IV. ENVIRONMENTAL IMPACT ANALYSIS

J. TRANSPORTATION AND CIRCULATION

This section presents the findings of the traffic study for the proposed project prepared by Crain & Associates of Southern California in September 2004. The study was prepared under the direction, and to the satisfaction of, the City of Los Angeles Department of Transportation (LADOT) and includes refinements conducted subsequent to final LADOT assessment of the project in April 2005. LADOT established base assumptions, technical methodologies, geographic coverage of the study area and significance thresholds for this study. The study is included in its entirety in Appendix I of this Draft EIR.

EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections.

EXISTING STREET SYSTEM

Overview

The project site is located in the Chatsworth community of the west San Fernando Valley in the City of Los Angeles. The site is located north of Nashville Street, east of De Soto Avenue, south of the SR-118 right-of-way, and west of Lurline Avenue. The existing terminus of Rinaldi Street also abuts the southern property boundary as does the right-of-way for the extension of Rinaldi Street (which is expected to be completed adjacent to the project site by summer 2005). The study area for the project extends as far west as Topanga Canyon Boulevard, as far north as Porter Ranch, as far east as Tampa Avenue and as far south as Nordhoff Street, and is primarily residential in nature. The existing Sierra Canyon Elementary and Middle School is located west of De Soto Avenue, and other public and private schools are located south of the site. Regional access to the study area is provided by SR-118 and direct access to the estate property is provided via Lurline Avenue, which is partially improved north of Nashville Street. The property is also accessible from the existing terminus of Rinaldi Street on the south. De Soto Avenue is a heavily used commuter roadway and the close proximity of the Ronald Reagan Freeway (SR-118) north of the site increases the traffic load on this facility. Intensifying nearby single-family residential development also creates increased travel demands into, out of and through the area.

Street Descriptions and Existing Traffic Volumes

The following discussions provide brief descriptions of the principal streets serving the project area, as well as traffic volumes for average mid-week conditions (while schools are in session) on major streets analyzed in the traffic study. Traffic volume count data was provided by recent counts conducted by the project traffic consultant.

Rinaldi Street is designated as a major highway by the City of Los Angeles along its current alignment. Currently, Rinaldi Street originates at Canoga Avenue, but terminates west of De

Soto Avenue. A small segment of Rinaldi Street originates east of De Soto Avenue but terminates again, adjacent to the site. The street then proceeds easterly again from west of Mason Avenue to the Golden State Freeway (I-5). As part of the City's long-term planning for the Porter Ranch community north of SR-118, an extension of Rinaldi Street will be constructed from its current terminus east of De Soto Avenue through to Mason Avenue to serve the Porter Ranch community. This extension, which bisects the project site, will be constructed on a 104-foot right-of-way. The current proposal for the street is to provide two lanes in each direction, a bike lane in each direction, parking on both sides of the street with a two-way left-turn lane. Left channelization would be provided along the easterly project frontage driveway and right-turn channelization would be provided along the westerly driveway. As already noted, the extension of Rinaldi Street adjacent to the site is expected to be completed by Summer 2005.

De Soto Avenue, west of the project site, is a major highway and is a continuous roadway from Ventura Boulevard to SR-118. Full east and westbound interchanges are provided at the Ventura (US-101) and Ronald Reagan (SR-118) Freeways. De Soto Avenue is approximately 80 feet wide in the vicinity of the project site, with two lanes in each direction and left-turn channelization at most intersections. De Soto Avenue expands to three lanes in each direction with peak hour commuter lanes further south of the project site. De Soto Avenue at Rinaldi Street carries approximately 43,000 vehicles per day (VPD). Directional AM peak hour volumes at this location are approximately 1,700 vehicles per hour (VPH) northbound and 2,600 VPH southbound during the morning, with PM peak hour volumes of 2,90 VPH northbound and 1,600 VPH southbound.

Chatsworth Street is a secondary highway with a variable roadway width of approximately 66 to 74 feet. The street is discontinuous from east of Northridge Road to west of Corbin Avenue and extends easterly past Sepulveda Boulevard to Arleta Avenue. Two through lanes in each direction and left-turn channelization is generally provided on Chatsworth Street at major intersections. Chatsworth Street at De Soto Avenue carries approximately 8,100 VPD, with AM peak hour volumes of approximately 400 VPH westbound and 470 VPH eastbound and PM peak hour volumes of 360 VPH westbound and 420 VPH eastbound.

Devonshire Street is an east-west major highway, approximately 1.1 miles south of the Ronald Reagan Freeway (SR-118), is a continuous facility across the northern part of the West San Fernando Valley. Devonshire Street is an 80-foot-wide roadway with two traffic lanes in each direction and left-turn channelization at most locations. At De Soto Avenue, average daily volumes on Devonshire Street are approximately 20,300 VPD. AM peak hour volumes are approximately 1,200 VPH westbound and 1,100 VPH eastbound, with PM peak hour volumes of 900 VPH westbound and 1,100 VPH eastbound.

Mason Avenue is a north-south secondary highway that will extend northerly through the Porter Ranch Specific Plan area as a modified secondary highway. A freeway overpass for the street is already in place. Mason Avenue is generally a two-lane roadway with left-turn channelization south of SR-118. Mason Avenue at Chatsworth Street carries more than 14,000 VPD with AM peak hour volumes of over 400 VPH northbound and 1,100 VPH southbound and PM peak hour volumes of 1,100 VPH northbound and 520 VPH southbound.

Tulsa Street is an east-west local street that extends from Mason Avenue to De Soto Avenue. One lane in each direction is provided on this unchannelized residential roadway. Tulsa Street west of Lurline Avenue carries approximately 1,040 VPD with AM peak hour volumes of approximately 50 VPH westbound and 70 VPH eastbound, and PM peak hour volumes of 55 VPH westbound and 35 VPH eastbound.

Lurline Avenue is a north-south collector street that extends from south of Plummer Street to north of Tulsa Street. One lane in each direction is provided on this roadway, but the roadway is only partially improved north of Nashville Street and adjacent to the project site. There are no plans to connect Lurline Avenue with the future extension of Rinaldi Street.

Freeways and Highways

One freeway and one State Highway serve the project area. These facilities provide regional access to the project site and the surrounding vicinity and are briefly described as follows:

The *Ronald Reagan Freeway (SR-118)* is an east-west oriented freeway located approximately one half mile north of the project site (from the Rinaldi Street terminus) and is one of the most important traffic facilities in the San Fernando Valley. SR-118 provides eight mixed mode travel lanes and one rideshare lane in each direction. Full interchanges are provided at De Soto Avenue north of the project site. This freeway originates west of the project in Ventura County at SR-23 through the cities of Moorpark and Simi Valley, continuing through the San Fernando Valley with full interchanges at the San Diego (I-405) and Golden State Freeway (I-5). SR-118 terminates at the Foothill Freeway (I-210) in the Lake View Terrace community of the east San Fernando Valley. Near De Soto Avenue, SR-118 Freeway carries in excess of 150,000 VPD, with peak hour traffic volumes approaching 16,000 VPH.

