

4.13 TRANSPORTATION/TRAFFIC

This section of the EIR analyzes the potential environmental effects on transportation/traffic from implementation of the proposed Granada Hills–Knollwood Community Plan and implementing ordinances and the proposed Sylmar Community Plan and implementing ordinances (proposed plans). Three comments addressing transportation/traffic were received in response to the Notice of Preparation (NOP) circulated for the Granada Hills–Knollwood Community Plan, and seventeen comments addressing transportation/traffic were received in response to the NOP for the Sylmar Community Plan, primarily expressing concern about traffic congestion and access.

The proposed plans allow for buildout anticipated to occur primarily within specific areas targeted for change in the CPA. This buildout could cause significant adverse impacts on traffic and transportation facilities in the CPA under the LADOT and CEQA thresholds of significance for traffic and transportation impacts.

Data for this section were taken from the Granada Hills–Knollwood Community Plan Transportation Improvement Mitigation Program (TIMP) (Appendix F1) and the Sylmar Community Plan TIMP (Appendix F2), the Transportation Element of the City of Los Angeles General Plan, Los Angeles County Congestion Management Program (CMP), Los Angeles County 2009 Long-Range Transportation Plan (LRTP), and the 2008 Southern California Association of Governments (SCAG) Regional Transportation Plan Update (RTP). Full reference-list entries for all cited materials are provided in Section 4.13.5 (References).

4.13.1 Environmental Setting

■ Granada Hills–Knollwood CPA

The Granada Hills–Knollwood CPA is located east of Chatsworth and Northridge, south of Santa Susana Mountains, north of Devonshire and Lassen Streets and west of the San Diego Freeway (I-405) and Golden State Freeway (I-5). The Granada Hills–Knollwood CPA contains 14.15 square miles (9,057 acres), which is about 2.9 percent of the land in the City of Los Angeles, which covers approximately 485.70 square miles. The Granada Hills–Knollwood CPA is adjacent to Sylmar, Chatsworth–Porter Ranch, Northridge, and Mission Hills–Panorama City–North Hills.

Transportation corridors are Balboa Boulevard, White Oak Avenue, Louise Avenue, Hayvenhurst Avenue, and Woodley Avenue, which provide north/south circulation; Rinaldi Street, San Fernando Mission Boulevard, Chatsworth Street and Devonshire Street provide east/west circulation. The area is easily accessible via the SR-118 freeway which bisects the community and the I-405 freeway to the east. Other highways that surround the area include I-5 freeway to the northeast.

Highway System Characteristics

The highway system within the Granada Hills–Knollwood CPA is unique because of the contrast between the winding hillside roads of the northern portion (north of the SR-118) and the grid pattern of the major streets and boulevards in the southern portion of the CPA. Freeway access to the CPA is

provided directly via the I-5 (Golden State Freeway), I-405 (San Diego Freeway), and SR-118 (Ronald Reagan Freeway). There are several major streets, including Balboa Boulevard and Woodley Street, which generally run north/south; and Devonshire Street and Rinaldi Street, which generally run east/west. The CPA is also served by several secondary, collector, and local streets.

Traffic counts provided below for freeway systems in the Granada Hills–Knollwood CPA were obtained from the 2007 annual average daily traffic (AADT) counts maintained by the Traffic and Vehicle Data Systems Unit of the California Department of Transportation (Caltrans).

Freeways

Freeway facilities are high-volume/high-speed roadways with limited access occurring only at grade-separated interchanges. The I-5, I-405, and SR-118 are the three freeways located within or adjacent to the study area. Interchanges within the study area are provided at the following locations:

- Golden State (I-5) Freeway
 - > Antelope Valley (SR-14) Freeway
 - > San Fernando Road/Balboa Boulevard (southbound off only)
 - > Foothill (I-210) Freeway
- San Diego (I-405) Freeway
 - > Golden State (I-5) Freeway
 - > Rinaldi Street
 - > San Fernando Mission Boulevard (northbound off, southbound on)
 - > Ronald Reagan (SR-118) Freeway
 - > Devonshire Street
- Ronald Reagan (SR-118) Freeway
 - > Balboa Boulevard
 - > Hayvenhurst Avenue (westbound off, eastbound on)
 - > Woodley Avenue (eastbound off, westbound on)
 - > San Diego (I-405) Freeway

I-5 runs north/south and is located directly east of the study area. It has five mainline lanes in each direction with indirect ramp access to the study area via Mission Hills which is adjacent to the study area. The 2007 AADT on I-5 north of the I-405/I-5 Interchange is 137,000.

I-405 runs north/south and is located directly east of the study area. It has five mainline lanes in each direction with direct ramp access to the study area at Rinaldi Street, San Fernando Mission Boulevard, and Devonshire Street. The 2007 AADT on I-405 north of the SR-118 Freeway is 221,000.

SR-118 runs predominantly east/west and is located at the center of the study area. The Ronald Regan Freeway was formerly the Simi Valley-San Fernando Freeway. It is part of the California Freeway and Expressway System and is eligible for the State Scenic Highway System. It has four mainline lanes in each direction with ramp access within the study area at Balboa Boulevard. The 2007 Average annual daily traffic (AADT) on SR-118 in the study area is 243,000 between Hayvenhurst Avenue and Woodley Avenue. SR-118 experiences congestion in both directions during peak hours and often on weekends.

Surface Roadways

As noted earlier, the major roadways in the Granada Hills–Knollwood CPA generally follow a grid pattern, south of the SR-118. Roadways are classified as Major Class II Highways (typical 100 to 104 feet right-of-way and two to three lanes in each direction), Secondary Highways (typically 80 to 90 feet right-of-way and two lanes in each direction), Collector streets (typically one lane in each direction) and Local streets (one lane each direction).

The Roadway Inventory contained in the TMAP (Appendix F1 of this EIR) lists major segments on all of the roadways included in the travel demand forecasting model, their classification, number of peak hour and off-peak travel lanes, nature of on-street parking and the posted speed limit in the study area. Unless specifically stated, the number of travel lanes during peak and off-peak hours is the same. The following paragraphs discuss the significant and regional roadways in the Granada Hills–Knollwood CPA.

Major Class II Highways

The Granada Hills–Knollwood CPA is traversed by a series of major highways, which run both north/south and east/west. Major highways are generally four- to six-lane facilities that are designed to provide a high level of mobility to vehicles while providing access to adjacent properties. Major highways in the study area include all or portions of the following:

- Balboa Boulevard
- San Fernando Road
- Woodley Avenue
- Devonshire Street
- Rinaldi Street
- Sesnon Boulevard

North/South

Balboa Boulevard is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

San Fernando Road is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Woodley Avenue is classified a Major Class II Highway from Rinaldi Street to Lassen Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

East/West

Devonshire Street is a Major Class II Highway from its beginning at Lindley Avenue to the west. It is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Rinaldi Street is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Sesnon Boulevard is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Secondary Roadways

Secondary roadways are generally two- to four-lane roadways that provide local connections to the major highway network. These roadways may be classified as secondary arterials in a standard classification scheme. The secondary roadways in the study area include all or portions of the following:

- Haskell Avenue
- Louise Avenue
- Hayvenhurst Avenue
- Zelzah Avenue
- Chatsworth Street
- Lassen Street
- San Fernando Mission Boulevard

Haskell Avenue is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Louise Avenue is classified a Secondary Highway from Rinaldi Street to Devonshire Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Hayvenhurst Avenue is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Zelzah Avenue is classified a Secondary Highway from Rinaldi Street to Devonshire Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

East/West

Chatsworth Street is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

Lassen Street is classified a Secondary Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks.

San Fernando Mission Boulevard is classified as a Secondary Highway throughout the study area. It has two lanes in each direction from I-405 to Louise Avenue. From Louise Avenue to western community plan boundary there is one lane in each direction.

Collector Streets

The network of Major Highways and Secondary Roadways is complemented by an extensive network of Collector Streets. The collector streets in the CPA are intended to primarily collect traffic from the local residential streets and provide access to the highways described above. They are all one lane in each direction. Parking lane widths vary based on whether the street is a standard, hillside, or industrial collector. Below is a list of designated collector streets within the Granada Hills–Knollwood CPA:

- | | |
|----------------------|--------------------|
| ■ Amestoy Avenue | ■ Armstead Street |
| ■ Encino Avenue | ■ Barneston Street |
| ■ Gaynor Avenue | ■ Bradford Place |
| ■ Gerald Avenue | ■ Index Street |
| ■ Gothic Avenue | ■ Jollette Avenue |
| ■ Knollwood Drive | ■ Lisette Street |
| ■ Lindley Avenue | ■ Mayall Street |
| ■ Nugent Drive | ■ Mayerling Street |
| ■ Paso Robles Avenue | ■ Pineridge Drive |
| ■ Petit Avenue | ■ San Jose Street |
| ■ Ruffner Avenue | ■ Shamhart Drive |
| ■ Shoshone Avenue | ■ Signature Drive |
| ■ White Oak Avenue | ■ Tulsa Street |
| ■ Woodley Avenue | ■ Westbury Drive |
| ■ Zelzah Avenue | |

Figure 4.13-1 (Existing Roadway Designations [Granada Hills–Knollwood CPA]) illustrates the existing roadways designations in Granada Hills–Knollwood.

Signalized Intersections and Traffic Control Devices

The signal system in this CPA is currently in the process of being updated to the Automated Traffic Surveillance and Control (ATSAC) system. This system allows monitoring and control of the signal from a central Traffic Operations Center (TOC) at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay, due to stops, and enhances vehicle flow. Studies by the Los Angeles Department of Transportation have shown that the ATSAC system reasonably increases capacities on roadways by approximately 7 percent. Once complete, the entire signal system in Granada Hills will be online with the ATSAC system. The remaining signals are a combination of fixed time and actuated control systems.

The next generation of signal system upgrade is to an Adaptive Traffic Control System (ATCS). The ATCS system automatically adjusts signal timing dynamically during different times of the day based on traffic volumes and directions. In addition, LADOT staff can manually adjust traffic signals remotely

from the department's command center to respond to accidents, weather, special events, and other emergencies.

It is anticipated that all traffic signals citywide will be a part of the ATSAC and ATCS systems by the year 2030. Los Angeles Department of Transportation (LADOT) recognizes the increased efficiency of the traffic flow by allowing a credit to the volume to capacity (V/C) ratio along roadway links. The ATSAC credit is 7 percent increase in capacity and the ATCS credit is an additional 3 percent increase in capacity. Therefore, for 2030 conditions, a total of 10 percent increase in capacity is assumed.

Transit Services

Fixed-route public transportation services in the Granada Hills–Knollwood CPA are currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Commuter Express services provided by the Los Angeles Department of Transportation (LADOT), Santa Clarita Transit, and Antelope Valley Transit. Figure 4.13-2 (Existing Transit Routes Serving the Granada Hills–Knollwood CPA) illustrates transit routes serving the Granada Hills–Knollwood CPA including four Metro routes, three LADOT routes, two Santa Clarita Transit routes, and one Antelope Valley Transit route. The following provides a brief description of these transit routes:

Metro Transit Routes

Line 158 provides local service between Chatsworth and Sherman Oaks primarily along Devonshire Street, Arleta Avenue, Branford Street, and Woodman Avenue. Line 158 traverses the Granada Hills–Knollwood CPA along Devonshire Street.

Line 236 provides local service between Encino to San Fernando primarily along Balboa Boulevard, Foothill Boulevard, Glenoaks Boulevard, and Hubbard Street. Line 236 traverses the Granada Hills–Knollwood CPA along Balboa Boulevard.

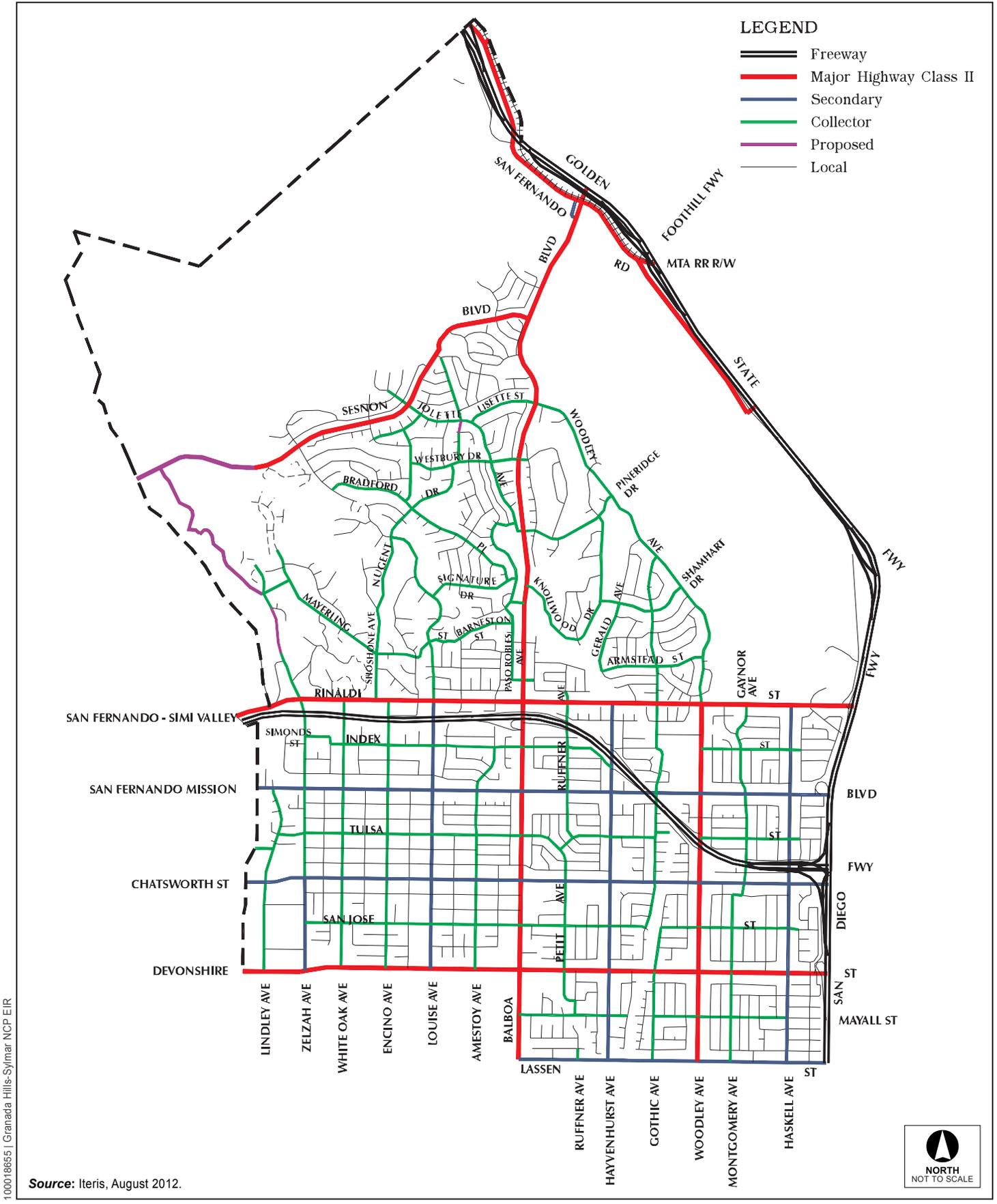
Line 237 provides local service between Encino to Sherman Oaks via Granada Hills primarily along Balboa Boulevard, Rinaldi Street, Woodley Avenue, Victory Boulevard, and Van Nuys Boulevard. Line 237 traverses the Granada Hills–Knollwood CPA along Balboa Boulevard, Rinaldi Street, and Woodley Avenue.

Line 239 provides local service between Encino and San Fernando primarily along White Oak Avenue, Lindley Avenue, Zelzah Avenue, Chatsworth Street, Louise Avenue, Rinaldi Street, and San Fernando Mission Boulevard. Line 239 traverses the Granada Hills–Knollwood CPA along Zelzah Avenue, Chatsworth Street, Louise Avenue, Rinaldi Street, Haskell Avenue, and San Fernando Mission Boulevard.

LADOT Transit Routes

Commuter Express 419 provides peak-hour express bus service between Chatsworth and Downtown Los Angeles through Northridge, Granada Hills, and Mission Hills. This express line traverses the Granada Hills–Knollwood CPA along Devonshire Street, Woodley Avenue, and Chatsworth Street.

Commuter Express 573 provides peak-hour express bus service between Mission Hills and Century City through Northridge, Encino, and Westwood. This express line traverses the Granada Hills–Knollwood CPA along Chatsworth Street and Balboa Boulevard.

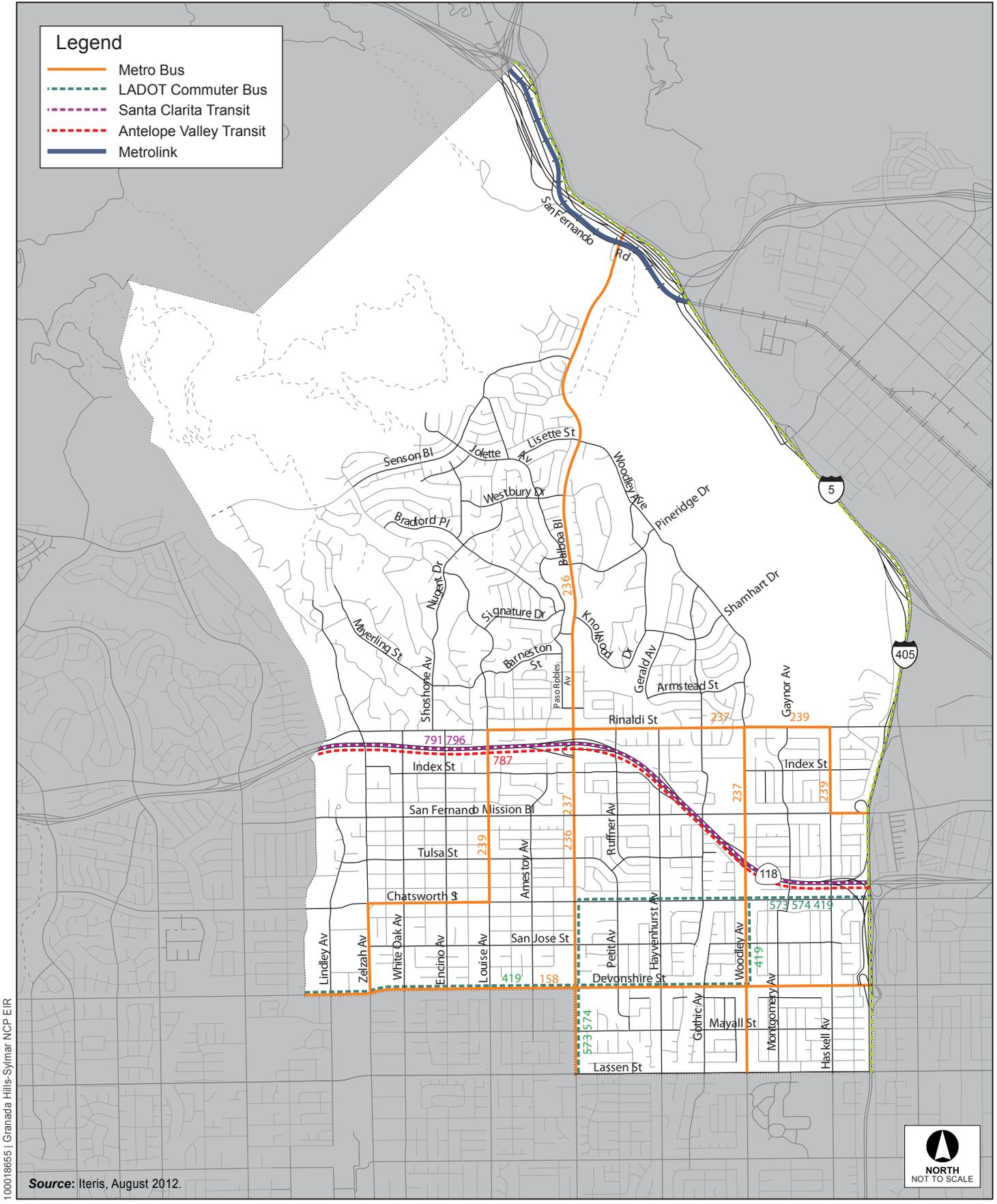


100018655 | Granada Hills-Sylmar NCP EIR

Source: Iteris, August 2012.



