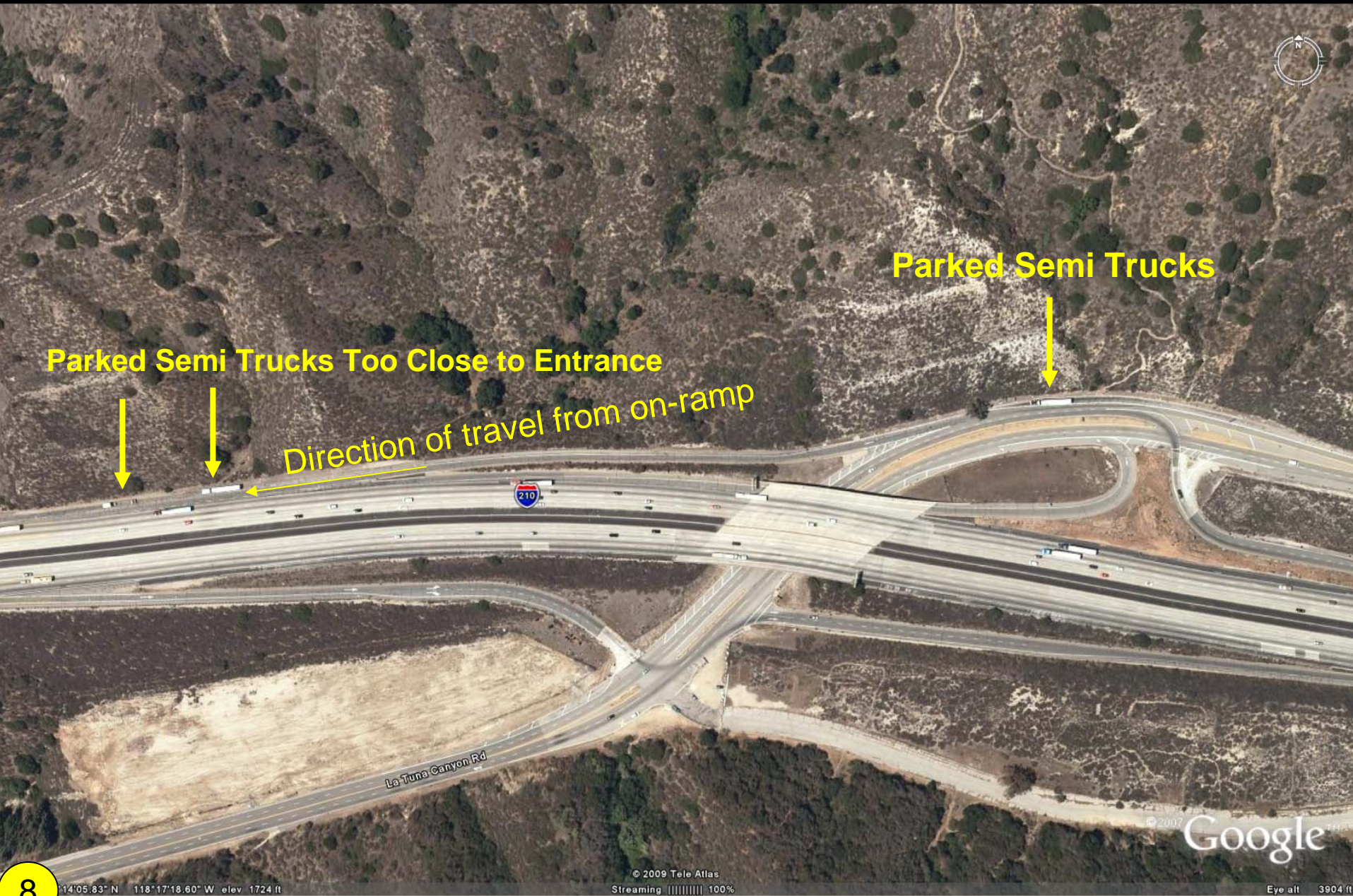


FREQUENT RUN-INS WITH SEMIs TRAVELLING IN RIGHT LANES WHILE TRYING TO EXIT AT LOWELL INCLUDING SEVERAL SIDE-SWIPES AND BEING RUN OFF THE ROAD