Topanga Canyon Boulevard (SR-27) is a north-south highway located approximately two miles west of the project site. Topanga Canyon Boulevard provides two to three lanes of travel in each direction and is signalized at major intersections. Topanga Canyon Boulevard runs from immediately north of the Ronald Reagan Freeway, south through the San Fernando Valley and foothills, to the coastline where it intersects with Pacific Coast Highway (SR-1). Full interchanges are provided at the Ronald Reagan Freeway and Ventura Freeway (US-101).

PUBLIC TRANSIT

The project area is currently served by both rail and bus transit. Specifically, the Southern California Metrolink provides rail service to the area while the Los Angeles County Metropolitan Transportation Authority (MTA) and City of Simi Valley have developed a system of bus routes. Current bus route information indicates that several lines provide service within walking distance (less than two miles) of the project site that could be used by students or employees traveling to and from the proposed secondary school campus.

Although none of the transit lines provide "front door" service to the project site, several lines serve adjacent areas along Devonshire Street, De Soto Avenue south of Devonshire Street and Mason Avenue. It is also likely that bus service will be routed along the future extension of Rinaldi Street (including the project frontage) once the roadway construction is completed. When transfer opportunities to these other routes are considered, much of the Los Angeles Metropolitan area can be conveniently accessed via public transportation to and from the project site. However, due to the lack of multiple routes accessing the site and the absence of any "local" routes with stops nearby, transit use to/from the project site is not expected to figure prominently in project travel patterns.

The bus lines which provide the closest service to the project site are identified and described as follows:

Line 243 is a north-south route that serves the communities of Chatsworth, Canoga Park, Woodland Hills, Winnetka, and Northridge. The route operates primarily along De Soto Avenue, Ventura Boulevard and Porter Ranch Drive with service is provided Monday through Friday from 5:30 AM to 8:30 PM and headways ranging from 15 minutes to one hour. This line stops at the Chatsworth Transportation Center.

Line 158 travels along Woodman Avenue in the East San Fernando Valley, and along Devonshire Street in the project vicinity. The route provides services between Sherman Oaks, Van Nuys, Panorama City, Pacoima, Granada Hills, Northridge and Chatsworth and operates Monday through Friday from 5:30 AM to 9:15 PM. Saturday, Sunday and holiday limited service is available. Headways are at 15 minute intervals during peak time periods. This line also stops at the Chatsworth Transportation Center.

Line 167 operates through the communities of Chatsworth, Northridge, Panorama City, North Hollywood and Studio City. In the project vicinity, the line operates along Plummer Street and De Soto Avenue, and also stops at the Chatsworth Transportation Center. The line operates Monday through Friday from 5:30 AM to 7:00 PM with eight-minute headways during peak periods.

Dash Chatsworth is operated by the Los Angeles Department of Transportation. It is a circular route that operates from major destinations such as the Northridge Fashion Center, Chatsworth High and Junior High Schools and the Chatsworth Metrolink Station. In the project vicinity, the line operates along De Soto Avenue to Devonshire Street.

Simi Valley Route C is operated by the City of Simi Valley and provides service between Simi Valley and the Chatsworth Metrolink Station Monday through Friday from 5:30 AM to 7:00 PM.

In addition to the bus services in the study area, rail service is provided by Metrolink's Ventura Line to the cities and communities of Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank and Glendale, before going on to Union Station in Downtown Los Angeles. The Chatsworth stop is located west of Canoga Avenue, between Lassen Street and Devonshire Street.

It is also anticipated that service lines will be extended into the project area as Porter Ranch project developments progress. Thus, it is likely that trips generated by the proposed secondary school project would utilize local transit service as a travel mode once existing routes are modified or new routes are added. Nonetheless, the evaluation of potential project generated traffic impacts was determined based on the assumption that all trips within the study area would be auto-dependent prior to implementation of TDM programs. This assumption was made in order to generate a worst-case analysis.

EXISTING LEVELS OF SERVICE

The analysis of existing and future traffic conditions includes streets and highways serving the project area. Specifically, a detailed analysis of existing traffic conditions was conducted at eight intersections identified by the LADOT. The specific analyzed intersections are listed in **Table IV.J-1** and traffic volumes at these locations for the AM and PM peak hours are shown in **Figures IV.J-1** and **IV.J-2**, respectively. Other data pertaining to intersection geometrics, on-street parking restrictions and traffic control and signal operations were obtained through field surveys of each of the study locations. In addition to the eight study intersections, two Los Angeles County Congestion Management Program (CMP) intersections are located in the

project vicinity and require analysis if a project results in 50 or more peak hour trips through a CMP location.

TABLE IV.J-1
STUDY LOCATIONS

1.	SR-118 W/B ramps/De Soto Ave.	6.	Devonshire St./De Soto Ave.
2.	SR-118 E/B ramps/De Soto Ave.	7.	Chatsworth St./Mason Ave.
3.	Rinaldi St./De Soto Ave.	8.	Devonshire St./Mason Ave.
4.	Tulsa St./De Soto Ave.	CMP	Devonshire St./Topanga Cyn. Blvd.
5.	Chatsworth St./De Soto Ave.	CMP	SR-118 W/B ramps/Topanga Cyn. Blvd.

SOURCE: Crain & Associates, September 2004.

The intersections of De Soto Avenue/SR-118 westbound freeway ramps, De Soto Avenue/SR-118 eastbound freeway ramps, and De Soto Avenue/Tulsa Street are currently not signalized. Chatsworth Street/Mason Avenue was recently signalized by the Porter Ranch Specific Plan.

Existing traffic conditions were evaluated using the Critical Movement Analysis (CMA) methodology based on procedures outlined in Circular Number 212 of the Transportation Research Board and as prescribed by the LADOT. CMA methodology grades the operational quality of intersections in terms of a "Level of Service" (LOS). LOS describes the quality of traffic flow based on variations in traffic volumes and other variables such as the number of signal phases. Each LOS describes different traffic flow characteristics. Intersections with LOS A to C operate quite well while LOS D typically represents the level for which a metropolitan street system is designed. LOS E represents volumes at or near the street capacity that might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection where traffic volumes are known, or have been projected, can be obtained through a summation of the critical movement volumes at an intersection. These volumes are used to determine the CMA indices that correlate to each LOS category as shown in **Table IV.J-2**.

Figure IV.J-1
Existing AM Traffic Volumes at Analyzed Intersections

Figure IV.J-2
Existing PM Traffic Volumes at Analyzed Intersections

TABLE IV.J-2 LEVELS OF SERVICE AS A FUNCTION OF CMA VALUES		
LOS	**Description of Operating Characteristics**	**Range of CMA Values**
A	Uncongested operations; all vehicles clear in a single cycle.	<0.60
B	Same as LOS A.	0.60 - 0.70
C	Light congestion; occasional backups on critical approaches.	0.70 - 0.80
D	Congestion on critical approaches, but. intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	0.80 - 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.90 - 1.00
F	Forced flow with stoppages of long duration.	>1.00

The study analyzed AM and PM peak hour conditions for adjacent street traffic including the likely peak arrival time for students of the proposed school (typically from 7:00 AM to 10:00 AM), and an afternoon period from 3:00 PM to 6:00 PM. The Levels of Service for the existing (2004) AM and PM peak hour conditions, are shown in **Table IV.J-3**. Field observation of the study intersections by the project traffic consultant found that the service levels shown in **Table IV.J-3** present an accurate representation of actual traffic conditions.