Figure 4.13-1
Existing Roadway Designations (Granada Hills-Knollwood CPA)



100018655 | Granada Hills-Sylmar NCP EIR

Source: Iteris, August 2012.

Figure 4.13-2

Existing Transit Routes Serving the Granada Hills-Knollwood CPA

Commuter Express 574 provides peak-hour express bus service between San Fernando and Redondo Beach through Northridge, Encino, Westchester, and El Segundo. This express line traverses the Granada Hills–Knollwood CPA along Chatsworth Street and Balboa Boulevard.

Santa Clarita Transit Routes

Line 791 and **Line 796** provide express bus service between the Santa Clarita Valley, Chatsworth and Warner Center. Line 791 and Line 796 operate on the Ronald Reagan (SR-118) Freeway during peak hours through the Granada Hills–Knollwood CPA.

Antelope Valley Transit Routes

Line 787 of the Antelope Valley Transit provides express bus service to Chatsworth and Warner Center from the Santa Clarita Valley. Line 787 operates on the Ronald Reagan (SR-118) Freeway during peak hours through the Granada Hills–Knollwood CPA.

Bicycle Facilities

The City of Los Angeles City Council approved the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plan includes the following bicycle facilities: Class I Bicycle Paths, Class II Bicycle Lanes, and Class III Bicycle Routes and Bicycle-Friendly Streets.

Bicycle facilities are classified based on a standard typology, which is described in further detail below. Figure 4.13-3 (Designated Bikeways in the Granada Hills–Knollwood CPA) shows the locations of designated bikeways within the Granada Hills–Knollwood CPA.

- **Class I Bikeways (Bicycle Paths)** provide a separated right-of-way for bicycle travel that is typically shared with pedestrians and provides a typical to 12-foot wide path. Bike path intersections are usually minimized, and street crossings often require special treatment.
- **Class II Bikeways (Bicycle Lanes)** provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles are allowed to encroach. Bicycle Lanes are typically 5 feet wide and located to the right of vehicular travel lanes.
- **Class III Bikeways (Bicycle Routes)** are signed routes for use by bicyclists without the benefit of allocated right-of-way. Bicyclists share lanes with motor vehicles. Bike routes are typically designated along streets with wider curb lanes or are otherwise better suited for bicycle travel.
- **Class III Bikeways (Bicycle-Friendly Streets)** are primarily on collector and local roadways. These corridors generally parallel major commercial corridors, and have the potential to provide access to local destinations and provide connections to other bicycle facilities.

Within the study area, there are several existing bicycle facilities. Bicycle racks are provided at various public and private locations throughout the CPA. The following Bicycle Lanes currently exist within the Granada Hills–Knollwood CPA:

- Balboa Boulevard from Woodley Avenue to 940 feet south of San Fernando Road
- Rinaldi Street from western Community Plan boundary to eastern Community Plan boundary
- Woodley Avenue from Rinaldi Street to southern Community Plan boundary
- Devonshire Street from Hayvenhurst Avenue to Haskell Avenue.

Programmed Improvements

Programmed improvements are projects that are funded and identified for implementation. The following programmed roadway and transit improvements are located within the Granada Hills–Knollwood CPA.

- Widen intersection of Balboa Boulevard/San Fernando Road
- Add HOV lanes to I-5 Freeway between SR-14 and SR-118

Planned Roadway Improvements

No planned improvements within the CPA are listed in the Transportation Element of the General Plan, the 2009 Long Range Transportation Plan for Los Angeles County, or the 2012 Regional Transportation Plan. However, the City of Los Angeles Department of City Planning General Circulation Map identifies the following as proposed new roadways within the CPA:

- Connection of Sesnon Boulevard west of Porter Ridge Park in Chatsworth-Porter Ranch CPA to Sesnon Boulevard east of Porter Ridge Park in Granada Hills–Knollwood CPA
- Completion of gap along Longacre Avenue to Sesnon Boulevard
- Connection of Meadowlark Avenue between Jollette Avenue and Braxton Street

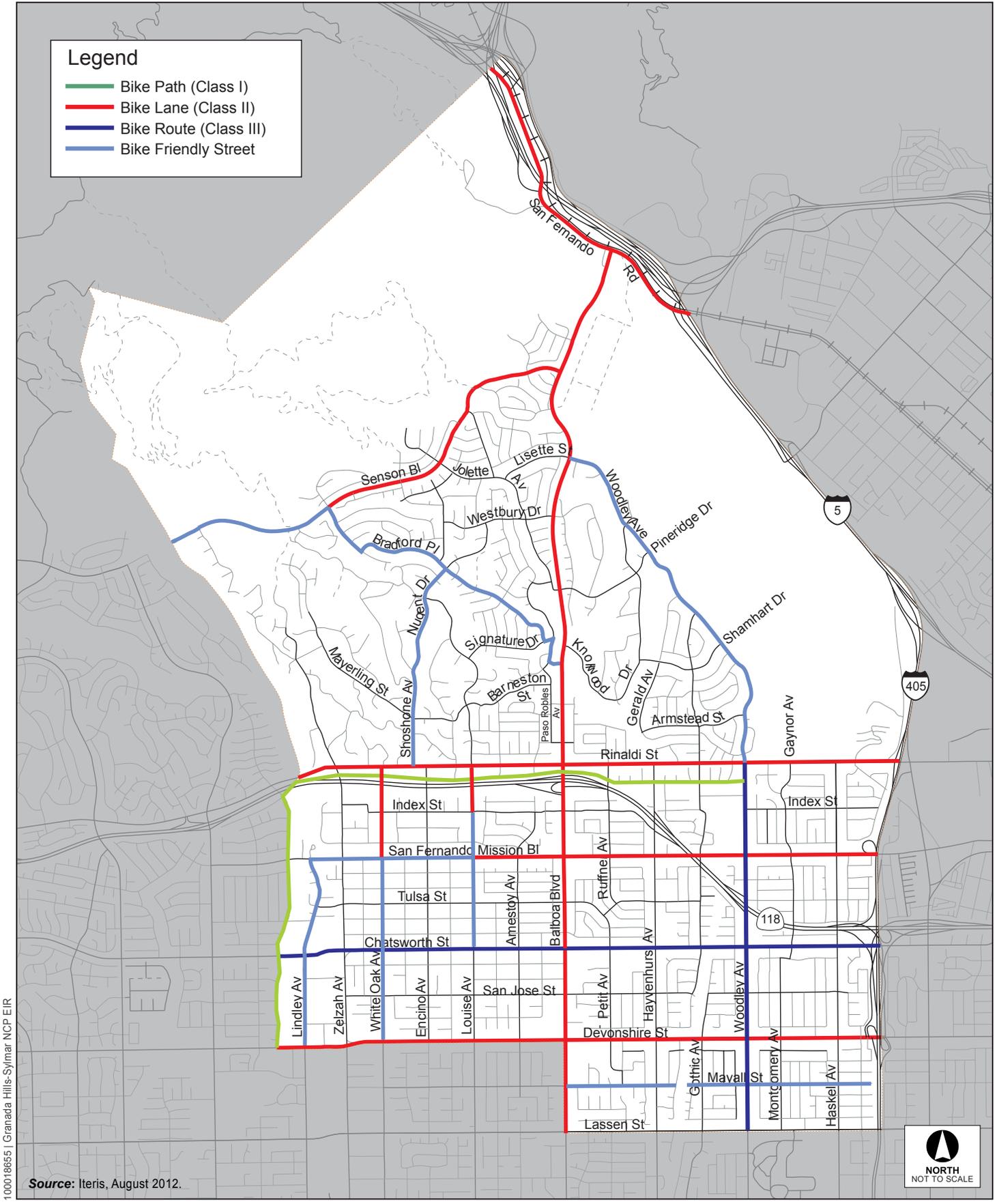
Planned Bicycle Facilities

The 2010 City of Los Angeles Bicycle Plan includes several proposed bicycle facilities within the Granada Hills–Knollwood CPA, including:

- Devonshire Street from the western community plan boundary to the eastern community plan boundary (Bicycle Lane)
- San Fernando Mission Boulevard from Louise Avenue to the eastern community plan boundary (Bicycle Lane)
- Balboa Boulevard from Lisette Street to Lassen Street (Bicycle Lane)
- Chatsworth Street from the Western Community Plan boundary to the Eastern Community Plan boundary (Bicycle Route)
- Lindley Avenue from San Fernando Mission Road to the Southern Community Plan boundary (Bicycle Friendly Street)

■ Sylmar CPA

The Sylmar CPA is bounded by the Los Angeles County line on the north and the east, the City of San Fernando on the south, and the San Diego (I-405) and Golden State (I-5) Freeways on the west. The CPA contains approximately 12.84 square miles (7,990 acres), which is approximately 2.6 percent of the land in the City of Los Angeles, which covers approximately 485.70 square miles. The Sylmar CPA is adjacent to the City of San Fernando, Pacoima, Santa Clarita, and Granada Hills. The City of Santa Clarita and the Angeles National Forest are directly north of Sylmar. The community of Sylmar is approximately 23 miles from Downtown Los Angeles.



100018655 | Granada Hills-Sylmar NCP EIR

Source: Iteris, August 2012.



Figure 4.13-3
Designated Bikeways in the Granada Hills-Knollwood CPA

Transportation corridors include San Fernando Road, Glenoaks Boulevard, Foothill Boulevard and Eldridge Avenue which provide north/south circulation; Roxford Street, Polk Street, and Hubbard Street provide which provide east/west circulation. The area is easily accessible via the SR-210 and the I-5, with nearby interchanges that provide access to the SR-118 and I-405.

Highway System Characteristics

The highway system within the Sylmar CPA is a partial grid system south of the Angeles National Forest and includes limited through routes and many narrow winding streets in the hills north of I-210. There are several major streets which traverse the southern part of the area in a grid-like formation. The presence of the Foothill Freeway (I-210) on the northern portion of the CPA and the Golden State Freeway (I-5) to the west create various access points to the Sylmar area from different regions. Significant volumes of regional trips are made through the CPA to/from the Golden State and Foothill Freeways. The lack of proximity to any major regional center contributes to the less congested nature of the freeways around the Sylmar area. Non-contiguous streets within the CPA make it difficult for use of these facilities by regional commute traffic.

Traffic counts provided below for freeway systems in the Sylmar CPA were obtained from the 2007 annual average daily traffic (AADT) counts maintained by the Traffic and Vehicle Data Systems Unit of the California Department of Transportation (Caltrans).

Freeways

As mentioned above, two freeway systems provide regional access from the Sylmar CPA to all other areas of the Southern California region.

- Foothill (I-210) Freeway
 - > Golden State (I-5) Freeway
 - > Yarnell Street
 - > Roxford Street
 - > Polk Street
 - > Hubbard Street
 - > Maclay Avenue
- Golden State (I-5) Freeway
 - > Antelope Valley (SR-14) Freeway
 - > San Fernando Road/Balboa Boulevard (southbound only)
 - > Foothill (I-210) Freeway
 - > Roxford Street
 - > San Diego (I-405) Freeway

I-210 runs predominantly east/west and is located in the northern portion of the study area. The Foothill Freeway is part of the California Freeway and Expressway System and is eligible for the State Scenic Highway System. It has four mainline lanes in each direction with ramp access within the study area. The 2007 Average annual daily traffic (AADT) on the I-210 Freeway segment of between Roxford Street and Hubbard Street ranges from approximately 82,000 to 93,000 vehicles per day. The Foothill Freeway experiences congestion in both directions during peak hours and often on weekends.

I-5 runs north/south and is located directly east of the study area. It has five mainline lanes in each direction with indirect ramp access to the study area. The 2007 AADT on the freeway segment at Roxford Street ranges between approximately 264,000 to 287,000 vehicles per day.

Surface Roadways

As noted earlier, the major roadways in the Sylmar Community generally follow a grid pattern. Roadways are classified as Major Class II Highways (typically 100 to 104 feet right of way and two to three lanes in each direction), Secondary Highways (typically 80 to 90 feet of right of way and two lanes each direction), Collector streets (typically one lane each direction) and Local Streets (one lane each direction).

The Roadway Inventory in the TIMP (Appendix F2 to this EIR) lists major segments on all of the roadways included in the travel demand forecasting model, their classification, number of peak hour and off-peak travel lanes, nature of on-street parking and the posted speed limit in the study area. Unless specifically stated, the number of travel lanes during the peak and off-peak hours are the same. The following paragraphs discuss the significant and regional roadways in the Sylmar CPA.

Major Class II Highways

The Sylmar CPA is traversed by a series of major highways, which run both north/south and east/west. Major highways are generally four- to six-lane facilities that are designed to provide a high level of mobility to vehicles while providing access to adjacent properties. Major highways in the study area include all or portions of the following:

- Foothill Boulevard
- San Fernando Road West
- Sierra Highway
- Hubbard Street
- Polk Street
- Roxford Street
- Truman Avenue

North/South

Foothill Boulevard is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Foothill Boulevard is 35 mph.

San Fernando Road is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along San Fernando Road is 35 mph.

Sierra Highway is classified a Major Class II Highway in the northeastern portion of the study area. It has one travel in each direction with no on-street parking. The posted speed limit along Sierra Highway is 35 mph.

East/West

Hubbard Street is classified as a Major Class II Highway from Laurel Canyon Boulevard to San Fernando Road and from Bradley Avenue to Eldridge Avenue. East of Eldridge Avenue, Hubbard Street is classified as a secondary roadway. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Hubbard Street is 35 mph.

Polk Street is classified a Major Class II Highway from Encinitas Avenue to Eldridge Avenue. East of Eldridge Avenue, Polk Street is classified as a collector roadway. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Polk Street is 35 mph.

Roxford Street is classified a Major Class II Highway between the I-5 freeway and Foothill Boulevard. East of Foothill Boulevard, Roxford Street is classified as a secondary roadway. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Roxford Boulevard is 35 mph.

Truman Avenue extends from its intersection with San Fernando Road West at the Sylmar/San Fernando Metrolink Station, and runs to the eastern Community Plan Area boundary. It is a four-lane facility, with two lanes in each direction.

Secondary Roadways

Secondary roadways are generally two- to four-lane roadways that provide local connections to the major highway network. These roadways may be classified as secondary arterials in a standard classification scheme. The secondary roadways in the study area include all or portions of the following:

- Eldridge Avenue
- Encinitas Avenue
- Gavina Avenue
- Glenoaks Boulevard
- Yarnell Street
- Laurel Canyon Boulevard
- Bledsoe Street
- Hubbard Street
- Olive View Drive
- Maclay Avenue
- San Fernando Road
- Roxford Street

North/South

Eldridge Avenue is classified a Secondary Highway from Polk Street to Harding Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Eldridge Avenue is 35 mph.

Encinitas Avenue is classified a Secondary Highway from Roxford Street to Bledsoe Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Encinitas Avenue is 35 mph.

Gavina Avenue is classified a Secondary Highway from Hubbard Street to Pacoima Canyon Road. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Gavina Avenue is 35 mph.

Glenoaks Boulevard is classified a Secondary Highway from north of Foothill Boulevard to Hubbard Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Glenoaks Boulevard is 35 mph.

Yarnell Street is classified a Secondary Highway from north of Foothill Boulevard to San Fernando Road. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Yarnell Street is 35 mph.

Laurel Canyon Boulevard is classified a Major Class II Highway from the southern city limits to north of Polk Street. It has two lanes in each direction. The posted speed limit along Laurel Canyon Boulevard is 35 mph.

East/West

Bledsoe Street is classified a Secondary Highway from Encinitas Avenue to Olive View Drive. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Bledsoe Street is 35 mph.

Hubbard Street is classified a Secondary Highway from Eldridge Avenue to Gavina Avenue. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Hubbard Street is 35 mph.

Olive View Drive is classified a Secondary Highway from Foothill Boulevard to north of Eldridge Avenue. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Olive View Drive is 35 mph.

Maclay Avenue is classified a Secondary Highway from city's southern limits to north of Fenton Avenue. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Maclay Avenue is 35 mph.

A short portion of **San Fernando Road** is classified as a Secondary Roadway between Truman Street and the Community Plan boundary near Hubbard Street, near the Sylmar Metrolink station. The roadway consists of two lanes in each direction.

Roxford Street is classified as a Secondary Roadway between Foothill Boulevard and Olive View Drive, over I-210. In this area, the roadway is two lanes in each direction.

Collector Streets

The network of Major Highways and Secondary Roadways is complemented by an extensive network of Collector Streets. The collector streets in the Sylmar CPA are intended to primarily collect traffic from the local residential streets and provide access to the highways described above. They are all one lane in each direction. Parking lane widths vary based on whether the street is a standard, hillside, or industrial collector. Below is a list of designated collector streets within the Sylmar CPA:

- Almetz Street
- Arroyo Street
- Astoria Street
- Aztec Avenue
- Cobalt Street
- Egbert Street
- Envoy Street
- Fernmont Street

- Gridley Street
- Harding Street
- Jackman Avenue
- Kinbrook Street
- Leach Street
- Olden Street
- Rajah Street
- Sayre Street
- Tyler Street
- Barner Avenue
- Borden Avenue
- Bradley Street
- DeGarmo Avenue
- Dronfield Avenue
- El Dorado Avenue
- Excelsior Street
- Fenton Avenue
- Gladstone Avenue
- Herrick Avenue
- Leedy Avenue
- Ralston Avenue
- San Fernando Road East
- Shablow Avenue
- Simshaw Avenue
- Telfair Street
- Youngdale Avenue

Figure 4.13-4 (Existing Roadway Designations [Sylmar CPA]) illustrates the roadway designations in the Sylmar CPA.

Signalized Intersections and Traffic Control Devices

The signal system in this CPA is currently in the process of being updated to the Automated Traffic Surveillance and Control (ATSAC) system. This system allows monitoring and control of the signal from a central Traffic Operations Center (TOC) at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay, due to stops, and enhances vehicle flow. Studies by the Los Angeles Department of Transportation have shown that the ATSAC system reasonably increases capacities on roadways by approximately 7 percent. Once complete, the entire signal system in Sylmar will be online with the ATSAC system.

The next generation of signal system upgrade is to an Adaptive Traffic Control System (ATCS). The ATCS system automatically adjusts signal timing dynamically during different times of the day based on traffic volumes and directions. In addition, LADOT staff can manually adjust traffic signals remotely from the department's command center to respond to accidents, weather, special events, and other emergencies.

It is anticipated that all traffic signals citywide will be a part of the ATSAC and ATCS systems by to the year 2030. Los Angeles Department of Transportation (LADOT) recognizes the increased efficiency of the traffic flow by allowing a credit to the volume-to-capacity (V/C) ratio along roadway links. The ATSAC credit is 7 percent increase in capacity and the ATCS credit is an additional 3 percent increase in capacity. Therefore, for 2030 conditions, a total of 10 percent increase in capacity is assumed.