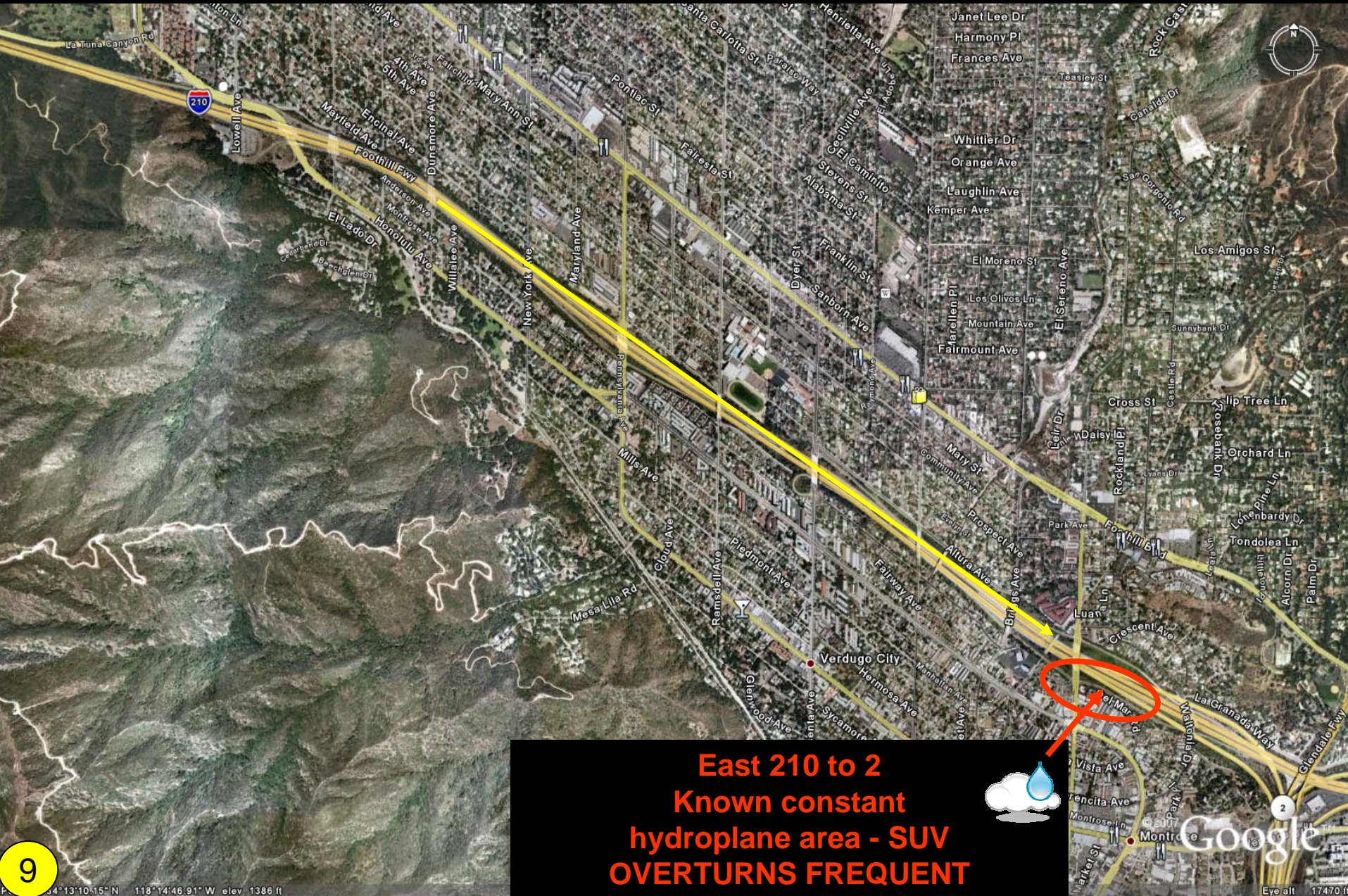


Known hydroplane area at Lowell Exit

Typical Example of Parked Semi Trucks on La Tuna Canyon and 210 Creating Hazard For Drivers Headed Westbound – Have Experienced Near Misses In Early A.M. Low Light



**SIGNIFICANT MORNING CONGESTION GREATLY INCREASED 210 EAST TO 2 SOUTH
DUE TO 210 BEING OPEN TO SAN BERNARDINO
HAD ACCIDENT AT KNOWN HYDROPLANE AND VEHICLE OVERTURN AREA ON 210 AT 2**



**East 210 to 2
Known constant
hydroplane area - SUV
OVERTURNS FREQUENT**



I. Traffic Methodology: Comment by One Sunland-Tujunga Resident: Mark Siegel

8/18/2009

To Whom it may concern,

I live and work in Tujunga, California. I am very active in the local community. Within the last few years, I don't have an exact date, at the time that developers were preparing to develop property along Tujunga Canyon Blvd., I observed a traffic counting device on the east side of Tujunga Canyon Blvd approximately 70 feet south of Foothill Blvd, adjacent to the CVS pharmacy. Its black sensor tube was secured across the lanes of traffic. This was not unusual. What was extremely disturbing was the fact that there was a dooley style pickup truck parked very deliberately with the rear tires centered directly on top of the sensor tube, rendering it useless. It was parked there for an extended period of time.

Having seen this, I would find any data collected by the company that did the traffic count to be invalid, and not truly indicative of the actual traffic usage of Tujunga Canyon Blvd. I would request the work be redone and supervised by an independent party.

Furthermore, the company producing these surveys should be investigated and prosecuted if fraud is found.

Mark Seigel
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Tujunga, CA