TABLE IV.J-3 EXISTING (2004) CRITICAL MOVEMENT ANALYSIS SUMMARY					
		AM Peak Hour		**PM Peak Hour**	
No.	**Intersection**	**CMA**	**LOS**	**CMA**	**LOS**
1.	SR-118 W/B ramps/De Soto Ave.	0.736	C	0.414	A
2.	SR-118 E/B ramps/De Soto Ave.	0.650	B	0.322	A
3.	Rinaldi St./De Soto Ave.	0.876	D	0.982	E
4.	Tulsa St./De Soto Ave.	0.964	E	1.058	F
5.	Chatsworth St./De Soto Ave.	0.950	E	0.921	E
6.	Devonshire St./De Soto Ave.	0.876	D	1.003	F
7.	Chatsworth St./Mason Ave.	0.719	C	0.424	A
8.	Devonshire St./Mason Ave.	0.728	C	0.693	B
SOURCE: Crain & Associates, April 2005.					

As shown in **Table IV.J-3**, two intersections operate at LOS E during the AM peak hour and four intersections operate at LOS E or F during the PM peak hour. These intersections operating at or near capacity are typically the result of heavy turning movement volumes and/or high commuter through volumes requiring multi-phase traffic signal operation.

In addition to the eight study intersections, existing traffic volumes were documented for the residential neighborhood immediately south of the site. Specifically, 24-hour traffic counts were taken on Tulsa Street, west of Lurline Avenue in early 2004, during a day when area schools were in session. The resultant volumes are shown in **Table IV.J-4**.

TABLE IV.J-4
EXISTING (2004) NEIGHBORHOOD DAILY TRAFFIC VOLUMES

Roadway	Segment	East	West	Total
Tulsa St.	West of Lurline Ave.	556	481	1,037

SOURCE: Crain & Associates, September 2004.

An examination was also made of freeway conditions on the Ronald Reagan Freeway (SR-118) within the project vicinity. Two freeway segments were selected for this analysis - east and west of De Soto Avenue. Level of Service definitions for freeway segments is provided in **Table IV.J-5**.

TABLE IV.J-5
FREEWAY MAINLINE LEVEL OF SERVICE DEFINITIONS

D/C Ratio	LOS	D/C Ratio	LOS[1]
0.00-0.35	A	>1.00-1.25	F(0)
>0.35-0.54	B	>1.25-1.35	F(1)
>0.54-0.77	C	>1.35-1.45	F(2)
>0.77-0.93	D	>1.45	F(3)
>0.93-1.00	E		

[1] LOS F(1) through F(3) represent severe congestion (travel speeds less than 25 MPH for more than one hour.

Table IV.J-6 details the four existing (2004) study freeway segment volumes with the corresponding Levels of Service. As shown in **Table IV.J-6**, the Ronald Reagan Freeway is currently operating within capacity.

TABLE IV.J-6 EXISTING (2004) RONALD REAGAN (SR-118) FREEWAY CONDITIONS							
Freeway Segment[1]	**Peak**	**Direction**	**Capacity**	**Daily Volume**	**Peak Hour**	**D/C Ratio**	**LOS**
West of De Soto	AM	EB	9,600	130,050	7,262	0.756	C
		WB			5,259	0.548	C
	PM	EB			6,193	0.645	C
		WB			7,271	0.757	C
East of De Soto	AM	EB	9,600	155,020	8,198	0.854	D
		WB			5,936	0.618	C
	PM	EB			6,991	0.728	C
		WB			8,207	0.855	D

SOURCE: Crain & Associates, September 2004.
[1] Five lanes, including an HOV lane, with a 9,600 vehicle per hour capacity.

ENVIRONMENTAL IMPACT

THRESHOLD OF SIGNIFICANCE

An analysis of future traffic conditions in the study area is provided using the same CMA methodology (and corresponding LOS) described earlier in this Draft EIR section. A project is considered to significantly impact an intersection when the volume-to-capacity (V/C) ratio of that intersection exceeds a certain threshold at a particular level LOS. In the instance of the proposed project, the analysis and methodology were established and approved by the LADOT, the responsible transportation agency for the project. Currently, the LADOT defines a significant traffic impact attributable to a project within three ranges of CMA value as shown in **Table IV.J-7**.

TABLE IV.J-7 LADOT CRITERIA FOR A SIGNIFICANT INTERSECTION IMPACT	
Intersection Condition with Project Traffic	
LOS	**CMA Increase**
C	equal to or greater than 0.040
D	equal to or greater than 0.020
E, F	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the CMA

value is less than 0.040. However, if the intersection is operating at a LOS F after the addition of project traffic and the incremental change in the CMA value is 0.010 or greater, the project would be considered to have a significant impact at this location.

An analysis of regional impacts in the project area is also required at any CMP monitoring location where a project will contribute 50 or more peak hour trips and/or where a project will contribute more than 150 peak hour trips in either direction for a freeway segment. The CMP defines a significant regional impact as a V/C increase of 0.020 or greater with LOS F conditions.

Given the proximity to existing residential neighborhoods and the propensity for drivers to seek the shortest routes between destinations, an assessment of potential impacts to neighborhood streets is required for the proposed project. The LADOT has adopted the significance thresholds shown in **Table IV.J-8** for potential neighborhood street impacts based on average daily traffic volumes.

TABLE IV.J-8
NEIGHBORHOOD STREET SIGNIFICANCE CRITERIA

Projected Daily Trips (Including Project Traffic)	Project-Related Increase In Final Daily Street Trips
0 to 999	equal to or greater than 16%
1,000 or more	equal to or greater than 12%
2,000 or more	equal to or greater than 10%
3,000 or more	equal to or greater than 8%

Additionally, if a project does not provide sufficient parking to meet the needs of a project, either through compliance with the City of Los Angeles Municipal Code, or as determined by a demand analysis, than a significant impact will occur.

PROJECT IMPACTS

Project Overview

The proposed project is a 550-student (maximum enrollment) private secondary school developed on the north side of the Rinaldi Street extension. New parking of 236 spaces would be provided for the school. Access to the school would be provided by two entrances. The west gate would be located along the westerly property line, and 470 feet from De Soto Avenue. The east gate would be located approximately 250 feet southwest of the northerly property line. Section III of this Draft EIR, Project Description provides extensive discussion of project features and characteristics.