Transit Services

Fixed-route public transportation services in the Sylmar CPA are currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Metrolink commuter rail service provided by Southern California Commuter Rail Authority (SCCRA), Commuter Express services provided by the Los Angeles Department of Transportation (LADOT), Santa Clarita Transit, and Antelope Valley

Transit. Figure 4.13-3 illustrates transit routes serving the Sylmar CPA including one Metrolink commuter rail line, ten Metro routes, and two LADOT routes. The following provides a brief description of these transit routes:

Metrolink Commuter Rail

Antelope Valley Line: Metrolink provides regional commuter rail service between the Antelope Valley and Downtown Los Angeles Union Station along via the Santa Clarita and San Fernando Valleys. The Sylmar/San Fernando Metrolink station serves commuters in the Sylmar CPA.

Metro Transit Routes

Line 94 provides late evening service during weekdays, and all day weekend service between Sylmar and Downtown Los Angeles primarily along San Fernando Road, Hill Street, and Spring Street. Line 94 traverses the Sylmar Community Plan Area along San Fernando Road, Truman Street and Hubbard Street, and terminates at the Sylmar Metrolink Station.

Line 224 provides local service between Sylmar and the Universal City Red Line station. Within the Community Plan Area, line 224 serves the UCLA Olive View Medical Center, the Metrolink Station, and runs along San Fernando Road, Hubbard Street and Foothill Boulevard.

Line 230 provides local service between San Fernando and Studio City primarily along Laurel Canyon Boulevard. Line 230 traverses the Sylmar Community Plan Area along Hubbard Street and Truman Street, and connects with Los Angeles Mission College, El Cariso Regional Park, Veteran's Park and the Metrolink Station

Line 234 provides local service between Sylmar and Sherman Oaks primarily along Sayre Avenue, Borden Street, Maclay Avenue, Brand Boulevard, and Sepulveda Boulevard. Line 234 traverses the Sylmar Community Plan Area along Sayre Avenue, Foothill Boulevard, Polk Street, and Borden Street, and serves Los Angeles Mission College.

Line 236 provides local service between Encino to Sylmar primarily along Balboa Boulevard, Foothill Boulevard, Glenoaks Boulevard, and Hubbard Street. Line 236 traverses the Sylmar Community Plan Area along Foothill Boulevard, Glenoaks Boulevard, and Hubbard Street and serves the Metrolink Station.

Line 239 provides local weekday service between the Sylmar Metrolink Station and Encino by way of White Oak Avenue and Rinaldi Street. This line picks up and drops off at the Sylmar Metrolink Station and travels along Hubbard Street, San Fernando Road and Rinaldi Street.

Line 290 provides local service between Sylmar and Sunland by way of Foothill Boulevard. This route serves the UCLA Olive View Medical Center, and travels generally along Foothill Boulevard.

Line 292 provides local service between Sylmar and Burbank via Glenoaks Boulevard. It serves both the Sylmar and Burbank Metrolink Stations, and traverses the Community Plan area on Hubbard Street.

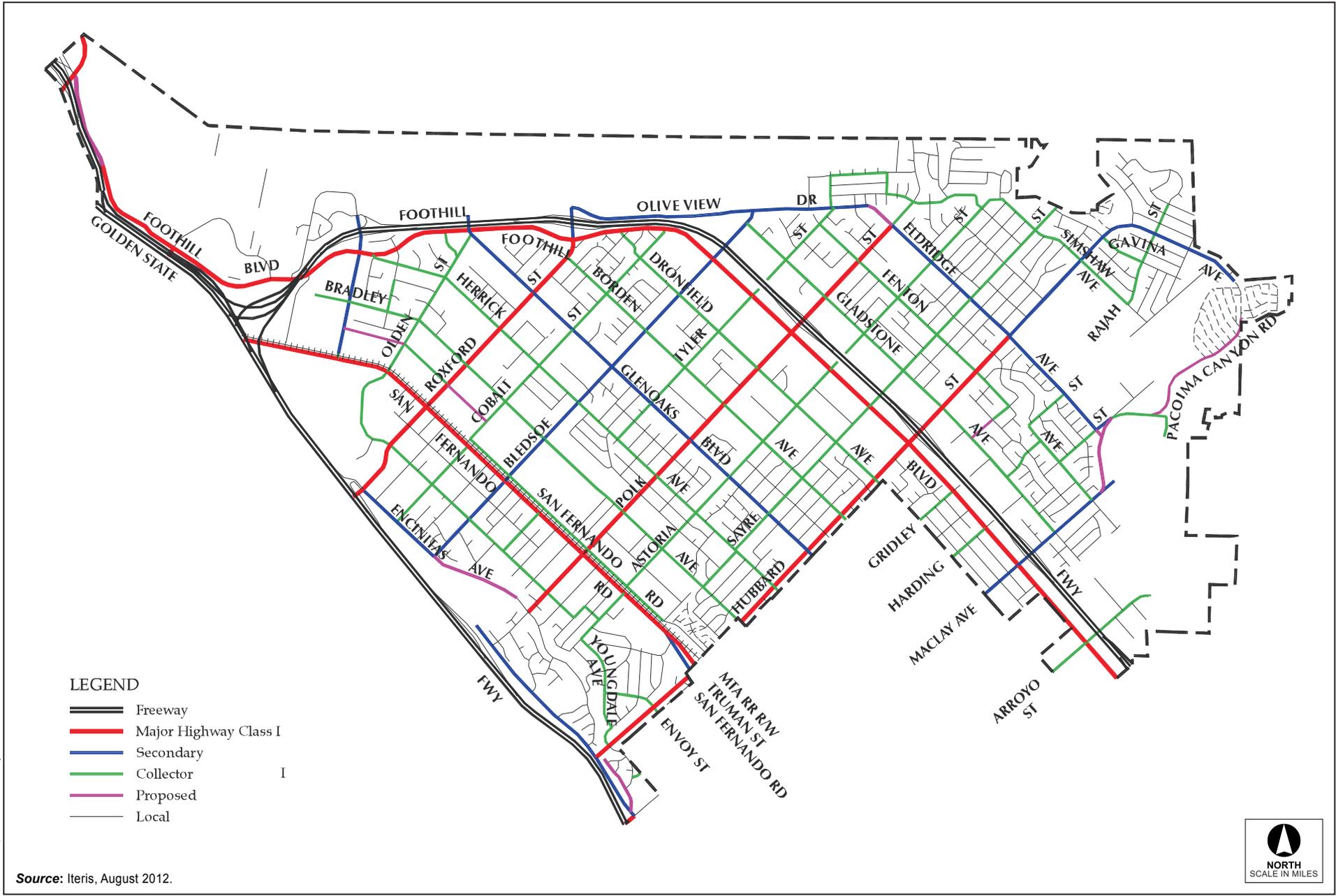


Figure 4.13-4
Existing Roadway Designations (Sylmar CPA)

Metro Rapid Line 734 provides limited-stop weekday service with partial signal pre-emption to speed buses along their route and provide more efficient travel times to riders. Line 734 operates between the Sylmar Metrolink Station and Sherman Oaks primarily along San Fernando Road and Sepulveda Boulevard and traverses the Sylmar Community Plan Area along San Fernando Road and Truman Street near the Metrolink station.

Metro Rapid Line 794 provides limited-stop weekday service with partial signal pre-emption to speed buses along their route and provide more efficient travel times to riders. Line 794 provides service downtown Los Angeles, Burbank, Sun Valley and Sylmar generally along San Fernando Road. It serves the Sylmar Metrolink Station and the area by way of San Fernando Road, Hubbard Street and Truman Street.

LADOT Transit Routes

Commuter Express 409 provides peak-hour express bus service between Sylmar and the Civic Center in Downtown Los Angeles through Sunland, Tujunga, and La Crescenta. This express line traverses the Sylmar CPA along Foothill Boulevard.

Commuter Express 574 provides peak-hour express bus service between San Fernando and Redondo Beach through Northridge, Encino, Westchester, and El Segundo. This express line traverses the Sylmar CPA along First Street, Hubbard Street, and Truman Street.

Figure 4.13-5 (Existing Transit Routes Serving the Sylmar CPA) illustrates the transit service in the CPA.

Bicycle Facilities

The City of Los Angeles City Council approved the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plan includes the following bicycle facilities: Class I Bicycle Paths, Class II Bicycle Lanes, and Class III Bicycle Routes and Bicycle-Friendly Streets.

Bicycle facilities are classified based on a standard typology, which is described in further detail below. Figure 4.13-6 (Designated Bikeways in the Sylmar CPA) shows the locations of the existing and future bicycle facilities within the Sylmar CPA.

- **Class I Bikeways (Bicycle Paths)** provide a separated right-of-way for bicycle travel that is typically shared with pedestrians and provides a typical to 12-foot wide path. Bike path intersections are usually minimized, and street crossings often require special treatment.
- **Class II Bikeways (Bicycle Lanes)** provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles are allowed to encroach. Bicycle Lanes are typically 5 feet wide and located to the right of vehicular travel lanes.
- **Class III Bikeways (Bicycle Routes)** are signed routes for use by bicyclists without the benefit of allocated right-of-way. Bicyclists share lanes with motor vehicles. Bike routes are typically designated along streets wider curb lanes or are otherwise better suited for bicycle travel.
- **Class III Bikeways (Bicycle-Friendly Streets)** are primarily on collector and local roadways. These corridors generally parallel major commercial corridors, and have the potential to provide access to local destinations and provide connections to other bicycle facilities.

Within the study area, there are several existing bicycle facilities. Bicycle racks are provided at various public and private locations throughout the Sylmar CPA. Metro also provides bicycle lockers at the Sylmar/San Fernando Metrolink Station. According to the 2010 Bicycle Plan, the following Bicycle Path currently exists within the Sylmar Community Plan Area:

- San Fernando Road between Roxford Street and Hubbard Street

The following Bicycle Lanes currently exist within the Sylmar CPA:

- Polk Street from Sunrise Ridge to Laurel Canyon Boulevard
- Polk Street from Glenoaks Boulevard to [San Fernando Road]
- Laurel Canyon Boulevard from Crestknoll Drive to Polk Street

The following Bicycle Route currently exists within the Sylmar CPA:

- Polk Street from Sunrise Ridge Road to San Fernando Road

The following Bicycle-Friendly Street is currently striped with sharrows, which are street markings that indicate that a bicyclist may use the full lane:

- Astoria Street from San Fernando Road to Foothill Boulevard.

Programmed Improvements

Programmed improvements are projects that are funded and identified for implementation. The following programmed improvements are located within the Sylmar CPA:

- City of Los Angeles, Capital Improvement Program, 2007/08
 - > Bledsoe Street Widening
- Southern California Association of Governments, Regional Transportation Improvement Program State Highway Projects, 2008
 - > Direct HOV connectors at I-5/SR-14 interchange
 - > San Fernando Road Metrolink Bike Path
 - > Add HOV lanes to I-5 Freeway between SR-14 and SR-118

Planned Roadway Improvements

- Southern California Association of Governments, Regional Transportation Plan, 2008
 - > Foothill Boulevard bridge improvement at Balboa Boulevard
 - > Widen Foothill Boulevard between Sierra Highway and Balboa Boulevard
- City of Los Angeles, Capital Improvement Program: “Conceptual Projects,” 2008
 - > Widen and modify Foothill Boulevard to Modified Major Highway (Class II) standards from Hubbard Street to SR-118 Freeway.

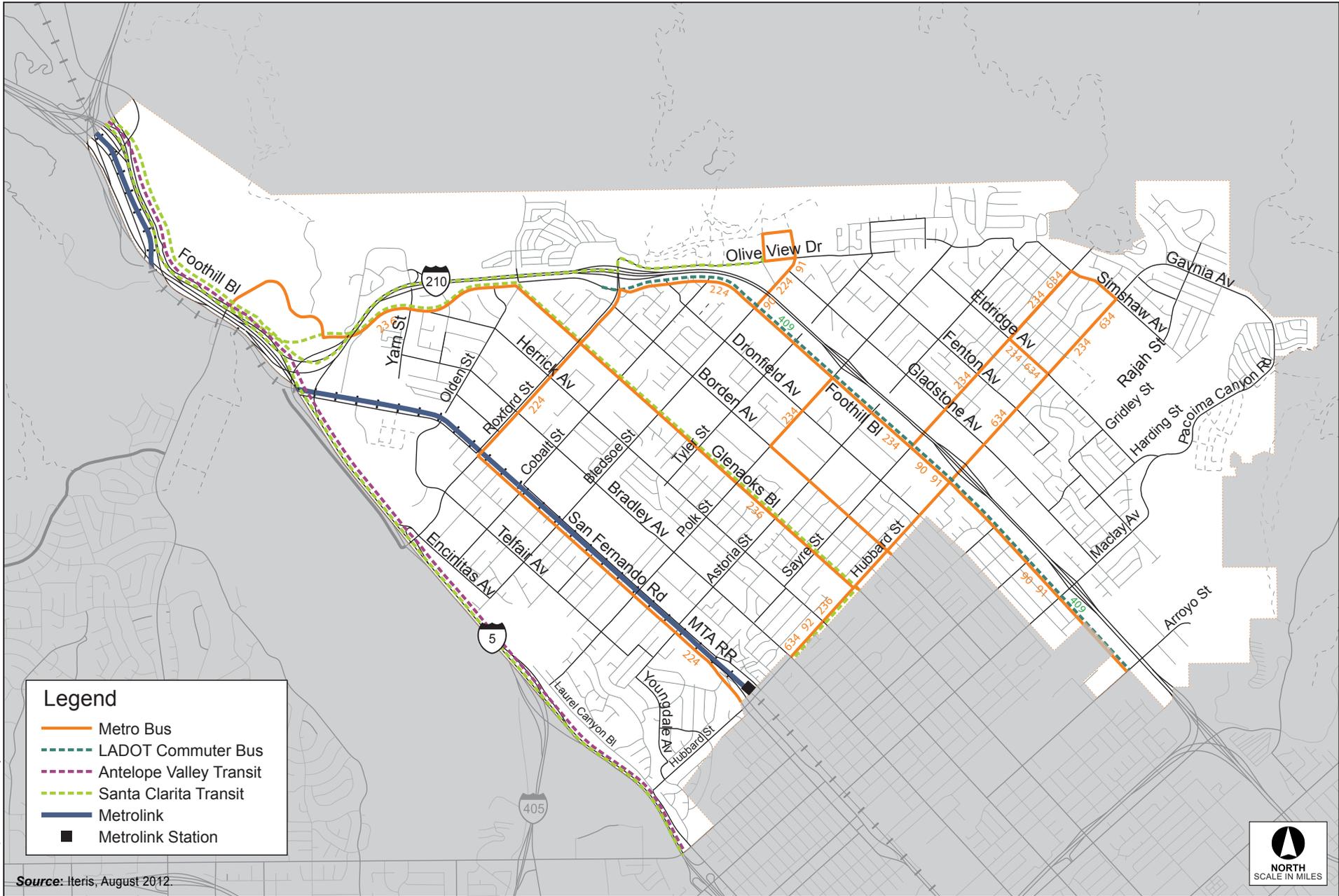
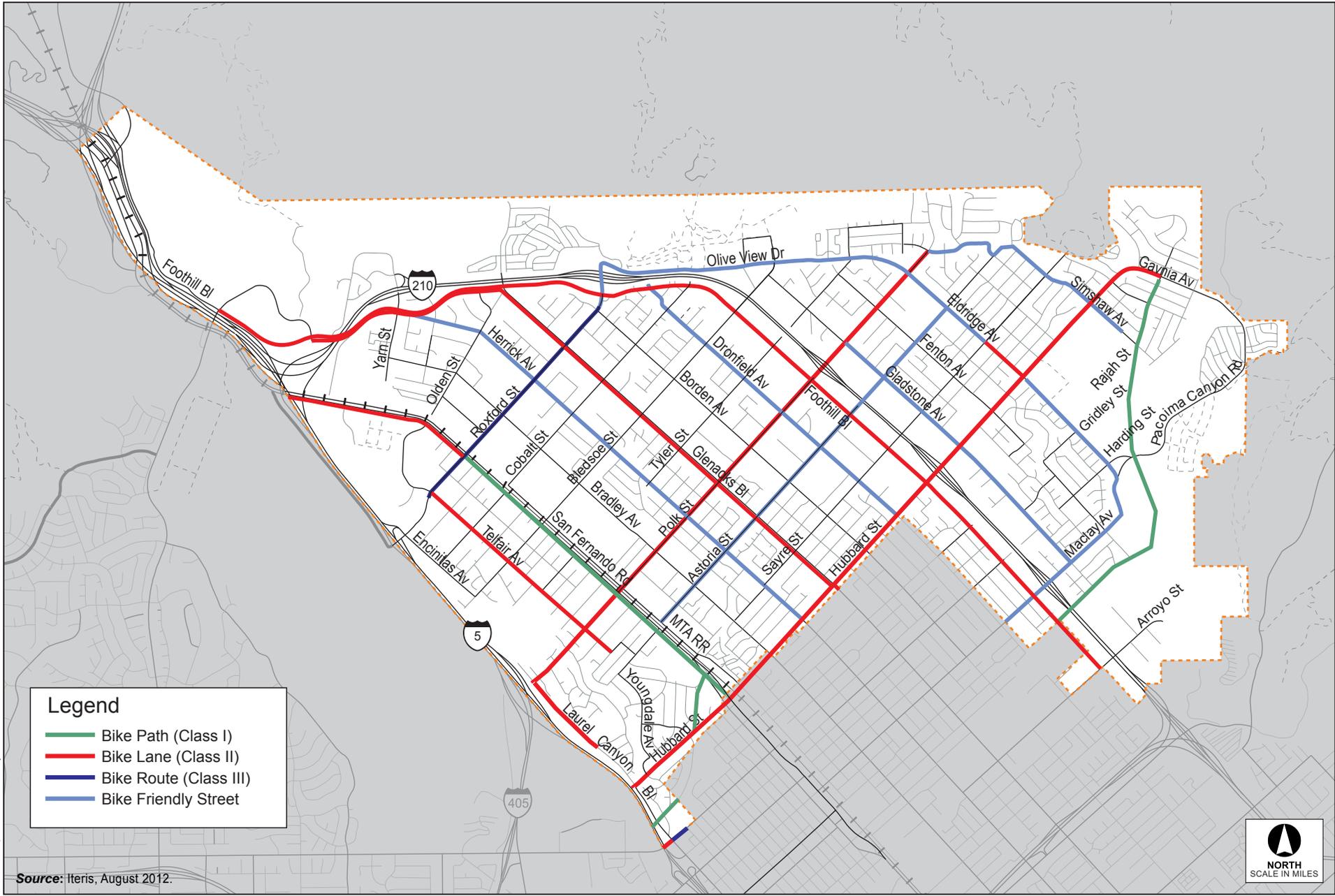


Figure 4.13-5
Existing Transit Routes Serving the Sylmar CPA



Source: Iteris, August 2012.



Figure 4.13-6
Designated Bikeways in the Sylmar CPA

In addition to the above projects City of Los Angeles Department of City Planning General Circulation Map identifies the following as proposed new roadways within the CPA:

- Extension of Ralston Avenue from Yarnell Street to Cobalt Street
- Extension of Encinitas Avenue to Laurel Canyon Boulevard
- Extension of Olive View Drive to Eldridge Avenue
- Extension of Leach Street to Gladstone Avenue

Planned Bicycle Improvements

The City of Los Angeles City Council approved the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plan includes several proposed bicycle improvements within the Sylmar CPA. Figure 4.13-7 (City of Los Angeles Bicycle Plan Map) illustrates the Bicycle Plan, which includes the following:

- Pacoima Wash Path from Gavina Avenue to Foothill Boulevard (Bicycle Path)
- Glenoaks Boulevard from Foothill Boulevard to Southeast Community Plan Boundary (Bicycle Lane)
- Olive View Drive from Roxford Street to Cranston Avenue (Bicycle Lane)
- Roxford Street from Foothill Boulevard to Olive View Drive (Bicycle-Friendly Street)
- Foothill Boulevard from Balboa Road to Southeast Community Plan Boundary (Bicycle Lane)

4.13.2 Regulatory Framework

■ Federal

There are no federal policies that would apply to transportation/traffic for the proposed plans.

Americans with Disabilities (ADA) Act of 1990

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in “places of public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix A to Part 36 (Standards for Accessible Design) establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.

Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

■ State

Statewide Transportation Improvement Program

The California Transportation Commission (CTC) administers transportation programming for the state. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital

improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of State Highways, including the freeways passing through the Los Angeles region.

Parking Cash Out

Parking Cash Out, or Assembly Bill (AB) 2109, is a state law requiring employers of 50 or more employees who lease their parking and subsidize any part of their employee parking to offer their employees the opportunity to give up their parking space and rideshare to work instead. In return for giving up their parking space, the employer pays the employee the cost of the parking space. The City of Santa Monica is the first city in the nation to implement a mandatory Parking Cash-Out Program.¹⁵⁹

AB 32 and SB 375

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (California ARB) is coordinating the response to comply with AB 32. The proposed LUCE pro-actively incorporates strategies for integrated land use and transportation planning that achieve per capital GHG reduction, per capita vehicle miles traveled (VMT) reduction and trip reduction that would further the City's efforts to meet the state-wide policy intent of this legislation.

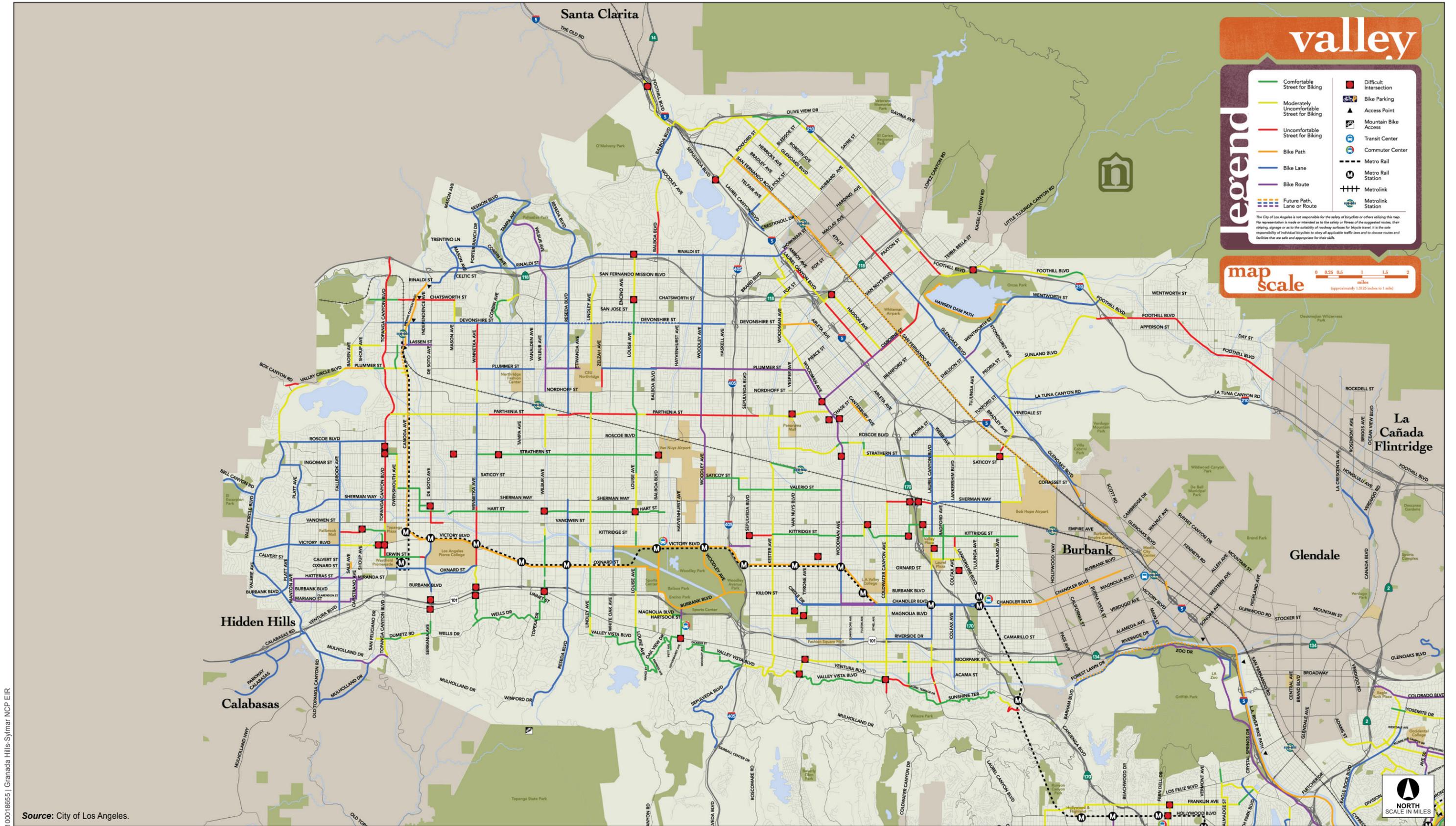
In 2007, California ARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, California ARB defined its 1990 baseline level of emissions, and by 2011 it will complete its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, will take effect January 1, 2012.

On December 11, 2008, California ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, SB 375 will address regional GHG emissions targets. California ARB's Regional Targets Advisory Committee will guide the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, will be updated every 8 years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs will be required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

¹⁵⁹ Lucy Dyke, personal communication with City of Santa Monica (January 7, 2010).



100018655 | Granada Hills-Sylmar NCP EIR

Source: City of Los Angeles.

Figure 4.13-7
City of Los Angeles Bicycle Plan Map

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8 year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides California Environmental Quality Act (CEQA) streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the CTC. Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

■ Regional

A number of regional improvement plans affect transportation in the CPAs, including the Los Angeles County Congestion Management Program (CMP) and the 2009 Long-Range Transportation Plan For Los Angeles County (20 Year) prepared by the Los Angeles County Metropolitan Transportation Authority (Metro), and the 2008 Regional Transportation Plan Update (RTP), “Making the Connections” prepared by the Southern California Association of Governments (SCAG).

- The Los Angeles County CMP is a state mandated program that is the monitoring and analytical basis for transportation funding decisions made through the State Transportation Improvement Program (STIP) process. The 2009 Long Range Transportation Plan (LRTP) is a strategic document that serves as a framework for meeting current and projected mobility needs for Los Angeles County. The Plan recommends highway, bus, rail, and demand management improvements, and identifies funding sources and implementation schedules over the 20-year period. The Metro board adopted the 2008 LRTP on October 22, 2009.
- The 2009 LRTP also includes funding for general categories of improvements, such as Arterial Improvements, Nonmotorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted for projects in the Plan area.
- There are no projects identified in the CPAs within the 2009 LRTP.

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)

The 2008 RTP was approved in May 2008 by SCAG. The RTP is a planning document that serves as the Regional Transportation Plan required under State and Federal statute. The RTP forecasts long-term transportation demands, and identifies policies, actions, and funding sources to accommodate those demands. The RTP consists of construction of new transportation facilities; as well as transportation systems management (TSM), transportation demand management (TDM), and land use strategies.

The RTP includes the following projects in the CPAs:

- Add HOV lanes to I-5 Freeway between SR-14 and SR-118

- I-5/SR-14 Interchange and direct connect HOV connectors
- San Fernando Road Metrolink Bike Path—provides amenities for vehicular traffic, pedestrian and bicycles from Astoria Street to Sayre Street
- Add HOV lanes to I-5 Freeway between SR-14 and SR-118

There are no specific project capital improvement or transit projects recommended in the RTP for the CPAs because it is a regional policy document. There are many policies with regard to integrated transportation and land use planning to reduce transportation system demands and encourage alternative modes of transportation that are supported by Granada Hills–Knollwood and Sylmar Community Plan TIMP policies. These include:

- Identify regional strategic areas for infill and investment
- Structure the plan on a three-tiered system of centers development related to existing, planned and potential transportation infrastructure
- Develop “complete communities” with mixed use districts
- Develop nodes on corridors
- Plan for additional housing and jobs near transit
- Plan for changing demands in types of housing
- Continue to protect stable existing single family areas
- Ensure adequate access to open space and preservation of habitat
- Incorporate local input and feedback on future growth
- Promote land use patterns supportive of goods movement and logistics industries

Table 4.13-1 Analysis of Potential Conflicts with SCAG RTP/SCS	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
Maximize mobility and accessibility for all people and goods in the region.	Consistent. The proposed plans each include a TIMP that provides recommendations to guide future transportation-related decisions in the proposed plans. The proposed plans’ TIMPs recommend policies for transportation improvements that support mobility for people and goods, through enhancements of public transportation, walking and bicycling to make them viable alternatives to automobile travel. In addition, maximizing the efficiency of the circulation system through the use of Transportation Demand Management (TDM) programs encourages, reducing the total vehicular miles traveled in the City and aims to manage congestion and maximize mobility. Implementation of the proposed plans’ TIMPs would maximize productivity of the region’s transportation system. The proposed plans do not conflict with this policy.
Ensure travel safety and reliability for all people and goods in the region.	Consistent. The proposed plans’ TIMPs include goals, policies, and programs that support the creation of a comprehensive multi-modal transportation network that maximizes safety and reliability for vehicles, transit users, bicyclists, and pedestrians. The proposed plans would establish programs to maintain a diverse multi-modal transportation system that provides mobility options for the community, including, street improvements, transit service, and bike paths that support the proposed plan areas. The proposed plans do not conflict with this policy.
Preserve and ensure a sustainable regional transportation system.	Consistent. The proposed plans’ TIMPs consider working with adjacent jurisdictions and regional agencies to coordinate improvement projects and determining funding sources that would support a sustainable regional transportation system. The proposed plans do not conflict with this policy.

Table 4.13-1 Analysis of Potential Conflicts with SCAG RTP/SCS	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
Maximize the productivity of our transportation system.	Consistent. The proposed plans' TIMPs include policies and plans that support the creation of a well-connected, productive transportation network that supports transit connectivity, bicycle and pedestrian policies, conserving energy resources, reducing greenhouse gas emissions and air pollution, and doing so while preserving auto mobility. The proposed plans do not conflict with this policy.
Protect the environment, improve air quality, and promote energy efficiency.	Consistent. The proposed plans' TIMPs include policies aimed at relieving congestion, improving air quality and protecting the environment through implementation of alternative transportation system management strategies. The proposed plans would focus new development within transit-oriented districts and mixed-use corridors in commercial centers away from sensitive habitat, supporting the development of a public transportation system and transportation network that supports transit connectivity, bicycle and pedestrian policies. The proposed plans do not conflict with this policy.
Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures	Consistent. Growth and development under the proposed plans would prioritize infill development and redevelopment, provide greater connectivity among existing development, and promote a development pattern that maximizes provision of community facilities and services to residents which minimizes the need for auto travel and minimizes costs of infrastructure. These policies promote efficient development patterns that enhance the use and efficiency of existing transportation systems and enhancements.
Maximize the security of the transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent. The proposed plans' TIMPs consider working with adjacent jurisdictions and regional agencies to coordinate improvement projects and determining funding sources that would support a sustainable regional transportation system. The proposed plans do not conflict with this policy.

SOURCE: Atkins (2012).

SCAG Compass Growth Vision

SCAG has also undertaken a Compass Growth Visioning effort to emphasize the need to increase the overall quality of life for all residents, regardless of race, ethnicity, or income class. It emphasizes the need to promote and sustain the region's mobility, livability, and prosperity for the foreseeable future. Table 4.13-2 (Analysis of Potential Conflicts with the SCAG Growth Visioning) analyzes the proposed plans' consistency with applicable growth visioning strategies.

Table 4.13-2 Analysis of Potential Conflicts with SCAG Growth Visioning	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
Encourage transportation investments and land use decisions that are mutually supportive.	Consistent. The proposed plans encourage the development of land uses and densities that maximize ridership and support public investment in transit facilities by involve growth away from existing residential neighborhoods towards transit-oriented districts and mixed-use corridors in commercial centers. The policies are intended to create a well-connected network that supports a mix of land uses, encourages transit use, walking or bicycling, conserves energy resources, and reduces greenhouse gas emissions and air pollution. The proposed plans do not conflict with this policy.
Locate new housing near existing jobs and new jobs near existing housing.	Consistent. The proposed plans encourage the development towards transit-oriented districts and mixed-use corridors in commercial centers. The growth of the proposed plans is intended to enable residents and workers to meet their needs within the proposed plan area and provides important opportunities for employment, commercial, residential, mixed-use and activity centers. The proposed plans do not conflict with this policy.

Table 4.13-2 Analysis of Potential Conflicts with SCAG Growth Visioning	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
Encourage transit-oriented development.	Consistent. The proposed plans link land use to transportation by developing within transit-oriented districts and mixed-use corridors in commercial centers that would maximize ridership of existing transit systems. The proposed plans encourage the development of a diverse integrated, multi-modal transportation system that provides mobility options for the community, and maximizes the use of this system through the placement of land uses in close proximity to transit and provides safe connections. The proposed plans do not conflict with this policy.
Promote a variety of travel choices.	Consistent. The proposed plans are intended to establish and maintain a diverse, integrated, multimodal transportation system that provides mobility options for the community, including transit service, bike paths, pedestrian walkways, street improvements, and future rail alignments that supports the proposed plan area. The proposed plans would create an interconnected transportation system that encourages a shift in travel from private passenger vehicles to public transit, ride sharing, car-sharing, bicycling, and walking. As such, the proposed plans would promote a variety of travel choices. The proposed plans do not conflict with this policy.
Principle: Foster livability in all communities	
Promote infill development and redevelopment to revitalize existing communities.	Consistent. The proposed plans focus future development in established commercial and transit corridors and preserve single-family neighborhoods. The proposed plans do not conflict with this policy.
Promote developments which provide a mix of uses.	Consistent. The proposed plans focus a mix of uses along commercial and transit corridors and preserve single-family neighborhoods. The proposed plans do not conflict with this policy.
Promote “people-scaled,” walkable communities.	Consistent. The proposed plans would direct growth to transit hubs and corridors, increase transportation alternatives, make streets walkable and provide a continuous pedestrian and bicycle network that would make walking a convenient and safe way to travel. People-scaled components such as streetscapes and roadway design elements of future development would be encouraged under the proposed plans. The proposed plans do not conflict with this policy.
Support the preservation of stable, single-family neighborhoods.	Consistent. The proposed plans focus future development in established commercial and transit corridors and preserve single-family neighborhoods. The proposed plans do not conflict with this policy.
Principle: Enable prosperity for all people	
Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent. The proposed plans provide for a mix of housing types and focus future development along transit corridors and in established commercial areas. The proposed plans do not conflict with this policy.
Support educational opportunities that promote balanced growth.	Consistent. The proposed plans contain policies supporting educational opportunities across all income levels and promote balanced growth. The proposed plans do not conflict with this policy.
Ensure environmental justice regardless of race, ethnicity, or income class.	Consistent. The proposed plans focus growth in established commercial and transit corridors and provide for a mix of housing types. The proposed plans would not displace substantial numbers, if any, of housing. The proposed plans do not conflict with this policy.
Support local and state fiscal policies that encourage balanced growth.	Consistent. The proposed plans provide for a mix of housing types and focus future development along transit corridors and in established commercial areas. The proposed plans do not conflict with this policy.
Encourage civic engagement.	Consistent. The proposed plans include policies for cultural and recreational activities to facilitate public participation. The proposed plans do not conflict with this policy.
Principle: Promote sustainability for future generations	
Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent. The proposed plans provide for a mix of housing types and focus future development along transit corridors and in established commercial areas. The proposed plans do not conflict with this policy.

Table 4.13-2 Analysis of Potential Conflicts with SCAG Growth Visioning	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
Focus development in urban centers and existing cities.	Consistent. The proposed plans provide for a mix of housing types and focus future development along transit corridors and in established commercial areas. The proposed plans do not conflict with this policy.
Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent. The proposed plans provide for a mix of housing types and focus future development along transit corridors and in established commercial areas, which will reduce VMT and improve air quality. The proposed plans do not conflict with this policy.
Utilize "green" development techniques.	Consistent. The proposed plans include policies encouraging green building. All development in the City of Los Angeles is subject to green building ordinances, and the proposed plans would not conflict with this policy.

SOURCE: Atkins (2012).

Local

City of Los Angeles General Plan Transportation Element

The Transportation Element of the General Plan establishes a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. With respect to Transportation Demand Management, it includes Goals, Objectives and Policies that guide demand management in the city. The objectives related to reducing trips through programs and policies are summarized below in Table 4.13-3 (General Plan Policies Relevant to Transportation/Traffic).

Table 4.13-3 General Plan Policies Relevant to Transportation/Traffic	
TRANSPORTATION ELEMENT	
<i>Policy No.</i>	<i>Objective</i>
Policy 1	Expand neighborhood transportation services and programs to enhance neighborhood accessibility.
Policy 2	Reduce the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.
Policy 3	Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.
Policy 4	Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.
Policy 5	Provide for the efficient movement of goods and for adequate access to intermodal facilities.
Policy 6	Incorporate available local, state, and federal funding opportunities to provide sufficient financing for transportation improvements and programs.
Policy 7	Provide an ongoing evaluation of transportation programs to determine whether the goals and objectives of the Citywide General Plan Framework and this element are being met, or if these goals and objectives should be modified to reflect changing circumstances.
Policy 10	Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.
Policy 11	Preserve and enhance access to scenic resources and regional open space.

SOURCE: Los Angeles Department of City Planning, *General Plan of the City of Los Angeles*, Transportation Element (adopted September 8, 1999).

City of Los Angeles Municipal Code (LAMC)

LAMC Section 12.26 contains required Transportation Demand Management and Trip Reduction measures as described in the following paragraphs. Within the LAMC, Transportation Demand Management (TDM) is defined as the alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). Trip Reduction is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below.

Development in excess of 25,000 square feet (sf) of gross floor area shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees is likely to see it. The transportation information displayed should include, but is not limited to current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; Ridesharing promotion material supplied by commuter-oriented organizations; Regional/local bicycle route and facility information; a listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

Development in excess of 50,000 sf of gross floor area shall provide the above plus (1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 sf of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 sf of gross floor area; and (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.

Development in excess of 100,000 sf of gross floor area shall provide the above plus (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on site.

■ Proposed Plan Policies

Table 4.13-4 (Proposed Granada Hills–Knollwood Community Plan Policies) and Table 4.13-5 (Proposed Sylmar Community Plan Policies) list proposed plan policies that are applicable to transportation and traffic issues.