Project Trip Generation and Distribution

Trip generation rates for the proposed project are based on the rates established with LADOT staff using data documented in the 6th Edition Trip Generation manual, published by the

Institute of Transportation Engineers (ITE) and LADOT studies. As shown in **Table IV.J-9**, the school is estimated to generate 506 and 231 trips during the AM and PM peak hours, respectively. On a daily basis, the school would generate 984 total trips.

TABLE IV.J-9
PROJECT TRIP GENERATION

Use	Units	Daily	AM Peak Hour[1]			PM Peak Hour[2]		
			In	Out	Total	In	Out	Total
Secondary School	550 students	984	304	202	506	88	143	231

SOURCE: Crain & Associates.

[1] AM peak hour period is from 7:00 AM to 10:00 AM.
[2] PM peak hour period is from 3:00 PM to 6:00 PM.

High School Trip Rate
Daily Trips = 1.79(Students)
AM: Trips = 0.92(Students) 60% In and 40% OUT
PM: Trips = 0.42(Students) 40% In and 60% OUT

IN/OUT splits based on Institute of Transportation Engineer (ITE) 6th Edition Trip Generation Rates

Private schools draw students from much larger regions than public schools. However private schools also exercise a great deal of control over the trip-making activities associated with their students. Mandatory carpooling and shuttle/bus programs to reduce vehicle trips are not uncommon features, and in some cases are prerequisites for admission. These programs substantially reduce trips produced by such schools. The existing Sierra Canyon Elementary and Middle School already has some programs of this type in place, which have resulted in substantial trip reductions. A similar program catering to the new secondary school could be developed (see the Mitigation Measures subsection) for the project. Implementation of a TDM program would further reduce project daily and peak hour trip generation depicted in **Table IV.J-9**.

In order to assess project impacts to the local street systems, project generated trips must first be geographically distributed and then assigned to specific routes within the study area. The primary factor affecting trip distribution for the project is the relative distribution of the student population that would utilize the proposed secondary school. It is likely that many of the future students attending the secondary school would be from families of the lower classman and/or future graduates from the Sierra Canyon Elementary and Secondary School. It is anticipated that the secondary school would have a similar traffic distribution as the existing school. Therefore, project distribution is based upon the school's current population distribution and the origination/destination of single-family residents. The assumed geographic percentage split of trips, by direction, is shown in **Table IV.J-10** with the percentage of project traffic at the study intersections shown in **Figure IV.J-3**.

Figure IV.J-3
Project Distribution Percentages

TABLE IV.J-10 DIRECTIONAL TRIP DISTRIBUTION	
Direction	**Percentage of Trips**
West	25%
North	15%
South	50%
East	10%

Traffic Assignment

The assignment of project traffic to the study area street and highway system is accomplished in two steps. Using the directional distribution percentages shown in **Table IV.J-10**, the number of trips in each direction are determined. The second step assigns these trips to specific routes serving the project area and provides the necessary level of detail to conduct the traffic analysis. Traffic assignments on the nearby street system based on maximum enrollment for the proposed project are depicted in **Figures IV.J-4** and **IV.J-5**. The connection of Rinaldi Street would enhance access to the proposed project which will have project frontage along the Rinaldi Street extension and take access exclusively from Rinaldi Street. The current proposal for the street is to provide two lanes in each direction, a bike lane in each direction, and parking with a center median for left-turn access. Left channelization would be provided along the easterly project frontage driveway and right-turn channelization would be provided along the westerly driveway.

Future Traffic Conditions

Future (2007) Conditions Without the Proposed Project

An assessment of future traffic conditions is needed to determine the impact of the project at the time of full enrollment (estimated to be as early as 2007). Future conditions must account for other known or planned projects in the area that could add substantial amounts of new traffic area, as well as for overall assumed growth. The first step in calculating future traffic conditions is the determination of current 2004 volumes which is described in the previous Existing Conditions discussion. Next, a traffic growth factor is applied to develop a future year 2007 "baseline" figure. Based on an analysis of the trends in traffic growth in the Los Angeles area over the last several years, the LADOT recommends an annual traffic growth factor of two percent. The growth factor accounts for increases in traffic resulting from projects not yet proposed or outside of the study area. Traffic expected to be generated from other known or reasonably foreseeable projects is then added to these baseline traffic volumes to form the basis for a 2007 no-project condition. As identified in Section IV.B of this Draft EIR, Related Projects, a total of 30 projects have been identified as potentially impacting the proposed project study area. **Table IV.J-11** depicts trips generation of all the related projects (trip generation rates for the related projects are provided in the project traffic study included in its entirety Appendix I to this Draft EIR). **Figures IV.J-6** and **IV.J-7** depict the associated volumes from related projects on the surrounding street system. When compounded annual growth is added to related project volumes, the future 2007 “no project” baseline conditions have been

Figure IV.J-4
Project Traffic AM Peak Hour

Figure IV.J-5
Project Traffic PM Peak Hour

TABLE IV.J-11
RELATED PROJECTS TRIP GENERATION

No.	Description	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1.	484 single family homes	4,632	91	272	363	313	276	489
2.	PORTER RANCH SPECIFIC PLAN							
	3,355 single-family homes	30,747	608	1,830	2,438	1,981	1,114	3,095
	560,000 sq. ft. office	4,880	718	81	799	105	685	790
	80,000 sq. ft. medical office	2,450	120	27	147	45	142	187
	300 hotel rooms	2,320	98	62	160	91	81	1,712
	2,275,000 sq. ft. retail	81,020	932	650	1,582	3,712	3,942	7,654
	45,000 sq. ft. restaurant	5,080	129	123	252	263	159	422
	Subtotal	126,497	2,605	2,773	5,378	6,197	6,123	2,320
3.	7 single-family homes	67	1	4	5	5	3	7
4.	16,780 sq. ft. church with day care	1,330	114	102	216	80	91	171
5.	Bank in existing shopping center	N/A	35	28	63	140	134	274
6.	95 single-family homes	909	18	53	71	61	35	96
7.	7,000 sq. ft. high turnover restaurant	890	42	39	81	46	30	76
8.	6,300 sq. ft. high turnover restaurant	801	38	35	73	42	27	69
9	15,035 sq. ft. Walgreens w/drive-thru	1,330	45	31	76	64	64	127
	11,084 sq. ft. mini-mall	1,693	26	17	43	73	80	153
	Subtotal	3,023	71	48	119	137	144	280
10.	9,000 sq. ft. mini-shopping center	1,420	23	14	37	61	67	128
11.	40 single-family homes	383	8	23	31	26	15	41
12.	302,296 sq. ft. industrial building	2,107	245	33	278	36	261	297
	24,600 sq. ft. industrial park	171	17	4	21	4	17	21
	Subtotal	2,278	262	37	299	40	278	318
13.	59,194 sq. ft. shopping center	4,830	70	44	114	213	230	443
14.	24,400 sq. ft. auto center	771	47	25	72	41	41	82
15.	71,362 sq. ft. light industrial center	497	49	11	60	13	48	61
16.	144,000 sq. ft. light industrial center	1,002	99	22	121	26	98	124
17.	225,000 sq. ft. industrial subdivision	1,568	182	25	207	26	194	220
18.	340,000 sq. ft. satellite comm.	374	47	6	53	6	45	51
19.	28,000 sq. ft. of restaurants	712	34	31	65	37	24	61