Table 4.13-4 Proposed Granada Hills–Knollwood Community Plan Policies	
<i>Policy No.</i>	<i>Policy</i>
Policy M1.1	Complete streets. Ensure the community is served by a complete street system with some streets strategically prioritized for target user(s) and other streets that connect the arterials to serve all users, as shown in Table 4.1, Priority Streets.
Policy M1.2	Mobility for Challenged Users. Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
Policy M1.3	Mobility Enhancements. Design developments that increase density or intensity by zone change, variance, conditional use permit, parcel map, subdivision or other discretionary action to provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, trails, bike lanes and enhanced bus stops to ensure that mobility needs are met.
Policy M1.4	Private Investment for Off-site Facilities/Amenities. Encourage new developments to include bicycle, pedestrian, and equestrian amenities and include off-site public transit and road improvements creating a circulation system that optimizes travel by all modes.
Policy M2.1	Streetscapes. Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees and landscaping, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds. Consider a Streetscape Plan for the downtown core along Chatsworth Street.
Policy M2.2	Special Events. Encourage and support special street closures for community activities such as street fairs, parades, farmer's markets, festivals and other civic events, especially along Chatsworth Street in the downtown core.
Policy M2.3	Watershed Management. Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, such as streetscape programs and other street improvement programs.
Policy M3.1	Safety for All Users. Minimize conflicts between the various modes of motorized and non-motorized transportation by designing and constructing roads, sidewalks, crosswalks, bike lanes and trails to their proper specifications with appropriate signage and well marked crossings to ensure safety for all users of the roadway, including buses, cars, pedestrians, bicyclists, and equestrians.
Policy M3.2	Safe School Routes. Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycling or by public transit.
Policy M3.3	Easements and Rights-of-Way. Encourage the safe utilization of easements and/or rights-of-way along flood control channels, utilities, railroad rights-of-way and streets wherever feasible for pedestrians, bicyclist, and equestrians.
Policy M3.4	Underutilized Right-of-Way. Repurpose underutilized roadway and rights-of-way for recreational uses.
Policy M3.5	Reclaimed Land. Incorporate trails and bicycle facilities into recreational reuse of reclaimed land such as of utility rights-of-way, flood control channels, and access roads.
Policy M4.1	Pedestrian Oriented Design. Encourage walking by orienting building entrances to face the streets and sidewalks when designing new developments and buildings.
Policy M4.2	Pedestrian Priority Routes. Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs. Investment in pedestrian improvements and programs for these segments should be encouraged.
Policy M4.3	Pedestrian Amenities. Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the sun, and street lighting that provides for safety at night, unless specifically prescribed by the community for trails, equestrian amenities, or rural aesthetics.
Policy M4.4	Chatsworth Street. Consider implementing angled parking or other parking strategies in Chatsworth Street's business core, to provide additional parking opportunities and to create a more pedestrian-friendly, environment.

Table 4.13-4 Proposed Granada Hills–Knollwood Community Plan Policies

<i>Policy No.</i>	<i>Policy</i>
Policy M5.1	Bikeway Connections. Provide bicycle access for open space areas, mixed-use corridors, commercial corridors, neighborhood districts and community centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations.
Policy M5.2	Bicycle Priority Streets. Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. Bicycle Priority streets are shown in Figure 4.4, Bikeway System and Bicycle Priority Streets.
Policy M5.3	Regional Coordination. Coordinate with appropriate City and County agencies, adjacent jurisdictions, non-profit organizations and the local community to require bikeways be linked with those existing and proposed in adjacent areas.
Policy M5.4	Bicycle Amenities. Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial developments, employment and transit centers, and park and ride facilities.
Policy M6.1	Trail System. Protect and expand the Trail System which reinforces the viability of equine uses and accessibility to open spaces and recreational opportunities by requiring new development, subdivision tracts, parcel maps, small lot subdivisions, and infrastructure improvement projects which abut or connect with a trail to develop and/or improve the Trail System.
Policy M6.2	Trail Connections. For projects over which a trail is designated or existing, as shown on the Trails System, require new developments, parcel maps, tracts, and small-lot subdivisions to dedicate an easement for public trail purposes and consider providing access to trails not provided by other dedicated public trails in the vicinity, connecting to existing dedicated public trails, and providing a trail linkage from the project to existing dedicated public trails. Trails may be located within developments and/or on the periphery of developments and the course of the trail may be altered to maximize land use as long as the altered course is safe and maintains connections and continuity to the Trails System and other trails. Design trails according to the Trail Design Guidelines.
Policy M6.3	Recreational Trails. Maintain, develop, and/or improve recreational trails in open space areas, agricultural land, and utility and public rights-of-way which link residents to parks, open space, public facilities, and other trails and create healthier and more sustainable communities. Encourage, where appropriate, a network of trails to facilitate recreational uses such as mountain biking, horseback riding, and hiking.
Policy M6.4	Support the Trail System to establish equestrian circulation as paramount to vehicular circulation needs on key streets in Granada Hills–Knollwood and to encourage investment in trail improvements and programs on these identified streets. Trail Priority streets.
Policy M6.5	Trail Amenities. Incorporate trail amenities that support the equestrian lifestyle, such as hitching and staging areas, within non-residential development sites that are adjacent to or near the Trails System.
Policy M6.7	Trail Safety. Incorporate appropriate safety measures, such as signage, crosswalks, equestrian waiting areas, and rider-height signal actuator buttons at signalized intersections, to accommodate equestrian use and minimize conflicts between equestrians, pedestrians, bicyclists and automobiles where trails are identified along arterial roadways. Streets where equestrian safety measures are recommended include Sesnon Boulevard from Longacre Road to Cascade Canyon Drive, Zelzah Avenue from Rinaldi Street to Sesnon Boulevard, and Mayerling Street from Rexbon Road to Shoshone Avenue.
Policy M6.8	Regional Coordination on Public Land. Coordinate with the necessary public agencies to acquire rights to improve the easements along the flood control channels and the high-tension transmission lines and areas of public open space, to be improved and developed as trails and linked with those of neighboring areas.
Policy M7.1	Scenic Highways. Continue to preserve existing scenic highways and byways and support programs to encourage the identification of additional scenic highways and/or byways within the community. Scenic Highways.
Policy M7.2	Viewshed Protection. Require development adjacent to a Scenic Highway to protect public views of scenic vistas to the maximum extent feasible; be adequately landscaped to soften the visual impact of the development; and, where appropriate, provide a turnout, vista points and other complementary facilities.
Policy M8.1	Transit Connections to Key Areas. Increase public transit access to neighborhood districts and community centers. Coordinate with Metro and the Department of Transportation to improve local, Metro Rapid, and community-level bus service.

Table 4.13-4 Proposed Granada Hills–Knollwood Community Plan Policies	
<i>Policy No.</i>	<i>Policy</i>
Policy M8.2	Development at Transit Nodes. Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.
Policy M8.3	Private Transit. Encourage new major developments to provide on-demand shuttle services to Metro stations, community centers, or destinations in and around Granada Hills–Knollwood.
Policy M9.1	Transit Priority Streets. Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. Transit Priority streets.
Policy M9.2	Transit Access and Amenities. Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collections mechanisms, shade trees, bicycle access and self-cleaning restrooms. Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle routes leading to transit waiting areas.
Policy M9.3	Street Enhancements for Buses. Support street improvements which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, and colored pavement.
Policy M9.4	Express Bus Focus. Connect express bus service, such as DASH, Commuter Express, Metro Rapid and Bus Rapid Transit, to transit centers; and park and ride facilities to key destinations within the Community Plan and region.
Policy M10.1	Priorities for Capacity Enhancements. Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.
Policy M10.2	Motorized Vehicle Priority Routes. Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. Motorized Vehicle Priority streets.
Policy M10.3	Access Management. Minimize driveways and consider the addition of medians or designated right-of-way for non-motorized traffic on Major and Secondary Highways to ensure the smooth and safe flow of vehicles, buses, pedestrians, equestrians and bicycles.
Policy M10.4	Alley Access. Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Major or Secondary highways.
Policy M10.5	Emergency Access. Develop, improve, and maintain hillside streets that are easily accessible to emergency vehicles.
Policy M10.6	Coordinated Evacuation Routes. Establish a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.
Policy M11.1	Traffic Calming. Support traffic calming measures and parking management for local and collector streets where demonstrated need exists and with active community involvement, while maintaining pedestrian and bicycle circulation.
Policy M11.2	Traffic Mitigations for Development. Require major developments to mitigate traffic impacts on residential neighborhoods.
Policy M12.1	Regional Coordination. Coordinate with Council of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ride sharing, bicycle sharing, and other TDM programs within the region.
Policy M12.2	Auto Trip Reduction. Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed use developments that reduce the number of VMT.
Policy M12.3	Alternatives to the Automobile. Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and recreational trails by encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).

Table 4.13-4 Proposed Granada Hills–Knollwood Community Plan Policies

<i>Policy No.</i>	<i>Policy</i>
Policy M12.4	TDM Plans. Encourage major development to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the single-driver automobile (i.e., carpools, vanpools, buses, telecommuting, bicycling, and walking).
Policy M12.5	Transportation Management Associations. Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools.
Policy M13.1	Industrial Center Siting. Site regional distribution centers and other industrial districts proximate to the freeway system, regional truck routes, and rail lines, avoiding adjacency to residential neighborhoods.
Policy M13.2	Efficient Truck and Freight Movement. Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize adverse impacts of freight transport on residential neighborhoods.
Policy M13.3	Efficient Truck and Freight Movement. Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize adverse impacts of freight transport on residential neighborhoods.
Policy M14.1	Parking Management Districts. Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.
Policy M14.2	Performance-based Parking Supply. Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.
Policy M14.3	Conversion of Surface Lots to Structures. Support the development of City-owned or other surface parking lots into parking structures where appropriate.
Policy M14.4	Parking Design. Design parking lots and structures to include decorative materials and to screen lots from view with landscaping and setbacks.
Policy M14.5	Convenient Parking. Provide public parking proximate to transit centers, commercial areas, and public facilities.
Policy M15.1	Park Once Strategy. Collaborate with the business community to improve parking services, including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts, especially on Chatsworth Street in the downtown core.
Policy M15.2	Priority Parking for Alternative Fuel Vehicles. Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.
Policy M15.3	Connections for Electric Vehicles. Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

Table 4.13-5 Proposed Sylmar Community Plan Policies

<i>Policy No.</i>	<i>Policy</i>
Policy M1.1	Complete streets. Ensure the community is served by a complete street system with some streets strategically prioritized for target user(s) and other streets that connect the arterials to serve all users, as shown in Table 4.1, Priority Streets.
Policy M1.2	Mobility for Challenged Users. Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
Policy M1.3	Mobility Enhancements. Design developments that increase density or intensity by zone change, variance, conditional use permit, parcel map, subdivision or other discretionary action to provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, trails, bike lanes and enhanced bus stops to ensure that mobility needs are met.
Policy M1.4	Private Investment for Off-site Facilities/Amenities. Encourage new developments to include bicycle, pedestrian, and equestrian amenities and include off-site public transit and road improvements creating a circulation system that optimizes travel by all modes.

Table 4.13-5 Proposed Sylmar Community Plan Policies

<i>Policy No.</i>	<i>Policy</i>
Policy M1.5	Modified Street Standards. Where there is evidence of physical or other constraints, or uses such as a transit station, the City should consider modified street standards to implement modal priorities to enhance neighborhood character and to facilitate a complete street network, as shown in Table 4.2, Street Reclassifications and Modifications and Figure 4.2, Modified Streets and Standards.
Policy M2.1	Streetscapes. Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees and landscaping, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.
Policy M2.2	Streetscape Plans. Support the development of Streetscape Plans for the following streets: San Fernando Road between Polk Street and Hubbard Street, Maclay Avenue between City boundary and Foothill Boulevard, Foothill Boulevard between Astoria Street and Hubbard Street, and Polk Street between De Garmo Avenue and Dronfield Avenue.
Policy M2.3	Special Events. Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events.
Policy M2.4	Watershed Management. Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, such as streetscape programs and other street improvement programs.
Policy M3.1	Safety for All Users. Minimize conflicts between the various modes of motorized and non-motorized transportation by designing and constructing roads, sidewalks, crosswalks, bike lanes and trails to their proper specifications with appropriate signage and well marked crossings to ensure safety for all users of the roadway, including buses, cars, pedestrians, bicyclists, and equestrians.
Policy M3.2	Safe School Routes. Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycling or by public transit.
Policy M3.3	Easements and Rights-of-Way. Encourage the safe utilization of easements and/or rights-of-way along flood control channels, utilities, railroad rights-of-way and streets wherever feasible for pedestrians, bicyclist, and equestrians.
Policy M3.4	Underutilized Right-of-Way. Repurpose underutilized roadway and rights-of-way for recreational uses.
Policy M3.5	Reclaimed Land. Incorporate trails and bicycle facilities into recreational reuse of reclaimed land such as of utility rights-of-way, flood control channels, and access roads.
Policy M4.1	Pedestrian Access. Encourage walking by orienting building entrances to face the streets and sidewalks when designing new developments and buildings. Promote well-designed retail with transparent facades to allow visibility of commercial uses and encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, green spaces or a public focal point. Discourage "superblocks."
Policy M4.2	Pedestrian Priority Routes. Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs. Investment in pedestrian improvements and programs for these segments should be encouraged.
Policy M4.3	Pedestrian Amenities. Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the sun, and street lighting that provides for safety at night, unless specifically prescribed by the community for trails, equestrian amenities, or rural aesthetics.
Policy M5.1	Bikeway Connections. Provide bicycle access for open space areas, mixed-use corridors, commercial corridors, neighborhood districts and community centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations.
Policy M5.2	Bicycle Priority Streets. Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. Bicycle Priority streets are shown in Figure 4.4, Bikeway System and Bicycle Priority Streets.

Table 4.13-5 Proposed Sylmar Community Plan Policies

<i>Policy No.</i>	<i>Policy</i>
Policy M5.3	Public Improvements. Implement public right-of-way improvements on Eldridge Avenue, Roxford Street, and Olive Drive and restripe sections of these streets to provide two lanes of travel and allow for bicycle lanes on both sides of the street.
Policy M5.4	Regional Coordination. Coordinate with appropriate City and County agencies, adjacent jurisdictions, non-profit organizations and the local community to require bikeways be linked with those existing and proposed in adjacent areas.
Policy M5.5	Bicycle Amenities. Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial developments, employment and transit centers, and park and ride facilities.
Policy M6.1	Trail System. Protect and expand the Trail System which reinforces the viability of equine uses and accessibility to open spaces and recreational opportunities by requiring new development, subdivision tracts, parcel maps, small lot subdivisions, and infrastructure improvement projects which abut or connect with a trail to develop and/or improve the Trail System, as shown on Figure 4.5, according to trail design guidelines.
Policy M6.2	Trail Priority Streets. Support the Trails System to establish equestrian circulation as paramount to vehicular circulation needs on key streets in Sylmar and to encourage investment in trail improvements and programs on these identified streets. Trail Priority streets are shown in Figure 4.5, Trails System and Priority Streets.
Policy M6.3	Public Improvements. Implement right-of-way improvements on Bledsoe Street between Glenoaks Boulevard and Olive View Drive to maintain existing roadway conditions and allow for a trail on the south side of the street.
Policy M6.4	Trail Connections. For projects over which a trail is designated or existing, as shown on the Trails System, require new developments, parcel maps, tracts, and small-lot subdivisions to dedicate an easement for public trail purposes and consider providing access to trails not provided by other dedicated public trails in the vicinity, connecting to existing dedicated public trails, and providing a trail linkage from the project to existing dedicated public trails. Trails may be located within developments and/or on the periphery of developments, and the course of the trail may be altered to maximize land use as long as the altered course is safe and maintains connections and continuity to the Trails System and other trails. Design trails according to the Trail Design Guidelines.
Policy M6.5	Recreational Trails. Develop and/or improve recreational trails in open space areas and agricultural land which link residents to parks, open space, public facilities, and other trails and create healthier and more sustainable communities.
Policy M6.6	Trail Amenities. Incorporate trail amenities that support the equestrian lifestyle, such as hitching and staging areas, within non-residential development sites that are adjacent to or near the Trails System.
Policy M6.7	Trail Safety. Incorporate appropriate safety measures, such as signage, crosswalks, equestrian waiting areas, and rider-height signal actuator buttons at signalized intersections, to accommodate equestrian use and minimize conflicts between equestrians, pedestrians, bicyclists and automobiles where trails are identified along arterial roadways.
Policy M6.8	Regional Coordination on Public Land. Coordinate with the necessary public agencies to acquire rights to improve the easements along the flood control channels and the high-tension transmission lines and areas of public open space, to be improved and developed as trails and linked with those of neighboring areas.
Policy M8.1	Transit Connections to Key Areas. Increase public transit access to neighborhood districts, community centers and mixed use boulevards.
Policy M8.2	Development at Transit Nodes. Facilitate development and public improvements at the Sylmar-San Fernando Metrolink station and intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the public transit system.
Policy M8.3	Private Transit. Encourage new major developments to provide on-demand shuttle services to the Sylmar/San Fernando Metrolink Station, local Metro bus stops, community centers, mixed use boulevards, and other destinations within the community.
Policy M9.1	Transit Priority Streets. Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. Transit Priority streets are shown in Figure 4.7, Public Transit System and Priority Streets.

Table 4.13-5 Proposed Sylmar Community Plan Policies

<i>Policy No.</i>	<i>Policy</i>
Policy M9.2	Transit Improvements. Support the development of multi-modal transit plazas on San Fernando Road and Glenoaks Boulevard, near Hubbard Street. The closure of Truman Avenue is recommended in order to create a public plaza and improve transit connections and access.
Policy M9.3	Transit Amenities and Access. Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms, shade trees, bicycle access and self-cleaning restrooms. Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle routes leading to transit waiting areas.
Policy M9.4	Street Enhancements for Buses. Support street improvements, particularly along Hubbard Street, which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, and colored pavement.
Policy M9.5	Express Bus Focus. Connect express bus service, such as DASH, Commuter Express, METRO Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within Sylmar, including major industrial districts and shopping centers, Mission College, and local parks.
Policy M9.6	High-Speed Rail. Conduct studies to determine the appropriate uses and amenities necessary to increase ridership, while balancing the needs of the community, if a high-speed rail station or line is planned for Sylmar.
Policy M10.1	Priorities for Capacity Enhancements. Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.
Policy M10.2	Motorized Vehicle Priority Streets. Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. Motorized Vehicle Priority streets are shown in Figure 4.8, Motorized Vehicle Priority Streets.
Policy M10.3	Traffic Circulation. Improve traffic circulation by either making Truman Avenue a one-way street or vacating and closing it north of Hubbard Street in order to remove the redundancy of vehicular circulation space.
Policy M10.4	Access Management. Minimize driveways and consider the addition of medians or designated right-of-way for non-motorized traffic on Major and Secondary Highways to ensure the smooth and safe flow of vehicles, buses, pedestrians, equestrians, and bicycles.
Policy M10.5	Alley Access. Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access to properties fronting on Major or Secondary highways.
Policy M10.6	Emergency Access. Develop, improve, and maintain hillside streets that are easily accessible to emergency vehicles.
Policy M10.6	Coordinated Evacuation Routes. Establish a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.
Policy M11.1	Traffic Calming. Support traffic calming measures and parking management for local and collector streets where demonstrated need exists and with active community involvement.
Policy M11.2	Traffic Mitigations for Development. Require major developments to mitigate traffic impacts on residential neighborhoods.
Policy M12.1	Regional Coordination. Coordinate with Council of Government and regional transportation planning agencies (such as SCAG and METRO) and adjacent cities to improve shuttle services, encourage ride sharing, bicycle sharing, and other TDM programs within the region.
Policy M12.2	Auto Trips. Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed use developments that reduce the number of VMT.
Policy M12.3	Alternatives to the Automobile. Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and recreational trails by encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).