TABLE IV.J-11
RELATED PROJECTS TRIP GENERATION

No.	Description	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
20.	KRAUSZ PROPERTY PROJECT (ALT. B-2)[1]							
	1,516,000 sq. ft. office	10,708	1,443	195	1,638	302	1,476	1,778
	336 senior units	1,169	15	9	24	20	14	34
	100 bed nursing home	261	10	7	17	8	12	20
	50 assisted living units	108	2	1	3	5	4	9
	Subtotal	12,246	1,470	212	1,682	335	1,506	1,841
	Less Existing Removed Uses	*4,530*	*479*	*102*	*581*	*113*	*479*	*592*
	TOTAL	7,716	991	110	1,101	222	1,027	1,249
21.	39,458 sq. ft. shopping center	3,710	55	35	90	163	176	339
22.	16,300 sq. ft. discount store	5,580	47	23	70	258	249	507
23.	SOUTH RANCH MIXED-USE 525 townhomes 24,480 sq. ft. shopping center	1,847	20	192	212	164	38	202
24.	80,000 sq. ft. general office	1,123	138	19	157	29	139	168
25.	45,000 sq. ft. general office expansion	721	87	12	99	22	107	129
26.	336 senior apartments	1,169	12	154	27	23	14	37
27.	theater	3,653	0	0	0	0	0	0
28.	31,688 sq. ft. electronics store	1,427	58	52	110	70	73	143
29.	140 apartments	941	14	57	71	57	30	87
30.	TOPANGA CANYON RESIDENTIAL							
	119 apartments	800	12	49	61	48	26	74
	29 single-family homes	278	6	16	22	18	11	29
	Subtotal	1,078	18	65	83	66	37	103

SOURCE: *Traffic Analysis for a Proposed Sierra Canyon High School In The Chatsworth Community,* Crain & Associates, September 2004.

[1] Presumed worst-case development scenario. A Master EIR was prepared for the project and included four possible development scenarios (EIR No. 2002-7295-MPR-GPA-ZC-BL). The project is now moving forward with 165,765 square feet of retail, 390 senior housing units and 35 assisted living units. Trip generation for the above project (7,716 daily and 1,027 net new trips) is substantially greater than what would now be generated from the project.

Figure IV.J-6
Related Projects Traffic AM Peak Hour

Figure IV.J-7
Related Projects Traffic PM Peak Hour

established as depicted in **Figures IV.J-8** and **IV.J-9**, for the AM and PM peak hours, respectively. Lastly, proposed project volumes are analyzed as an incremental addition to these 2007 no-project condition to determine project-specific impacts.

It is noted that actual future traffic conditions may be substantially less than depicted by **Table IV.J-11** and in **Figures IV.J-6** through **IV.J-9**. Some projects will implement traffic reduction programs and existing businesses may implement or strengthen in-place programs. No discount was taken for expected trip-end linkages between future generators and not all the projects are expected to be built as proposed. Additionally, in the future, trip-making rates are expected to be less in the west San Fernando Valley due to better linkage between housing and jobs, and transit usage is expected to increase. Thus, the analysis is considered to be a conservative estimate of future traffic.

Analysis of Project Impacts

As previously described, project-specific impacts are determined through the addition of project traffic volumes to future (2007, the earliest year for full enrollment) no project conditions. With the exception of the completion of the connection of Rinaldi Street between De Soto Avenue and Mason Avenue, no new roadway improvements were assumed for the study roadway system for future no project conditions. The school would be located on the north side of the Rinaldi Avenue extension, currently under construction as part of the Porter Ranch traffic mitigation package and expected to be completed by Summer 2005 (even if delayed, the roadway would be completed by the time of initial school occupancy in September 2006).

Figures IV.J-10 and **IV.J-11** depict future traffic volumes that would occur with the addition of the proposed project, during the AM and PM peak hours, respectively.

Table IV.J-12 displays the CMA analysis for future conditions at the eight study area intersections with and without the proposed project. The table shows that future "with project" conditions would span the entire range between LOS A and F during the AM and PM peak hours at study intersections along De Soto Avenue. LOS E or worse conditions are expected at four of the eight study intersections during both peak hours with or without the project. The project itself would change the predicted LOS at one study intersection from E to F (Rinaldi Street and De Soto Avenue). The greatest CMA changes would occur at Rinaldi Street and De Soto Avenue, Tulsa Street and De Soto Avenue and Chatsworth Street and Mason Avenue, which would experience a CMA increase of 0.098, 0.061 and 0.049, respectively, during the AM peak hour. The project would result in significant impacts to five of the eight study intersections during the AM peak hour and four of the eight study intersections during the PM peak hour. These significant impacts warrant mitigation to reduce them to a less than significant level, or to the fullest extent feasible. Additionally, as stated previously, future travel demand might actually be less than what is shown in **Table IV.J-12** since, as some of the related projects are developed, they will likely include their own project specific traffic mitigation that could improve the capacity of the future street system. Therefore, actual future conditions in this portion of the De Soto Avenue Corridor, and all study intersections, could be better than indicated in **Table IV.J-12**.

Figure IV.J-8
Future Without Project Traffic Volumes
AM Peak Hour

Figure IV.J-9
Future Without Project Traffic Volumes
PM Peak Hour

Figure IV.J-10
Future With Project Traffic Volumes
AM Peak Hour

Figure IV.J-11
Future With Project Traffic Volumes
PM Peak Hour

TABLE IV.J-12
SUMMARY OF CMA ANALYSIS WITH FUTURE (2007) CONDITIONS WITH AND WITHOUT PROPOSED PROJECT

No.	Intersection	Peak Hour	Without Project		With Project		CMA Increase	Signif. Impact
			CMA	LOS	CMA	LOS		
1.	SR-118 W/B ramps/ De Soto Ave.	AM	0.809	D	0.815	D	0.006	No
		PM	0.480	A	0.482	A	0.002	No
2.	SR-118 E/B ramps/ De Soto Ave.	AM	0.714	C	0.719	C	0.005	No
		PM	0.363	A	0.372	A	0.009	No
3.	Rinaldi St./ De Soto Ave.	AM	0.961	E	1.059	F	0.098	Yes
		PM	1.258	F	1.309	F	0.051	Yes
4.	Tulsa St./ De Soto Ave.	AM	1.072	F	1.133	F	0.061	Yes
		PM	1.204	F	1.232	F	0.028	Yes
5.	Chatsworth St./ De Soto Ave.	AM	1.074	F	1.123	F	0.049	Yes
		PM	1.035	F	1.059	F	0.024	Yes
6.	Devonshire St./ De Soto Ave.	AM	1.022	F	1.039	F	0.017	Yes
		PM	1.202	F	1.213	F	0.011	Yes
7.	Chatsworth St./ Mason Ave.	AM	0.794	C	0.836	D	0.042	Yes
		PM	0.493	A	0.505	A	0.012	No
8.	Devonshire St./ Mason Ave.	AM	0.829	D	0.846	D	0.017	No
		PM	0.848	D	0.860	D	0.012	No

SOURCE: Crain & Associates, April 2005.

An analysis of potential traffic impacts on the nearby Ronald Reagan Freeway (SR-118) was conducted for the project. As described earlier in this section, SR-118 at De Soto Avenue near the project site carries approximately 150,000 VPD. Peak volumes both east and west of De Soto Avenue are approximately 16,000 VPH during several hours of the day in the peak direction of travel. In the project vicinity, SR-118 provides four mainline and one peak hour travel lane per direction. The peak capacity for mainline freeway segments has been established at 2,000 vehicles per hour per lane (VPHPL) for the mixed flow lanes and 1,600 VPHPL in the peak hour lane, equating to a maximum directional freeway capacity of approximately 9,600 vehicles per hour for SR-118 in the project vicinity.

Project trip contributions to SR-118 in the project vicinity for the year 2025 are shown in **Table IV.J-13**.

TABLE IV.J-13
FUTURE 2025 SR-118 FREEWAY VOLUMES

Freeway Segment[1]	Peak	Direct.	Capacity	Future Without Project				Future With Project					
				Daily Volume	Peak Hour	D/C Ratio	LOS	Daily Volume	Project Only	Peak Hour	D/C Ratio	LOS	Project Impact
West of De Soto	AM	EB	9,600	182,070	10,167	1.059	F(0)	182,203	46	10,213	1.064	F(0)	0.5%
		WB			7,363	0.767	C		30	7,393	0.770	C	0.4%
	PM	EB			8,670	0.903	D		13	8,683	0.904	D	0.1%
		WB			10,179	1.060	F(0)		21	10,200	1.063	F(0)	0.2%
East of De Soto	AM	EB	9,600	217,028	11,477	1.196	F(0)	217,072	10	11,487	1.197	F(0)	0.1%
		WB			8,310	0.866	D		15	8,325	0.867	D	0.2%
	PM	EB			9,787	1.019	F(0)		7	9,794	1.020	F(0)	0.1%
		WB			11,490	1.197	F(0)		4	11,494	1.197	F(0)	0.0%

SOURCE: Crain & Associates, September 2004.
[1] Five lanes, including an HOV lane, with a 9,600 vehicle per hour capacity.

In order to exceed the significance criteria of a V/C increase of 0.020 or more for a facility that operates at LOS F, the project would have to add at least 192 vehicles per hour in either direction to SR-118 in the project vicinity. As shown in **Table IV.J-13**, project freeway volumes would be substantially less than this threshold amount, and no significant freeway impacts are expected to occur. The project would, however, add incrementally to existing and future cumulative freeway congestion. However, the project's contribution to the cumulative growth on the freeway is less than 1 percent during all time periods in both directions. Measures to address such cumulative impacts are addressed by the CMP.

Neighborhood Traffic Impacts

An assessment of potential impacts to neighborhood streets is considered appropriate, given the project's proximity to existing residential neighborhoods and the propensity for drivers to seek alternative routes away from larger congested streets. Future study year (2007) traffic volumes for neighborhood streets were estimated using the same procedures for the intersection analysis. Ambient traffic growth was estimated using the 2.0 percent per year growth factor recommended by LADOT and trips generated by the related projects were added to the growth-factored traffic volume to obtain 2007 estimated daily traffic volumes on these roadways. Project traffic volumes along the residential street were then computed based on project trip assignments used in the intersection analysis. The results of the neighborhood street analysis are shown in **Table IV.J-14**.

TABLE IV.J-14
RESIDENTIAL STREET ANALYSIS
(AVERAGE DAILY TRAFFIC VOLUMES)

Street Location	Future (2007) Without Project	Project Traffic	Future (2007) With Project	Percent Increase	Exceeds 12% Threshold
Tulsa St. west of Lurline Ave.	1,112	0	1,202	0.0%	No

SOURCE: Crain & Associates, September 2004.

As shown in **Table IV.J-14**, the project would result in a less than significant traffic impact on the closest affected street segment in the neighborhood directly south of the site. Additionally, according to City street improvement plans, Lurline Avenue will not be connected to Rinaldi Street.

Special Events

It is likely that the school would hold special events typical of a secondary school campus of this size. Such events include athletic events, "back to school" night, school pageants or dances, and graduation exercises, and would generally occur in the evenings, after normal class times, and following the PM peak hour of traffic on Rinaldi Street and other streets in the project area. Thus, conditions on these roadways will have returned to good levels of service at the time of the special events, and no traffic impacts are anticipated due to a majority of the school events. The exception would be a maximum of five events per year which may start during the PM peak hour. Any event of this nature could degrade the evening peak hour traffic conditions for

attendees accessing the site but would be temporary in nature and occur no more than five times per year. The school will provide adequate management of parking by providing access information to guests and offering off-site parking with shuttles as necessary.

Parking

Parking for the secondary school campus would be provided in a covered at grade level containing a total of 236 spaces as shown in **Figure III-2, Parking Level Plan**. Provided parking would meet requirements of City of Los Angeles Planning and Zoning Code. Specifically, Section12.21.A.4(e) of the Zoning Code requires one space for every five fixed seats contained within any theatre, auditorium or similar place of assembly. In the instance of the proposed secondary school, the performing arts center is the largest place of assembly with 600 fixed seats. However, the school would also allow assembly in the athletics building gymnasium, with bleacher seating for a maximum of 500 people, and would provide bleacher seating for up to 80 people at the aquatics center (both are considered fixed seats for purposes of parking). Therefore, maximum site occupancy of these facilities would be 1,180 people resulting in a total of 236 parking spaces under the Zoning Code, if events were ever held at all three facilities simultaneously. Additionally, the project would provide for additional special event parking (for graduation, open houses, etc.) at off-site locations, with shuttle transport offered to and from the site when special events are held, if needed. Special events and seasonal athletics would occur during the school year. Consequently, no significant impacts to parking would be expected to occur with the proposed secondary school.

The school would plan special events so as to accommodate the parking needs of the particular event. For instance, events such as “back to school” night or open house can be separated by class level if the need arises. Should special event parking exceed the 236 spaces provided on-site, additional parking would be available on Rinaldi Street, adjacent to the project. Otherwise, the school would also provide shuttle service from local parks upon permit, or other remote locations currently used by the elementary and middle school.

Since the project site is largely undeveloped and bounded by unimproved or limited access public streets, no off-site displacement of surface parking would occur with the proposed project due to land closures or other construction activities. Adequate open area is available within the site for large pieces of construction equipment.