Table 4.13-5 Proposed Sylmar Community Plan Policies

<i>Policy No.</i>	<i>Policy</i>
Policy M12.4	TDM Plans. Encourage major development to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the single-driver automobile (i.e. carpools, van pools, buses, telecommuting, bicycling, and walking, etc.)
Policy M12.5	Transportation Management Associations. Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools.
Policy M13.1	Industrial Center Siting. Site regional distribution centers and other industrial districts proximate to the freeway system, regional truck routes, and rail lines, avoiding adjacency to residential neighborhoods.
Policy M13.2	Goods Movement. Encourage the efficient movement of goods by rail through development of efficient intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system. Limit truck traffic in residential and commercial areas to designated truck routes.
Policy M13.3	Freight Rail Line. Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.
Policy M13.4	Truck Movement. Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize the adverse impacts of freight transport on residential neighborhoods.
Policy M13.5	On-site Loading. Ensure that all commercial and industrial development have adequate off-street accommodations for loading and unloading of commercial vehicles. Minimize potential conflicts between truck loading and unloading and pedestrian, bicycle, and transit access and circulation.
Policy M14.1	Parking Management Districts. Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.
Policy M14.2	Performance-based Parking Supply. Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.
Policy M14.3	Conversion of Surface Lots to Structures. Support the development of City-owned or other surface parking lots into parking structures where appropriate.
Policy M14.4	Convenient Parking. Provide public parking proximate to transit centers, mixed-use boulevards, and public facilities, particularly within a quarter mile of the Sylmar/San Fernando Metrolink Station.
Policy M15.1	Reduced Parking near Transit Centers. Consider reductions in parking requirements for projects located within 1,500 feet of the Sylmar/San Fernando Metrolink Station.
Policy M15.2	Park Once Strategy. Collaborate with the Sylmar Business Improvement District to improve parking services along San Fernando Road, Foothill Boulevard, and Glenoaks Boulevard, including shared-parking facilities in appropriate locations to more effectively use the overall parking supply and implement a "park once and walk" strategy for commercial districts.
Policy M15.3	Priority Parking for Alternative Fuel Vehicles. Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.
Policy M15.4	Connections for Electric Vehicles. Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

4.13.3 Project Impacts and Mitigation

■ Analytic Method

Capacity and Level of Service Analysis Methodology

Development proposals that involve large areas which are not expected to be fully implemented until 2030 or beyond (such as Community Plans) are not analyzed effectively by detailed intersection

volume/capacity analyses. In cases such as these, roadway segment level of service analyses are sufficient as a means to determine service capacity and projected deficiencies of the roadway network in the community.

Level of Service (LOS) is a qualitative measure used to describe the conditions of traffic, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in Table 4.13-6 (Level of Service Interpretation). The City of Los Angeles Department of Transportation (LADOT) has established LOS D as a minimum satisfactory level of service. As seen in Table 4.13-6, LOS is related to the ratio of traffic demand volume to capacity (V/C) for a street segment.

Table 4.13-6 Level of Service Interpretation		
LOS	Definition	V/C Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation.	0.00–0.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.61–0.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71–0.80
D	Fair Operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long standing traffic queues. <u>This level is typically associated with design practice for peak periods.</u>	0.81–0.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.91–1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00

SOURCE: Transportation Research Board, *Highway Capacity Manual*, Special Report 209 (Washington, D.C.: 2000).

Existing Operating Conditions—Methodology

In order to understand the operating conditions of traffic, it is important to understand the concept of level of service and the methodology used to determine the LOS. Level of service is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions. The methodology used to determine the link LOS involves the calculation of the V/C ratio on each of the links.

Assumed capacities on roadway links were developed in conjunction with LADOT. The capacities reflect the maximum number of vehicles per hour that can be reasonably carried on the roadway under prevailing traffic conditions. The assumed roadway capacities for each type of facility used are described in Table 4.13-7 (Roadway Capacities by Facility Type):

<i>Facility Type</i>	<i>Hourly Capacity (veh./lane/hour)</i>
Freeway mainline	2,000
Freeway ramp	600
Freeway connector	1,600
Two-way major arterial	800
Two-way secondary arterial	700
Collector and local streets	600

SOURCE: Los Angeles Department of Transportation (2009).

Model Refinement

The Southern California Association of Governments (SCAG) travel demand model was used for the traffic analysis. The SCAG model was focused and refined in order to provide a tool to analyze future impacts due to growth and changes in land use in the CPAs. Socioeconomic data (SED) from SCAG such as housing, population, and jobs was identified for the CPAs. This data is placed in the model through the use of traffic analysis zones (TAZ) which represent geographic areas. The TAZs and roadway network in the SCAG model are large and less refined, so for the CPAs, it required the disaggregation of TAZs, addition of collector roads to the street network and updates of the SCAG socioeconomic data (SED). The following is a short discussion of the refinement work conducted for the CPAs.

The number of TAZs was increased from fifteen (15) zones to thirty-one zones (31) in the Granada Hills–Knollwood CPA and from nine (9) to thirty-seven (37) zones in the Sylmar CPA. The new zone boundaries were determined based on current and future land use/development boundaries. Figure 4.13-8 (Traffic Analysis Zones in the Granada Hills–Knollwood CPA) and Figure 4.13-9 (Traffic Analysis Zones in the Sylmar CPA) shows the new refined zone system in the Granada Hills–Knollwood and Sylmar CPAs.

Information regarding the street system in and around the CPAs needed to be further detailed to conduct a community plan level of analysis. The SCAG model contained roadways only down to the secondary arterial level. The goal of the network refinement task was to add all roadways in the model that were determined to be significant for the study, including all major and secondary roadways. Most collector streets were also added to the models network, although some discontinuous or dead-end roadways could not be modeled.

Selected Highway Segments for Analysis

A majority of the streets in both CPAs are designated as collectors and local streets. This is true even of non-continuous streets and streets that provide only local access. In reality, many of the local access and non-contiguous streets function and operate as local streets. Such roadways seldom experience significant traffic impacts due to congestion but they are often used as cut-through routes by drivers seeking to avoid congestion on nearby major or secondary highways.

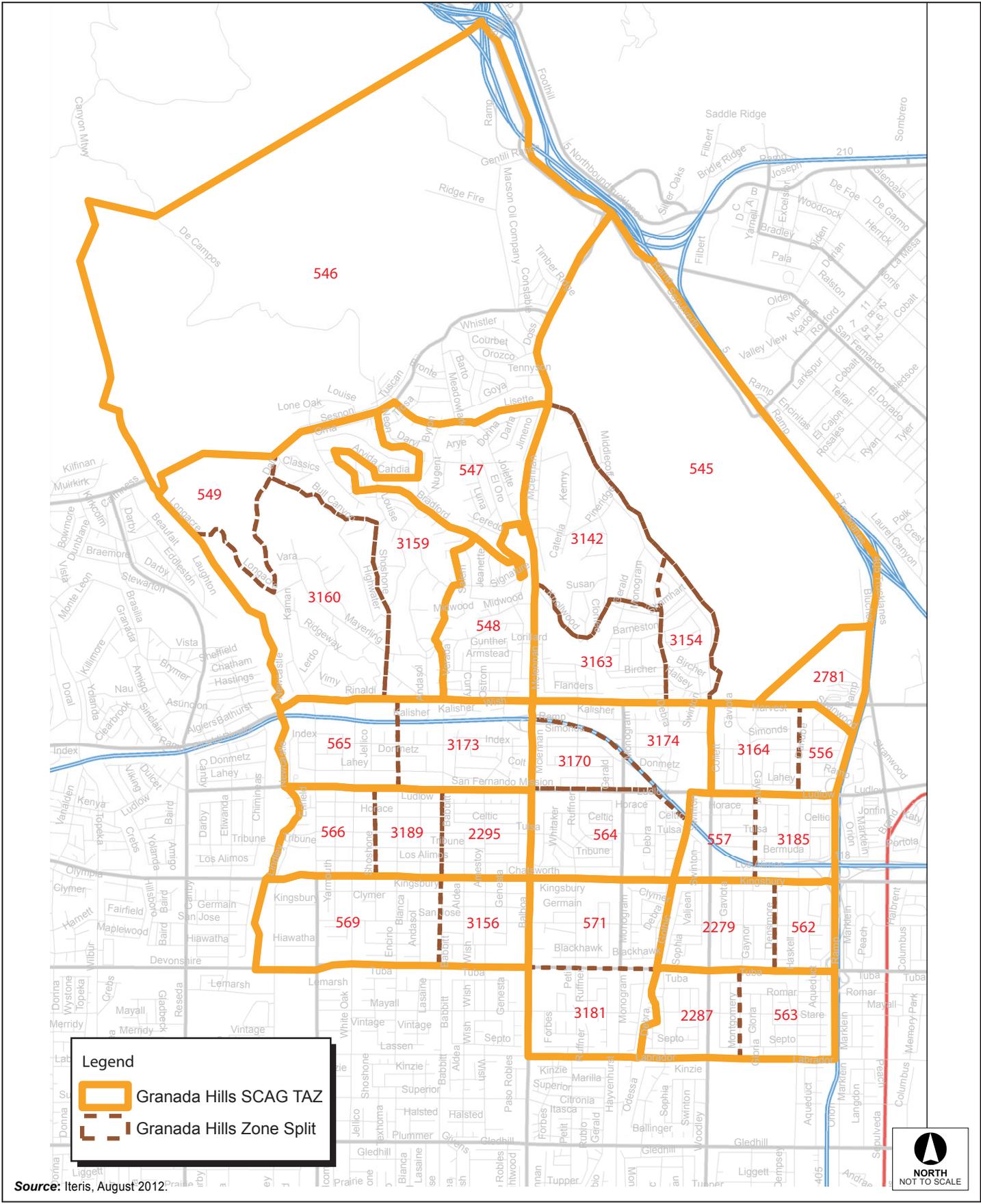


Figure 4.13-8
Traffic Analysis Zones in the Granada Hills-Knollwood CPA

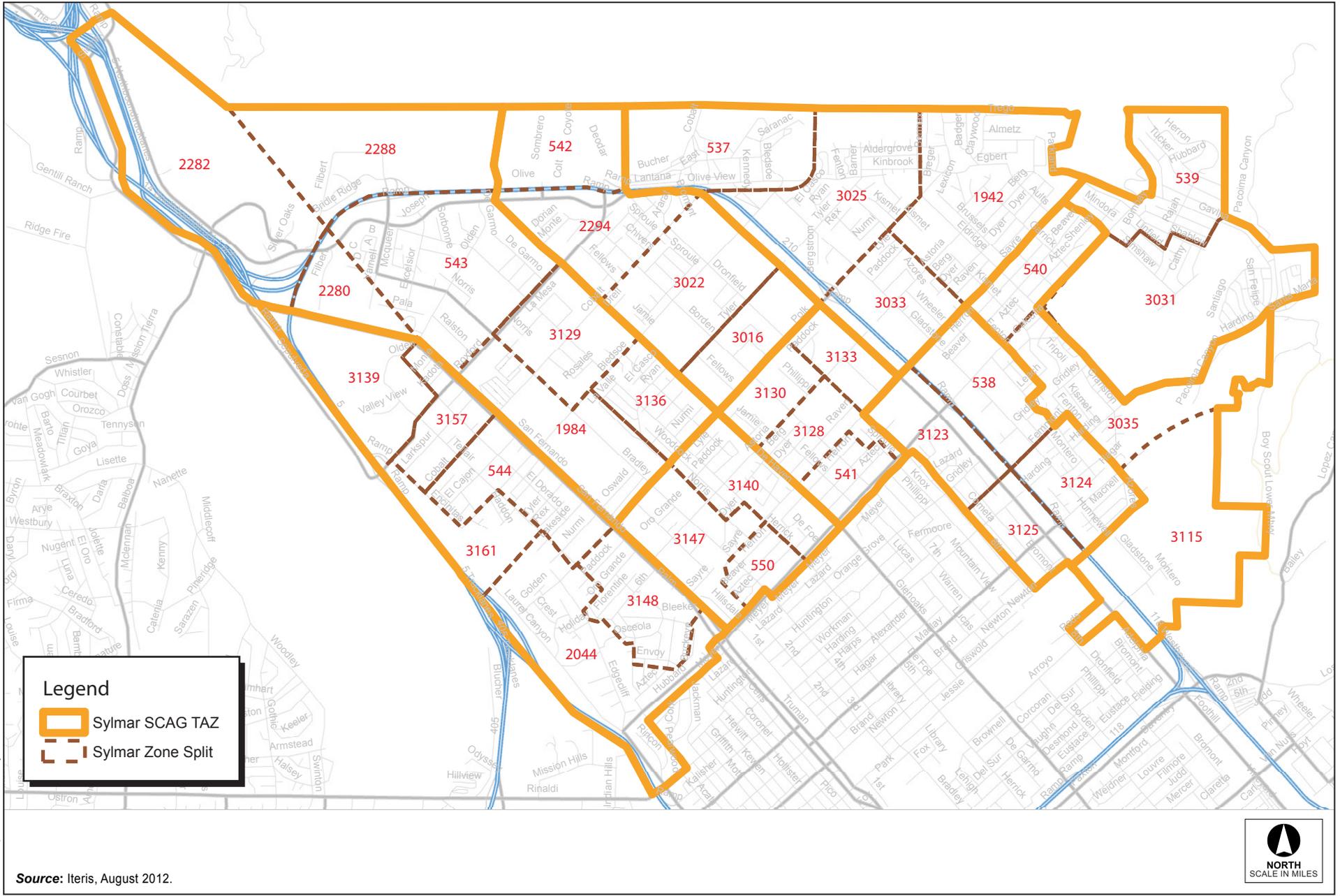


Figure 4.13-9
Traffic Analysis Zones in the Sylmar CPA

One of the purposes of the Granada Hills–Knollwood and Sylmar Community Plan TIMPs is to identify transportation facilities that may need improvements in order to facilitate regional and inter-community connections. The Community Plan TIMPs examined collector-level and higher facilities within the City's jurisdiction. The reason for evaluating these facilities is that, typically, streets designated as Collectors, Secondary, and Major Class II Highways play a significant role in the movement of traffic. The analysis of the Link Levels of Service (LOS) conducted in this study follows this recommendation. Within the Granada Hills–Knollwood and Sylmar CPAs, all roadways designated collector-level and higher are analyzed for impact significance.

Existing (2005) Traffic Conditions

Granada Hills–Knollwood Community Plan

Table 4.13-8 (Granada Hills–Knollwood Existing [2005] Conditions Arterial Summary) summarizes the Existing Traffic Conditions and includes the Vehicle Miles Traveled (VMT), vehicle hours of travel (VHT), and average speed on the streets within the Granada Hills–Knollwood Community Plan Area. VMT is a measure of how much and how far people are driving. The higher the VMT, the more auto travel there is, with related increases in emissions. VHT is a measure of how much time is spent traveling. Increasing VHT indicates more time spent in slower-moving, congested streets. A total of approximately 3 percent of Granada Hills–Knollwood's roadways (19 of 732 Links) currently operate at an LOS E or F in the Existing Traffic Conditions. The volume-weighted V/C ratio is 0.598 for the Existing Traffic Conditions. This indicates that on average, the streets in the Sylmar utilize approximately 59.8 percent of capacity in the PM peak hour. VMT and VHT are highest in the PM peak period when commercial and retail trips overlap with commute trips.

Table 4.13-8 presents data for the PM peak hour when commercial and retail trips overlap with commute trips.

Table 4.13-8 Granada Hills–Knollwood Existing (2005) Conditions Arterial Summary	
<i>Existing Traffic Conditions</i>	
VMT	243,454
VHT	5,804
Average Speed (mph)	42
Weighted Average V/C	0.598
Links at LOS E or F	19
% of Links at LOS E or F	3%

SOURCE: Iteris, *Granada Hills–Knollwood New Community Plan Transportation Improvement Mitigation Program (TIMP)* (2011).

Sylmar

Table 4.13-9 (Sylmar Arterial Existing [2005] Conditions Arterial Summary) summarizes the Existing Traffic Conditions and includes the VMT, VHT, and average speed on the streets within the Sylmar Community Plan Area. VMT is a measure of how much and how far people are driving. The higher the

VMT, the more auto travel there is, with related increases in emissions. VHT is a measure of how much time is spent traveling. Increasing VHT indicates more time spent in slower-moving, congested streets. A total of approximately 2 percent of Sylmar’s roadways (13 of 610 Links) currently operate at an LOS E or F in the Existing Traffic Conditions. The volume-weighted V/C ratio is 0.452 for the Existing Traffic Conditions. This indicates that on average, the streets in the Sylmar utilize approximately 45.2 percent of capacity in the PM peak hour. VMT and VHT are highest in the PM peak period when commercial and retail trips overlap with commute trips.

Table 4.13-9 presents data for the PM peak hour when commercial and retail trips overlap with commute trips.

Table 4.13-9 Sylmar Existing (2005) Conditions Arterial Summary	
<i>Existing Traffic Conditions</i>	
VMT	164,195
VHT	4,586
Average Speed (mph)	36
Weighted Average V/C	0.452
Links at LOS E or F	13
% of Links at LOS E or F	2%

SOURCE: Iteris, *Sylmar New Community Plan Transportation Improvement Mitigation Program (TIMP)* (2011).

Congestion Management Program Methodology

The Congestion Management Program (CMP) for Los Angeles County, first developed by the Metropolitan Transportation Authority in 1992, is a state-mandated program enacted by the state legislature with the passage of Assembly Bill 471 (1989), as amended by Assembly Bills 1791 (1990), 1435 (1992), and 3090 in June 1990. It has been developed to meet the requirements of Section 65089 of the California Government Code and is intended to address regional congestion by linking transportation, land use and air quality decisions.

The CMP is a key link in countywide, multi-modal planning and program implementation. The CMP includes a deficiency plan that is designed to implement strategies that either fully mitigate congestion or alternatively, provide measurable improvement to congestion and air quality. With the inclusion of the deficiency plan, the CMP strengthens partnership among local jurisdictions, Metro, and other regional agencies.

The CMP’s Transportation Impact Analysis (TIA) prepared for this project compares future growth in vehicle trips associated with land use changes and future development under 2030 Proposed Land Use Plan Conditions to the 2030 Current Land Use Plan Conditions. The refined model developed for the Granada Hills–Knollwood and Sylmar Community Plan TIMPs was used to forecast traffic conditions expected to occur in Year 2030 under the two conditions.

Only weekday PM peak period forecast were considered to analyze the impacts of the proposed plans. Based on the SCAG trip-generation survey, “Home-Work” trips (as a percentage of daily traffic by all trip types) generated about the same percentage for both AM and PM peak periods, whereas the percentages of “Other-Work” and “Non-Work” trips were substantially higher in the PM peak period than the AM peak period. Therefore, it can be assumed that the weekday PM peak period traffic volumes would be higher than AM peak period traffic and hence, will provide the worst-case scenario analyses.

As presented in the 2010 CMP for Los Angeles County, CMP TIA guideline, particularly intersection analyses are well suited towards analysis of projects where land use types and design details are known. Where land uses are not defined (such as with projects that are limited to zone designations and parcel size with no information on access locations), the level of detail in TIA should be adjusted accordingly. This applies directly to redevelopment plans, citywide general plans and in this case, community level plans. In such cases, where project definition is insufficient for meaningful intersection level of service, CMP arterial segment analysis is conducted instead of intersection level.