Site Access

As described in Section III, Project Description, of this Draft EIR, access to the school would be provided by two entrances. The west entrance would be located on the north side of the Rinaldi Street extension, approximately 200 feet from the westerly property line, and 480 feet from De Soto Avenue. The east entrance would be located on the north side of the Rinaldi Street extension, approximately 250 feet southwest of the northerly property line. The easterly entrance would have left and right-turns permitted upon entering and exiting. The westerly entrance would be restricted to right turns in and out. Entrances into the site will be unimpeded with sufficient on-site queuing of for approximately 330 feet and 16 vehicles from the easterly driveway and for over 340 feet and more than 17 vehicles for the westerly driveway. Queuing will be managed with a student drop-of and pick-up area on-site and off-site queuing is not anticipated. Left and right turn channelization will accommodate vehicles turning into the site. Left channelization would be provided on Rinaldi Street at the easterly entrance and right-turn channelization would be provided along the westerly entrance. Right-turn access to the school would be made out of the stream of traffic due to parking and bike lanes on Rinaldi Street. Along

the project frontage the roadway curves to the south from the easterly property line to the westerly property line. The westerly driveway will be restricted to right turns in and out with exiting visibility enhanced by the project's proposed right turn lane. The easterly driveway is proposed before the roadway curves to the south and visibility of the westbound traffic is not impeded. Left-turn ingress visibility would be unobstructed from the proposed left-turn pocket. Project driveway volumes are shown in **Figure IV.J-12**.

The design of the parking level would allow for direct through circulation from one entrance to the other as shown in **Figure III-2**, as well as between and around all parking aisles. A student drop-off/pick-up area would be provided below the administration building with direct pedestrian access to the plaza level provided at this location. Since the elevation of the site increases from south to north, most parking would be to the south of the student drop-off/pick-up area. Sufficient Fire Department turnaround radius would be provided at each end of the upper (northern) parking aisle. Pedestrian access up to the plaza level would also be provided on the south side of the parking level to the classroom building.

As addressed at length in Section V.G, Land Use, of this Draft EIR, Rinaldi Street has been designated for a Class II bike lane between De Soto Avenue in Chatsworth and Laurel Canyon in Panorama City, a distance of approximately 9.0 miles. The current proposal for the street is to provide two lanes in each direction, parking on both sides of the street with a two-way left-turn lane. Left channelization would be provided along the easterly project frontage driveway and right-turn channelization would be provided along the westerly driveway. Bicyclists would be accommodated in a dedicated lane along the curb appropriately signed and marked, alerting motorists of their presence. The bike lane would be designed on the outside of the right-turn lanes thereby minimizing any possible conflicts and would be part of an established connective bikeways plan per the Rinaldi Street designation.

MITIGATION MEASURES

The proposed project would result in significant impacts to five study area intersections during both peak hour periods. Mitigation measures are therefore warranted to reduce project impacts to less than significant levels, and/or, to the fullest extent feasible. The traffic mitigation plan includes an aggressive Transportation Demand Management (TDM) program in addition to signal and street improvements. Accordingly, the following mitigation measures have been identified for implementation with the proposed project:

TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

IV.J-1 Sierra Canyon Secondary School shall implement a Transportation Demand Management (TDM) program to reduce trips to and from the site. Such a program would encourage ridesharing of students to school where appropriate and feasible. The TDM plan would only allow the high school's junior and senior students to drive when accompanied by one other student (two-student carpools), and will provide assistance in matching students for the formation of parent-driven carpools. These carpools would reduce trips and parking demand by bringing more than one student per vehicle to the site. The TDM program should incorporate effective elements of the School's program currently in operation at the elementary and middle school. A TDM plan incorporating these and other measures would be effective in reducing project trip generation. Specific components of the TDM program should include the following:

Figure IV.J-12
Project Driveway Volumes

Strategies Targeted to Students/Parents

- Promote school-facilitated rideshare arrangements such as:

  ⇒ Sending a carpool mailer prior to each school year
  ⇒ Enacting a Carpool Express Program
  ⇒ Providing transportation assistance via telephone
  ⇒ Creating a dedicated school transportation website
  ⇒ Dedicating a school handbook section for the transportation program

- Provide monitored student loading/unloading area

- Provide preferred parking passes for student drivers that carpool

Strategies Targeted to Students/Parents and Faculty/Staff

- Provide an on-site Transportation Information Center that includes:

  ⇒ Carpool "Meet-Your-Match" section
  ⇒ Transportation coordinator contact information
  ⇒ Availability of other amenities/services, such as preferential employee carpool parking and bike racks
  ⇒ Map of local bus routes and bicycle routes.
  ⇒ TDM suggestion box
  ⇒ TDM educational material

- Distribute a quarterly mailer to the school population
- Provide sufficient bicycle facilities including lockers and showers

Strategies Targeted to Faculty/Staff

- Offer preferred parking for employee carpools
- Facilitate adjustable work hours for school staff
- Establish an emergency ride home program for carpoolers, cyclists and other alternate transit users

Additionally, the applicant shall conduct a TDM study to count vehicles entering and leaving the school during both peak hour periods. The study shall be carried out for at least five years, and it can only be ended if for five consecutive years the School meets its TDM goals as determined by LADOT. The TDM study shall be conducted in the Fall during the month of October or November. In the event that the applicant is not meeting its TDM goals, the applicant shall submit a list of measures that it will implement to meeting its goals. A new TDM study shall be conducted in the Spring to verify that the School is meeting its goals. In the event that the School still does not meet its goals, the School shall reduce its enrollment an amount commensurate to meet the goals the following school year. Once the School has met its goals for five consecutive years, the applicant will not be required to submit any additional TDM studies to LADOT.

SIGNAL AND STREET IMPROVEMENTS

IV.J-2 **Rinaldi Street and De Soto Avenue**

The project shall contribute by funding a proportionate share of the cost for design and construction of the Ronald Regan Freeway Corridor Automatic Traffic Surveillance and Control (ATSAC) System. The project's proportionate share of the cost for the Ronald Reagan Freeway ATSAC System shall be equal to the average ATSAC System cost per intersection, which currently is $102,600. Improvements shall be guaranteed through a cash payment prior to the issuance of any building permit. Since the cost of ATSAC improvements are reviewed and adjusted periodically, the actual cost may change depending on when payment is made. Funding of ATSAC improvements must be guaranteed before the completion of the system in order to qualify as a mitigation measure for this project. Currently, the date for the completion of the system is September 2008.

IV.J-3 **Tulsa Street and De Soto Avenue**

The westbound approach from a shared left/right turn lane shall be restriped to an exclusive left-turn and right-turn lane within the existing right-of-way. The TDM program as identified by Mitigation Measure IV.J-1 shall also be implemented to reduce the impact at this intersection. The applicant shall also modify striping of the intersection for implementation of exclusive westbound right and left turns.

IV.J-4 **Chatsworth Street and De Soto Avenue**

Per LADOT Case No. SFV 01-037, the Deer Lake Ranch project was approved, and the project requirement is to widen and improve this intersection. The existing eastbound roadway shall provide for left-turn only lanes, and shall modify the eastbound left-turn phase from a permissive operation to a protective permissive operation. The TDM program as identified by Mitigation Measure IV.J-1 shall also be implemented to reduce the impact at this intersection.