CMP analysis is typically conducted on all CMP identified highway facilities. This includes CMP roadway segments where the proposed project will add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

In this study, the CMP analysis is refined as allowed under Appendix D.3 of the 2010 CMP for Los Angeles County to be more suited to the goals of the TIMP for the Granada Hills–Knollwood and Sylmar CPAs. Because mitigation of freeway impact is beyond the scope of the Community Plan TIMPs, freeway segment analysis is not conducted under this study. Freeway segment analysis may be conducted as a separate analysis outside of the Community Plan TIMP and Community Plan Program effort. The refined travel demand model can readily provide this level of information.

■ Thresholds of Significance

In order to determine transportation impacts, the following criteria have been developed by LADOT for use in all community plan projects. These criteria are specified in LADOT’s *Traffic Study Policies and Procedures (TSPP)* for the City of Los Angeles, and are used to determine if there is a significant transportation impact associated with the proposed land use plans that should be mitigated by the proposed TIMPs.

The roadway system within the CPAs is considered to be significantly impacted if one or both of the following conditions exist:

- The “volume-weighted” average V/C ratio under the 2030 proposed plans (including implementation of the TIMP) conditions for all of the analyzed roadway segments substantially exceeds that of 2005 Existing Traffic Conditions; or
- The percentage of links projected to operate at unsatisfactory levels of service (LOS E or F) under the proposed plans with TIMP conditions substantially exceeds the percentage for 2005 Existing Traffic Conditions.

The volume-weighted V/C ratio is used in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The volume

weighted average V/C ratio is calculated by taking the volume of each link and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the entire network in the CPAs.

In addition to these thresholds, the following thresholds from the 2012 CEQA Guidelines Appendix G are used. The project would have a significant impact if it would:

- Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access

■ Effects Not Found to Be Significant

As described in section 4.0, Introduction to the Analysis, one of the thresholds of significance addresses areas in which the proposed plan would have no effect whatsoever on the identified resource as established by the threshold of significance. These are discussed in the subsection of each section entitled “Effects Not Found to Be Significant.” Based on the above thresholds from the 2012 CEQA Guidelines Appendix G, the following effects are not found to be significant.

The nearest airport to the Granada Hills–Knollwood and Sylmar CPAs is the Van Nuys Municipal Airport, located at 16461 Sherman Way in Van Nuys. The next closest airport is the Burbank–Glendale–Pasadena Airport, also known as the Bob Hope Airport, located at 2627 N. Hollywood Way, Burbank. While planes from both airports may cross over the CPAs, they are at a substantial altitude and are not yet within the noise contours of either airport that constitute take-off and approach paths. No portion of either CPA is located within the Airport Land Use Plan (ALUP) for these airports.

The majority of land use changes in the proposed plans consists of General Plan Amendments to create consistency with Framework Land Use designations, create consistency between existing land uses on parcels or with existing surrounding uses, restrict incompatible uses, and correct minor errors. The proposed plans would not change overall land use patterns within the CPAs as identified in the 1996 Granada Hills–Knollwood and 1997 Sylmar Community Plan, respectively, but do propose some land use changes as described in Chapter 3 (Project Description) of this EIR. Nothing in the proposed plans would result in a change in air traffic patterns. Therefore, there is *no impact* with respect to air traffic patterns.

The proposed plans do not propose specific development projects. Therefore, it is unknown whether future projects implemented under the proposed plans would contain sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. None of the design guidelines included in the proposed plans would promote such design features. As each development project undergoes environmental review, an assessment will be required to determine if the project contains such features, which would require design changes or mitigation consistent with City of Los Angeles and Los

Angeles DOT requirements. On a program level, there would be *no impact* with respect to safety hazards resulting from design features.

■ Less-Than-Significant Impacts

Impact 4.13-1 Implementation of the proposed plans would not conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This impact is *less than significant*.

The Congestion Management Plan (CMP) Highway System (HS) includes specific roadways, which include State Highways and CMP arterial monitoring locations/intersections. According to the 2010 CMP for Los Angeles County, there are no CMP arterial roadway intersections within the Granada Hills–Knollwood or Sylmar CPAs. Therefore, no CMP analysis is required.

■ Significant and Unavoidable Impacts

Impact 4.13-2 Implementation of the proposed plans could result in inadequate emergency access during construction unless mitigated. Implementation of mitigation measure MM4.13-1 would reduce this impact, but not to less than significant. Therefore, this impact is *significant and unavoidable*.

The City requires that all development plans are submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius in compliance with existing City regulations. Construction and operation activities within the CPAs with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City’s permitting process, which coordinates with the Police and Fire Departments to ensure that emergency access is maintained at all times. Plan policies and guidelines, existing rules and regulations, and implementation of mitigation measure MM4.13-1 would help ensure that emergency access is maintained at all times, and would reduce this impact, but not to less than significant. Therefore this impact would be considered *significant and unavoidable*. The program-level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project level development. Future development requiring discretionary action will be evaluated under project-level environmental clearance.

Impact 4.13-3 The volume-weighted average V/C ratio under the proposed plans would exceed that of existing traffic conditions, and the percentage of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions. Implementation of mitigation measure MM4.13-1 would reduce this impact, but not to a less-than-significant level. The impact is *significant and unavoidable*.

Granada Hills–Knollwood

Proposed Granada Hills–Knollwood Community Plan with TIMP

The majority of the land use changes proposed by the Granada Hills–Knollwood Community Plan consist of General Plan Amendments to create consistency with Framework Land Use designation, create consistency between existing land uses, restrict incompatible uses, and correct minor errors, as shown in Appendix B (Granada Hills–Knollwood Community Plan Program Existing and Draft Land Use/Zone Change Matrix). The land use changes included in the Granada Hills–Knollwood Community Plan concentrate development in along major highways such as Chatsworth Street, Devonshire Street, and Balboa Boulevard, in order to preserve single family residential throughout, but especially in the hillsides with very low to minimum residential densities. Several planning sub-areas in the Granada Hills–Knollwood CPA would also be zoned to reduce the allowed Floor Area Ratio (FAR). Beyond these changes, the Granada Hills–Knollwood Community Plan does not introduce major changes to land use in the CPA.

Maximum build-out of the Granada Hills–Knollwood Community Plan would result in an increase in population of 7,472 persons, 4,428 dwelling units, and 5,237 new jobs compared to existing conditions.

Proposed Network Changes

Under the proposed plan, the following changes were analyzed:

- Addition of angled parking along Chatsworth Street, from Zelzah Avenue to Amestoy Avenue
- Incorporation of bicycle lanes along Sesnon Boulevard, from Balboa Boulevard to Bradford Place, and bicycle friendly street, from Bradford Place to Aliso Canyon (western community plan boundary); addition of trails along Sesnon Boulevard, from Cascade Canyon to Aliso Canyon
- Incorporation of bicycle lanes along San Fernando Mission Boulevard, from I-405 to Louise Avenue, and a bicycle friendly street, from Louise Avenue to Aliso Canyon
- Incorporation of bicycle lanes along Devonshire Street, from Aliso Canyon to I-405 (eastern community plan boundary)
- Incorporation of bicycle lanes along Balboa Boulevard, from San Fernando Road to Lassen Street
- Implementation of the adopted City Bicycle Plan, which includes new categories of bikeways, including “Bicycle Friendly Streets”
- Implementation of the Granada Hills–Knollwood Trail System

Transportation Improvement and Mitigation Program (TIMP)

The proposed Granada Hills–Knollwood Community Plan includes a Transportation Improvement and Mitigation Program (TIMP) (Appendix F1 of this EIR). It consists of the following elements:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Non-Motorized Transportation
- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Neighborhood Traffic Mitigation Plans
- Parking Policies

Programs and policies for each element are included in the TIMP. The major emphasis of the TIMP is to encourage alternative modes of transportation—transit use, bicycling, walking or ridesharing—to reduce vehicle trips generated in the community. Since Granada Hills–Knollwood is a built-out suburban area, there is little emphasis on additional roadway improvements. The TIMP includes strategies that encourage alternative modes of travel, such as the creation of pedestrian friendly environments and providing bicycle improvements. The TIMP includes strategies that encourage alternative modes of travel, such as the creation of pedestrian friendly environments and providing bicycle and trail improvements. Figure 4.13-10 (Proposed Street Designations [Granada Hills–Knollwood CPA]) illustrates the street designations proposed.

Future Year 2030 Without Project

The 2030 Future Year Without Project with Committed Roadway Network (Current Land Use Plan) is an analysis of what would occur if no changes were made to the current land use plan. Table 4.13-10 (Granada Hills–Knollwood [Year 2030 Without Project Arterial Summary]) shows the Future Without Project Arterial Summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (with a V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. Without the project, a total of 14 percent (104 links) of Granada Hills–Knollwood roadways are forecast to operate at an LOS E and F in the Future Without Project Scenario.

Table 4.13-10 Granada Hills–Knollwood Year 2030 Without Project Arterial Summary

VMT	367,290
VHT	11,329
Avg Speed (mph)	32
Weighted Avg V/C	0.898
# of Links at LOS E or F	104
% of Links at LOS E or F	14%
SOURCE: Iteris (2012)	

The volume-weighted V/C ratio is 0.898 in the 2030 Current Land Use Plan. This indicates that on average, the streets in the Granada Hills–Knollwood CPA utilize approximately 89.8 percent of roadway capacity in the PM peak. Table 6 (Existing Traffic Conditions) of the TIMP (Appendix F1 of this EIR) shows the Future Year 2030 Without Project level of service for each arterial segment in the Granada Hills–Knollwood CPA.

Future Year 2030 With Project

The Future Year 2030 With Project consists of the proposed land use plan, along with proposed network changes. The proposed land use plan concentrates development along major highways, such as Chatsworth and Devonshire Streets, and within existing multiple family residential neighborhoods. The number of jobs in the Granada Hills–Knollwood CPA is forecast to grow to 20,194 in 2030, an increase of 5,237 jobs, or 35 percent over the current 14,957 jobs in Granada Hills–Knollwood. An effect of the proposed land use plan, however, is to create areas within the CPA where the mix of housing and jobs are in proximity to one another, such as the Chatsworth Street area.

Evaluation of the Year 2030 With Project began with evaluation of the proposed Granada Hills–Knollwood Community Plan on the committed roadway network system, and then a series of network alternatives were evaluated in order to develop the proposed roadway network and TIMP.

Table 4.13-11 (Year 2030 With Project Arterial Summary [Granada Hills–Knollwood]) shows the year 2030 arterial summary, which includes VMT, VHT, and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of 20 percent of Granada Hills–Knollwood roadways are forecast to operate at an LOS E and F (144 Links) in the 2030 With Project (Proposed Land Use Plan with TIMP) scenario. The volume-weighted V/C ratio is 0.952, which indicates that on average, the streets in the Granada Hills–Knollwood CPA would utilize approximately 95.2 percent of roadway capacity in the PM peak hour. Table A-3 (Proposed Land Use Plan with TIMP) (Appendix F1 of this EIR) shows the level of service for each arterial segment in the Granada Hills–Knollwood CPA.

VMT	368,535
VHT	11,386
Avg Speed (mph)	32
Weighted Avg V/C	0.952
# of Links at LOS E or F	144
% of Links at LOS E or F	20%
SOURCE: Iteris (2012)	

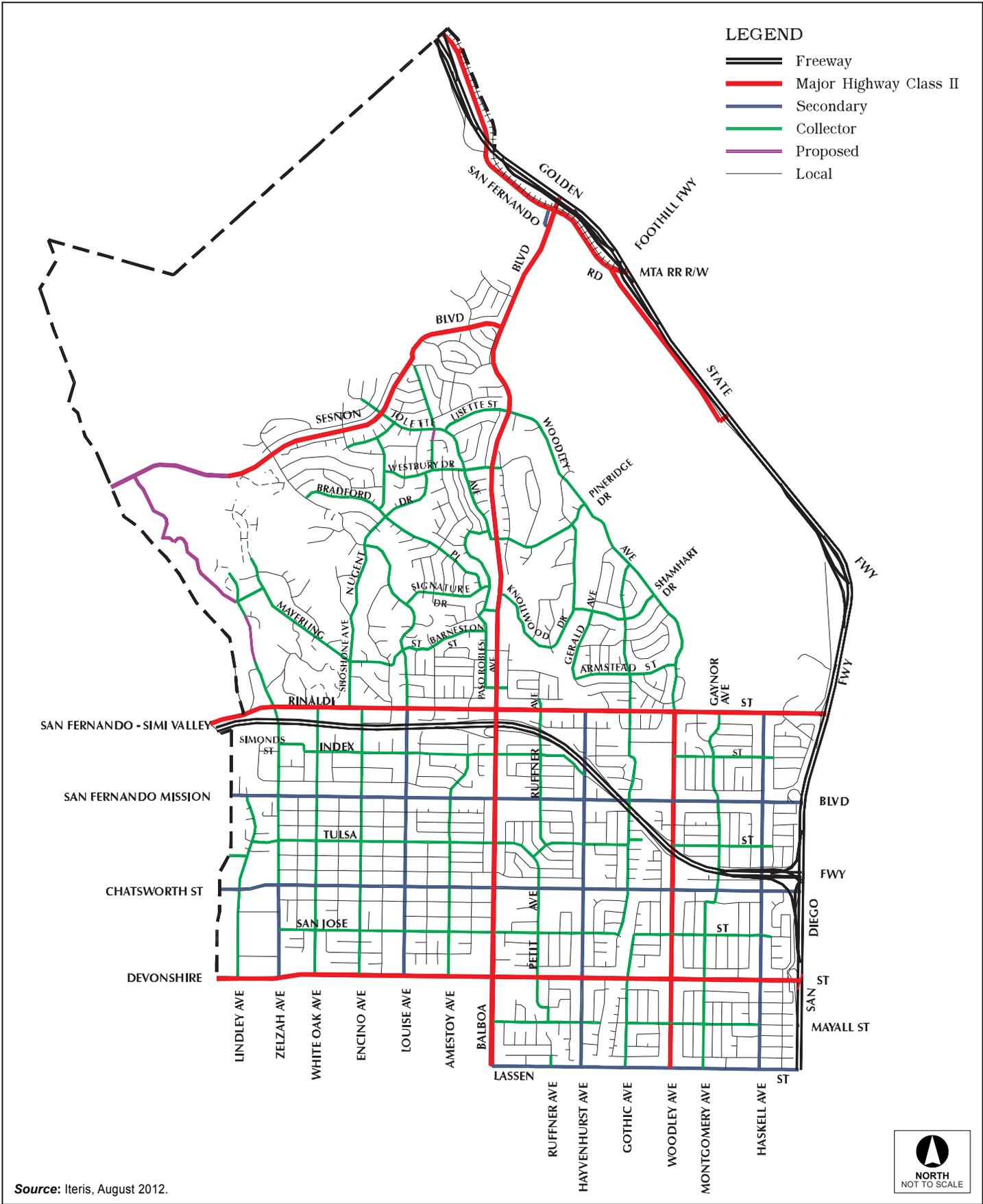


Figure 4.13-10
Proposed Street Designations (Granada Hills–Knollwood CPA)

The Future with Project analysis shows higher VMT, VHT, V/C and number of links at E or F compared to Existing Traffic Conditions, while average speed is lower. A summary of the roadway link levels of service and aggregate statistics are shown in Table 4.13-12 (Granada Hills–Knollwood Summary).

<i>Scenario</i>	<i>VMT</i>	<i>VHT</i>	<i>Avg. Speed</i>	<i>Weighted V/C</i>	<i># E/F Links</i>	<i>% E/F Links</i>
Existing Traffic Conditions	243,454	5,804	42	0.598	19	3%
Proposed Plan	368,535	11,386	32	0.952	144	20%

SOURCE: Iteris (2012)

As shown in Table 4.13-12, the weighted average V/C is 0.598 under existing traffic conditions and 0.952 in the proposed plan (Granada Hills–Knollwood Community Plan with TIMP) conditions. Similarly, the number of roadway links projected to operate at LOS E or F totals nineteen (19) under Existing Traffic Conditions, and one hundred forty four (144) with implementation of the proposed Granada Hills–Knollwood Community Plan. In summary, the proposed Granada Hills–Knollwood Community Plan, compared to 2005 conditions, would result in a *significant and unavoidable* adverse transportation impact.

Sylmar

The focus of development in Sylmar under the proposed plan will be to enhance those elements and features of the community that contribute to its overall sense of charm, character, and function while directing growth strategically so that new development is compatible with existing land uses and scale and preserves the natural environment. Established residential neighborhoods will be protected and are not expected to change significantly as growth occurs in other parts of Sylmar and targeted areas in the City. New housing will be directed towards the Sylmar/San Fernando Metrolink Station and other major corridors. The community’s local economy will be protected by preserving existing industrial and commercial land and by providing new opportunities to expand where appropriate and feasible. This strategic and balanced approach will not only protect residential neighborhoods and the natural resources, but will provide new housing and commercial and industrial opportunities in areas that have the infrastructure and amenities in place to support growth.

Maximum build-out under the Sylmar Community Plan would result in an increase in population of 17,584 persons, 6,498 residential units, and 6,770 new jobs compared to existing conditions. Mixed uses would be focused along existing transit corridors, particularly San Fernando Road in the vicinity of the Metrolink station and Foothill Boulevard adjacent to the I-210. The effect of the proposed land use plan is to create more areas within Sylmar where the mix of housing and jobs in proximity to one another. This makes it possible for more people to live and work in the same area of Sylmar and to potentially make more non-motorized trips as well.

Proposed Sylmar Community Plan (With TIMP)

The majority of the land use changes proposed by the Sylmar Community Plan consist of General Plan Amendments to create consistency with Framework Land Use designation, create consistency between existing land uses, restrict incompatible uses, and correct minor errors, as shown in Appendix B (Sylmar Community Plan Program Existing and Draft Land Use/Zone Change Matrix). The proposed plan would not change overall land use patterns within the CPA as identified in the 1997 Sylmar Community Plan. The land use changes included in the Sylmar Community Plan concentrate development in along major highways such as San Fernando Road, Maclay Avenue, and Foothill Boulevard, in order to preserve single family residential throughout, but especially in the hillsides with very low to minimum residential densities. Several planning sub-areas in the Sylmar CPA would also be zoned to increase the allowed Floor Area Ratio (FAR). Beyond these changes, the Sylmar Community Plan does not introduce major changes to land use in the CPA.