Existing traffic signal equipment shall be relocated and modified, including street lights, power poles, trees, parking meters, signs, curb and gutters, utilities, etc., as required.

The applicant is solely responsible for negotiating the term of the improvement and cost reimbursement arrangement with the Deer Lake Ranch project.

IV.J-5 **Devonshire Street and De Soto Avenue**

The project shall contribute to the City's ATSAC signal improvements systems as described by Mitigation Measure IV.J-2.

V.J-6 **Chatsworth Street and Mason Avenue**

The existing eastbound right-turn lane shall be restriped to dual right-turn lanes and provide any necessary signal upgrades to accommodate the right-turn lanes.

HIGHWAY DEDICATION AND IMPROVEMENTS

IV.J-7 Rinaldi Street is a proposed major highway in the Street and Highways Element of the City's General Plan. Rinaldi Street is proposed to be a 50-foot half right-of-way with a 40 foot half roadway and 10-foot sidewalk. The standard cross section for a major highway is a 52-foot half right-of-way with a 40-foot half roadway and a 12-foot sidewalk. The applicant shall dedicated 2 feet of land and construct a 12-foot sidewalk along the entire proposed project frontage to bring the right-of-way, roadway, and sidewalk up to the standard required by the General Plan. These improvements shall be guaranteed through the B-Permit process of the Bureau of Engineering, Department of Public Works.. Any improvements shall be guaranteed through the B-permit process of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of LADOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require that the developer's engineer or contractor to contact LADOT's B-Permit Coordinator for Traffic Signal Design at (213) 928-9663 and for Traffic Sign and Striping (213) 928-9663 to arrange a pre-design meeting to finalize the design for the required transportation improvements.

SITE ACCESS AND INTERNAL CIRCULATION

IV.J-8 All loading and unloading of students must be accomplished on-site. The reservoir space for dropping off or picking up students must be large enough so that vehicles do not encroach onto the City right-of-way. This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final LADOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to LADOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, California 91401.

OTHER MEASURES

IV.J-9 **Southerly Residential Streets**

The school shall provide a newsletter with a section addressing parking and access to the campus. Specifically, the school will encourage students and parents to commute to the campus from readily available major boulevards and not utilize the neighboring residential streets.

Table IV.J-15 shows resulting future traffic conditions with the proposed project and after implementation of the identified mitigation measures.

As can be seen in **Table IV.J-15**, mitigation measures would improve the AM peak hour LOS at all four impacted intersections and one impacted intersection during the PM peak hour. All CMA values will improve compared to future without project conditions during both peak hours and after implementation of mitigation measures. In no instance would project impacts exceed the City's significance thresholds. The largest improvements in CMA value would occur at Tulsa Street and De Soto Avenue (an improvement after mitigation of –0.163 and -0.167 during the AM and PM peak hours, respectively).

TABLE IV.J-15
SUMMARY OF CMA ANALYSIS
FUTURE (2007) CONDITIONS
WITH PROJECT AND MITIGATION

No.	Intersection	Peak Hour	Without Project		With Project			With Project With Mitigation		
			CMA	LOS	CMA	LOS	+/-	CMA	LOS	+/-
3.	Rinaldi St./ De Soto Ave.	AM	0.961	E	1.059	F	**+0.098**	0.934	E	-0.027
		PM	1.258	F	1.309	F	**+0.051**	1.196	F	-0.062
4.	Tulsa St./ De Soto Ave.	AM	1.072	F	1.133	F	**+0.061**	0.909	E	-0.163
		PM	1.204	F	1.232	F	**+0.028**	1.037	F	-0.167
5.	Chatsworth St./ De Soto Ave.	AM	1.074	F	1.123	F	**+0.049**	0.988	E	-0.086
		PM	1.035	F	1.059	F	**+0.024**	0.885	D	-0.150
6.	Devonshire St./ De Soto Ave.	AM	1.022	F	1.039	F	**+0.017**	0.935	E	-0.087
		PM	1.202	F	1.213	F	**+0.011**	1.110	F	-0.092
7.	Chatsworth St./ Mason Ave.	AM	0.794	C	0.836	D	**+0.042**	0.689	B	-0.105
		PM	0.493	A	0.505	A	**+0.012**	0.501	A	0.008

SOURCE: Crain & Associates, April 2005.
Bold indicates significant impact before mitigation.

Additionally, no significant impacts would occur to the local and regional freeway system as determined by the Los Angeles County CMP criteria or to other CMP designated locations in the project area. Lastly, the project will provide sufficient parking to meet the needs of the new secondary school campus and off-site parking will be available for special events that exceed Code requirements, if so needed. Consequently, no significant unmitigated impacts transportation related impacts would occur with the proposed project.

CUMULATIVE IMPACTS

As previously described, development of 30 related projects and anticipated annual growth of 2.0 percent would have a cumulative impact on future traffic conditions. These impacts have been incorporated into the traffic analysis provided in this section and are shown in **Table IV.J-12**, and as such, any cumulative impacts have already been encompassed by the project traffic analysis provided in this section. As **Table IV.J-12** shows, future cumulative conditions (without the proposed project) would result in LOS E or F conditions at four study intersections. However, prior to mitigation, the project would increase the LOS from E to F at Rinaldi Street and De Soto Avenue during the AM peak hour. Mitigation measures would improve the AM peak hour LOS at all four impacted intersections and one impacted intersection during the PM peak hour. All post-mitigation CMA values will improve at the impacted intersections compared to future without project conditions during both peak hours. It should also be noted that these conditions do not reflect any mitigation measures that may be required of individual projects that are currently in the planning stages, and thus, are considered conservative.

With respect to parking, the project would meet City code requirements and would provide off-site parking, if so needed, for special events. Additionally, street parking along Rinaldi Street would be available, if needed. The largely undeveloped site has no current parking demands associated with the property, is somewhat isolated and set back from the closest residential streets. The development of related projects would not compound the less than significant impacts of the project by displacing available parking to the school and/or placing an additional demand that could exceed provided on-site and off-site special event parking for the school. Consequently, no significant cumulative parking impacts are expected.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

As previously described, project-generated traffic would result in significant impacts (per the LADOT's significance criteria) during both peak hour periods and prior to mitigation at the following intersections:

- Rinaldi Street and De Soto Avenue
- Tulsa Street and De Soto Avenue
- Chatsworth Street and De Soto Avenue
- Devonshire Street and De Soto Avenue

Project related traffic would result in a significant impact (per the LADOT's significance criteria) during the morning peak period prior to mitigation at the following intersection:

- Chatsworth Street and Mason Avenue

Mitigation measures have been identified to reduce the significant impacts at each of these intersections to less than significant levels. **Table IV.J-15** provides a comparison of future conditions with and without the project and the resulting improvement in these conditions after implementation of the identified mitigation measures.

No significant impacts to site access, CMP locations, residential streets or parking would occur with the proposed project.