Proposed Network Changes

Under the proposed plan, the following changes were analyzed:

- Modification of Bledsoe Street, from Glenoaks Boulevard to Olive View Drive from a Secondary Roadway to a two-lane Modified Secondary with trails.
- Modification of Roxford Street from Telfair Avenue to Olive View Drive from a Major Highway Class II to a two lane Modified Major Highway Class II Roadway with bicycle routes. The number of lanes would be reduced from two to one lane in each direction in some instances.
- Modification of Eldridge Avenue from Hubbard Street to Polk Street from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes.
- Completion of Eldridge Avenue from Polk Street to Cranston Avenue as a two lane Modified Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the Olive View Drive and Eldridge Avenue.
- Modification of Olive View Drive from Roxford to Cranston Avenue from a Secondary Roadway to a two lane Modified Secondary Roadway with bicycle lanes and trails.
- Completion of Laurel Canyon Boulevard from Polk Street to Encinitas/Bledsoe Streets as a four lane Secondary Roadway with bicycle lanes. This roadway would close the existing gap between the two streets.
- Reclassification of Truman Street from San Fernando Road to Hubbard Street from a Major Highway Class I to a Collector Roadway and future closure of Truman Street.
- Reclassification of Encinitas Avenue, from Bledsoe to Polk Street, from a proposed Secondary to a proposed Local Roadway.
- Reclassification and realignment of Maclay Street, north of Fenton Avenue to Harding Street, from a proposed Secondary to a Collector Roadway and bicycle-friendly street.
- Reclassification of Harding Street, from Maclay Street to Gavina Avenue, from a proposed Secondary to a Private Roadway.
- Removal of proposed Secondary Roadways on Ralston Avenue from Yarnell to Olden Street and from Roxford to Cobalt Street and on Leach Street from Gladstone Avenue to Wheeler Avenue.
- Restrict parking on either side of Glenoaks Boulevard from Hubbard Street to I-210 to accommodate bicycle lanes. This would not change the number of lanes.

- Reclassification of Rincon Avenue, from Laurel Canyon Boulevard to Lashburn Street, from a proposed Secondary to a Local Roadway.
- Implementation of the adopted City Bicycle Plan, which includes new categories of bikeways, including “Bicycle Friendly Streets”.
- Implementation of the Sylmar Trail System.

Customized Street Standards

The development of the proposed Sylmar Community Plan TIMP included a review of the street standards for Sylmar. City standard street dimensions for Major Highways (104-foot ROW, 80-foot roadway) treat all streets so designated in a similar fashion in terms of dedication and widening requirements when developments occur in the City. In Sylmar, there are a number of reasons why the standard street dimensions cannot be achieved or may not be appropriate given the character of the streets and the land uses along them. For example, portions along Bledsoe Street will not likely ever be widened due to the protected equine-keeping lots along the length of the street, particularly between Glenoaks Boulevard and Olive View Drive. A land use change or significant subdivision of land would have to occur to implement the roadway cross sections called for by the current standard street dimensions.

A review was made of streets where roadway standards could be modified in order to help meet pedestrian, bicycle, and equestrian related goals. The need for adequate sidewalk and trail widths and parkways to buffer pedestrians and equestrians from moving cars was considered, as well as the number and location of equestrian related uses that would be impacted by street widening. Modified streets have been designated for potentially selected segments in Sylmar, as shown in Figure 4.13-11 (Proposed Street Designations [Sylmar CPA]). Some of the streets are designated as “Modified Bicycle Priority Secondary Highway”, “Modified Bicycle and Trail Priorities Secondary Highway” and “Modified Trail Priority Secondary Highway” meaning that they are still planned to function as Secondary Highways, but they would have a non-standard cross section and reduced width compared to the City Standard (refer to Figure 4.13-12 [Standard and Modified Street Standards] for example cross sections). The standards do not necessarily change the number of travel lanes from what currently exists; they may change the number of travel lanes that would normally be required at built-out on some streets, but typically dedicate some of the right of way to wider sidewalks, or trail, bicycle use.

Transportation Improvement Mitigation Program (TIMP)

The proposed Sylmar Community Plan TIMP consists of the following elements:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Non-Motorized Transportation
- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Neighborhood Traffic Management Plans
- Parking Policies

Programs and policies for each element are included in the TIMP. The major emphasis of the TIMP is to encourage alternative modes of transportation—transit use, bicycling, walking or ridesharing—to reduce

vehicle trips generated in the CPA. Since Sylmar is a built-out suburban area, there is little emphasis on additional roadway improvements. The TIMP includes strategies that encourage alternative modes of travel, such as the creation of pedestrian friendly environments and providing bicycle improvements.

Future Year 2030 Without Project

The 2030 Future Year Without Project with Committed Roadway Network (Current Land Use Plan) is an analysis of what would occur if no changes were made to the current land use plan. Table 4.13-13 (Year 2030 Without Project Arterial Summary [Sylmar]) shows the Future Without Project Arterial Summary, which includes VMT, VHT, and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of 7 percent (41 of the links) of Sylmar roadways are forecast to operate at an LOS E and F in the Future Without Project scenario.

VMT	351,868
VHT	14,076
Avg Speed (mph)	25
Weighted Avg V/C	0.781
# of Links at LOS E or F	41
% of Links at LOS E or F	7%
SOURCE: Iteris (2012)	

The volume-weighted V/C ratio is 0.781 for the year 2030 Current Land Use Plan. This indicates that on average, the streets in the Sylmar CPA would utilize approximately 78.1 percent of roadway capacity in the PM peak hour. Table A-2 (Existing Traffic Conditions) of the TIMP (Appendix F2 of this EIR) shows the Future Without Project level of service for each arterial segment in the Sylmar CPA.

Future Year 2030 With Project

The future year 2030 With Project consists of the proposed land use plan, along with proposed network changes. The proposed land use plan concentrates development near the existing Sylmar/San Fernando Metrolink Station and along major corridors near commercial areas. The number of jobs in the Sylmar CPA is forecast to grow to 26,389 in 2030, an increase of 6,770 jobs, or 35 percent over the current 19,619 jobs in Sylmar. An effort of the proposed land use plan, however is to create areas within Sylmar where the mix of housing and jobs are in proximity to one another. This makes it possible for more people to live and work in the same area of Sylmar and to potentially make more non-motorized trips as well.

Evaluation of the Year 2030 With Project began with evaluation of the proposed Sylmar Community Plan on the committed roadway network system, and then a series of network alternatives were evaluated in order to develop the proposed roadway network and TIMP.

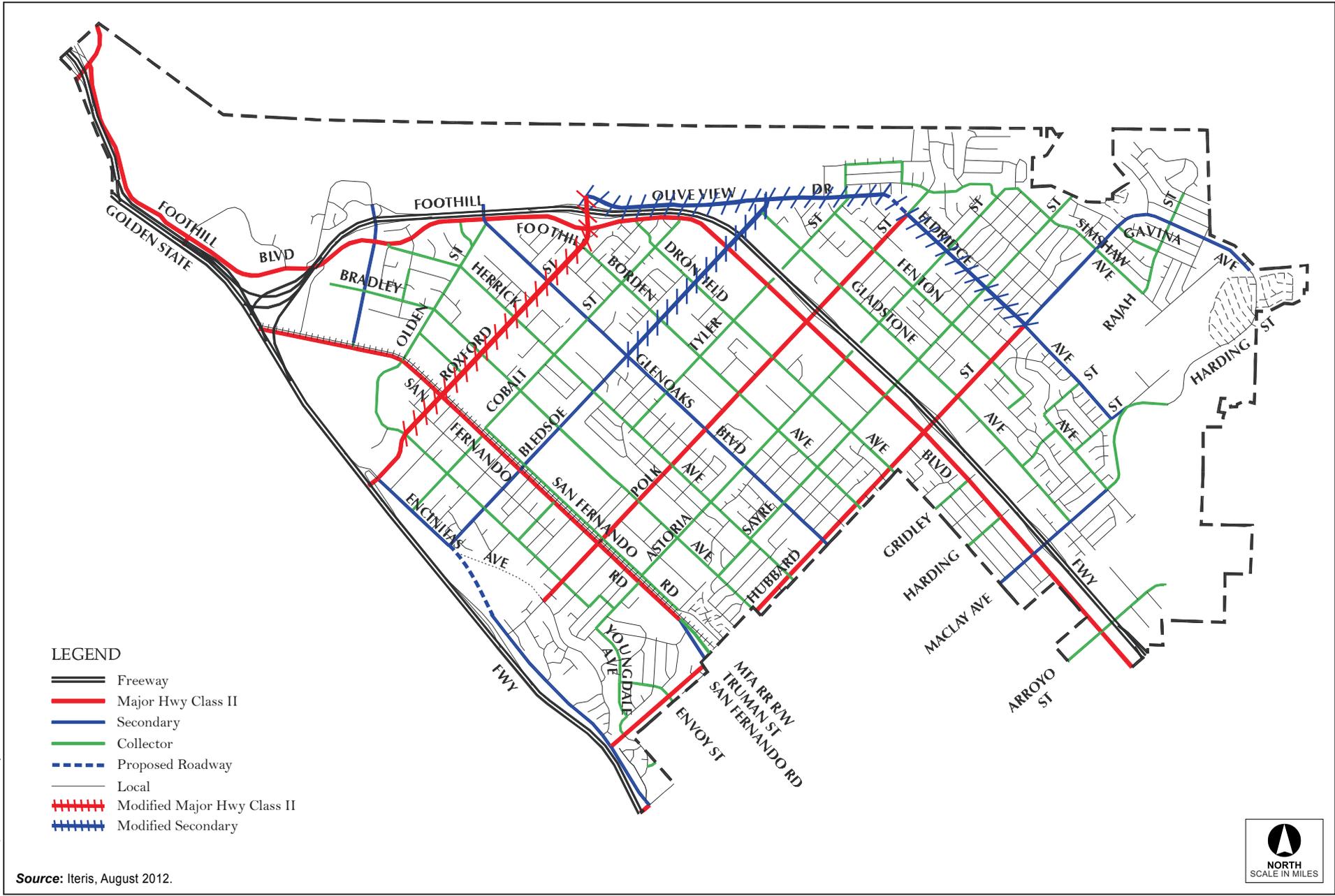
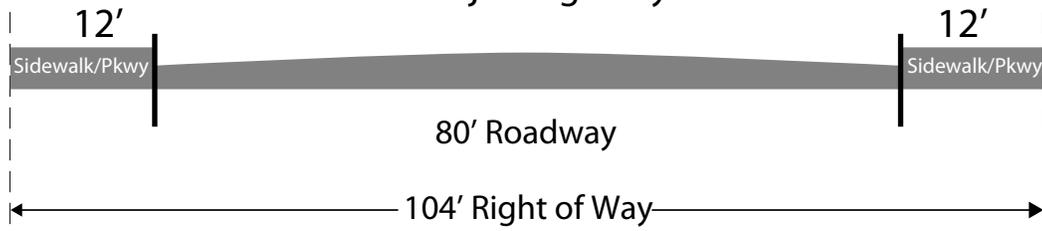


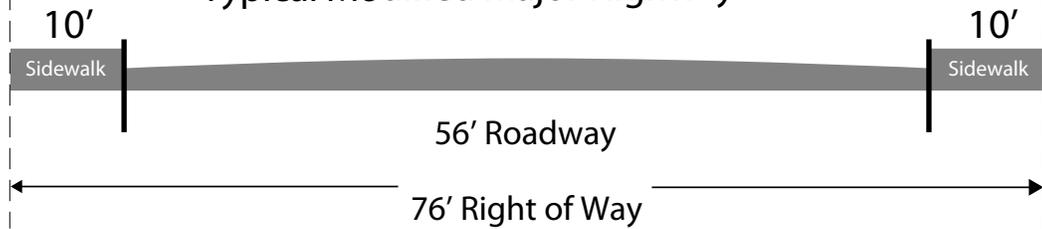
Figure 4.13-11
Proposed Street Designations (Sylmar CPA)

Major Highway- Class II Street Designation Standards

Standard Major Highway Class II

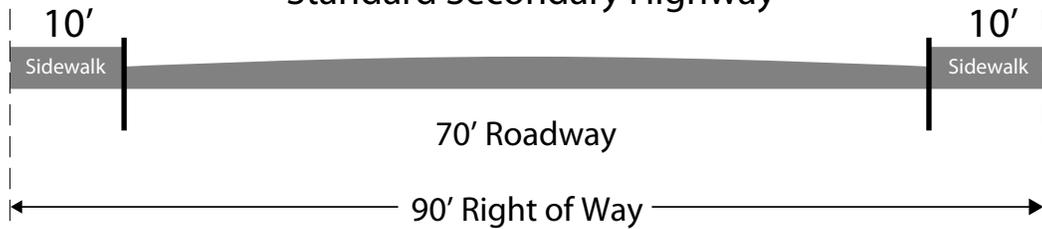


Typical Modified Major Highway Class II

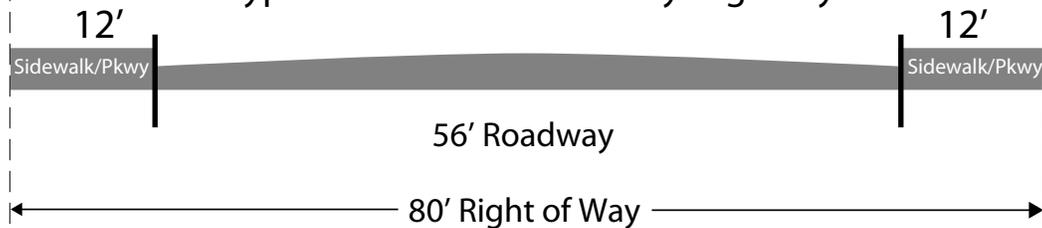


Secondary Highway Street Designation Standards

Standard Secondary Highway



Typical Modified Secondary Highway



Source: City of Los Angeles, Planning Department, January, 2012.

100018655 | Granada Hills-Sylmar NCP EIR

Figure 4.13-12
Standard and Modified Street Standards

Table 4.13-14 (Year 2030 With Project Arterial Summary [Sylmar]) shows the year 2030 arterial summary, which includes VMT, VHT, and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of 6 percent of Sylmar roadways are forecast to operate at an LOS E and F (39 Links). The number of E or F links was reduced as well as the weighted average V/C ratio as compared to Without Project. The volume-weighted V/C ratio is 0.739, which indicates that on average, the streets in the Sylmar CPA utilize approximately 73.9 percent of roadway capacity in the PM peak hour. Table 6 (Proposed Land Use Plan with TIMP) (Appendix F2 of this EIR) shows the level of service for each arterial segment in the Sylmar CPA.

Table 4.13-14 Year 2030 With Project Arterial Summary (Sylmar)	
VMT	344,402
VHT	13,554
Avg Speed (mph)	25
Weighted Avg V/C	0.739
# of Links at LOS E or F	39
% of Links at LOS E or F	6%
SOURCE: Iteris (2012).	

When comparing the 2030 Without Project to the 2030 With Project, the total VMT decreases by 7,466 and VHT by 522. There is no noticeable change in the total average speed on the network between the 2030 Without Project and the 2030 With Project scenario. The 2030 With Project scenario decreased the percentage of streets in the Sylmar street network forecast to be at LOS E or F from 7 to 6 percent and decreased the weighted average V/C ratio from 0.781 to 0.739.

The Future with Project analysis shows higher VMT, VHT, V/C and number or links at E or F compared to Existing Traffic Conditions, while average speed is lower. A summary of the roadways link levels of service and aggregate statistics are also shown in Table 4.13-15 (Sylmar Summary).

Table 4.13-15 Sylmar Summary						
Scenario	VMT	VHT	Avg. Speed	Weighted V/C	# E/F Links	% E/F Links
Existing Traffic Conditions	164,195	4,586	36	0.452	13	2%
Proposed Plan	344,402	13,554	25	0.739	39	6%
SOURCE: Iteris (2012).						

As shown in Table 4.13-15, the weighted average V/C is 0.452 under Existing Traffic Conditions and 0.739 in the proposed plan (Sylmar Community Plan with TIMP) conditions. Similarly, the number of roadway links projected to operate at LOS E or F totals thirteen under Existing Traffic Conditions, and thirty-nine with implementation of the proposed plan. In summary, the proposed plan, compared to 2005 conditions, would result in a *significant and unavoidable* adverse transportation impact.

■ Mitigation Measures

The proposed plans include policies and programs that would help reduce any potential traffic impacts. In addition, the City of Los Angeles provides standard City mitigation measures that are applied on a project-by-project basis, where applicable. These policies are not mitigation measures, but rather further the mitigation strategies. As is the case with all General Plan documents, policies are not rigid requirements and are used to guide and inform future discretionary decision-making. These standard City mitigation measures are part of the conditions of approval for projects that are subject to approval and permitting by the City. In addition to these programs and policies, the following mitigation measure shall be implemented for the proposed plans:

MM4.13-1 Implement development review procedures to ensure that the applicable Mobility policies of the Granada Hills–Knollwood and Sylmar Community Plans are applied and implemented by individual discretionary development projects when they are considered for approval in the plan areas.

■ Level of Significance After Mitigation

The recommended mitigation measure would help to implement the policies identified in the Mobility section of the proposed Granada Hills–Knollwood and Sylmar Community Plans. There would still be a significant and unavoidable transportation impact as a result of implementation of the proposed plans as compared to 2005 conditions. The number of roadway segments projected to operate at LOS E or F would increase, as would the weighted average V/C ratio.

4.13.4 Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. The 2030 cumulative condition of the proposed plans relative to V/C ratio and roadway links is discussed in the program-level impacts, above.

This cumulative impact analysis considers development of the proposed plans, in conjunction with the other development in the City of Los Angeles and neighboring jurisdictions that are member cities of SCAG. By its nature, the CMP is a cumulative scenario that considers the impact of single projects in the context of cumulative traffic demand on CMP roadways. The Los Angeles County CMP requires analysis if a project would add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. According to the 2010 CMP for Los Angeles County, there are no CMP arterial roadway intersections within the Granada Hills–Knollwood or Sylmar CPAs. Therefore, no CMP analysis is required.

However, as indicated in the discussion of Impacts, above, development anticipated under the proposed plans would be expected to contribute a portion of the cumulative traffic anticipated on local roadways in 2030, and would, therefore, make a cumulative contribution to traffic congestion at some intersections. In some instances, these impacts could be reduced to a level of less than significant through effective implementation of the mitigation measures identified above, but in some instances, these measures will not likely be feasible due to constraints. As a result, traffic congestion at impacted

intersections would represent a *significant and unavoidable* cumulative impact associated with implementation of the Granada Hills–Knollwood and Sylmar Community Plans.

With respect to inadequate emergency access, future development in the City could obstruct emergency access during construction. This is a potentially significant cumulative impact, particularly if construction occurs concurrently in a given area. The City requires that all development plans are submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius in compliance with existing City regulations. Construction and operation activities in the City with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which coordinates with the Police and Fire Departments to ensure that emergency access is maintained at all times. For the proposed plans, plan policies and guidelines, existing rules and regulations, and implementation of mitigation measure MM4.13-1 would help ensure that emergency access is maintained at all times, and would reduce this impact, but not to less than significant. The program-level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project-level development. Future development requiring discretionary action will be evaluated under project-level environmental clearance. As a result, inadequate emergency access would represent a *significant and unavoidable* cumulative impact associated with implementation of the Granada Hills–Knollwood and Sylmar Community Plans.

4.13.5 References

- Iteris. *Proposed Granada Hills–Knollwood Community Plan Transportation Improvement Mitigation Program (TIMP)*, June 6, 2012.
- . *Proposed Sylmar Community Plan Transportation Improvement Mitigation Program (TIMP)*, April 12, 2012.
- Los Angeles County Metropolitan Transportation Authority. *2010 Congestion Management Program*, October 28, 2010.
- . *2009 Long-Range Transportation Plan*, October 22, 2009.
- Los Angeles Department of City Planning. *General Plan of the City of Los Angeles*. Transportation Element, adopted September 8, 1999.
- Los Angeles Department of Transportation (LADOT). *Traffic Study Policies and Procedures (TSPP)*, May 12, 2012.
- Southern California Association of Governments. *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, April 8, 2012.
- . *Growth Vision Report*, June 2004.
- . *Final 2008 Regional Comprehensive Plan*, October 2, 2008.
- Transportation Research Board. *Highway Capacity Manual*. Special Report 209. Washington, D.C., 2000.