

that many of the future students attending the high school will be from families of the lower classman and/or future graduates from the Sierra Canyon Elementary and Secondary School. It is anticipated that the high school will have a similar traffic distribution as the existing school therefore the distribution is based upon the school's current population distribution. The assumed geographic percentage split of trips, by direction, is shown in Table 8 with the percentage of project traffic at the study intersections displayed on Figures 4(a) and 4(b) for the With and Without Rinaldi Street completed scenarios. The detailed zip code summary is provided in Appendix C.

Table 8
Directional Trip Distribution

<u>Direction</u>	<u>Percentage of Trips</u>
West	25%
North	15%
South	50%
East	10%
Total:	100%

Traffic Assignment

The assignment of project traffic to the street and highway systems was accomplished in two steps. Using the geographical directional distribution percentages developed previously, the number of trips in each direction was calculated. The second step was to assign these trips to specific routes serving the project area. The results of the traffic assignment provide the necessary level of detail to conduct the traffic analysis. The results of the traffic assignments are shown in Figures 5(a) and 5(b), Project Traffic, which estimate the project's AM and PM peak hour traffic on the nearby street system with the Rinaldi Street connection between De Soto Avenue and Mason Avenue completed. Figures 5(c) and 5(d) show the same without Rinaldi Street completed. These figures show the new project trips which are expected to result following full enrollment of Sierra Canyon High School.

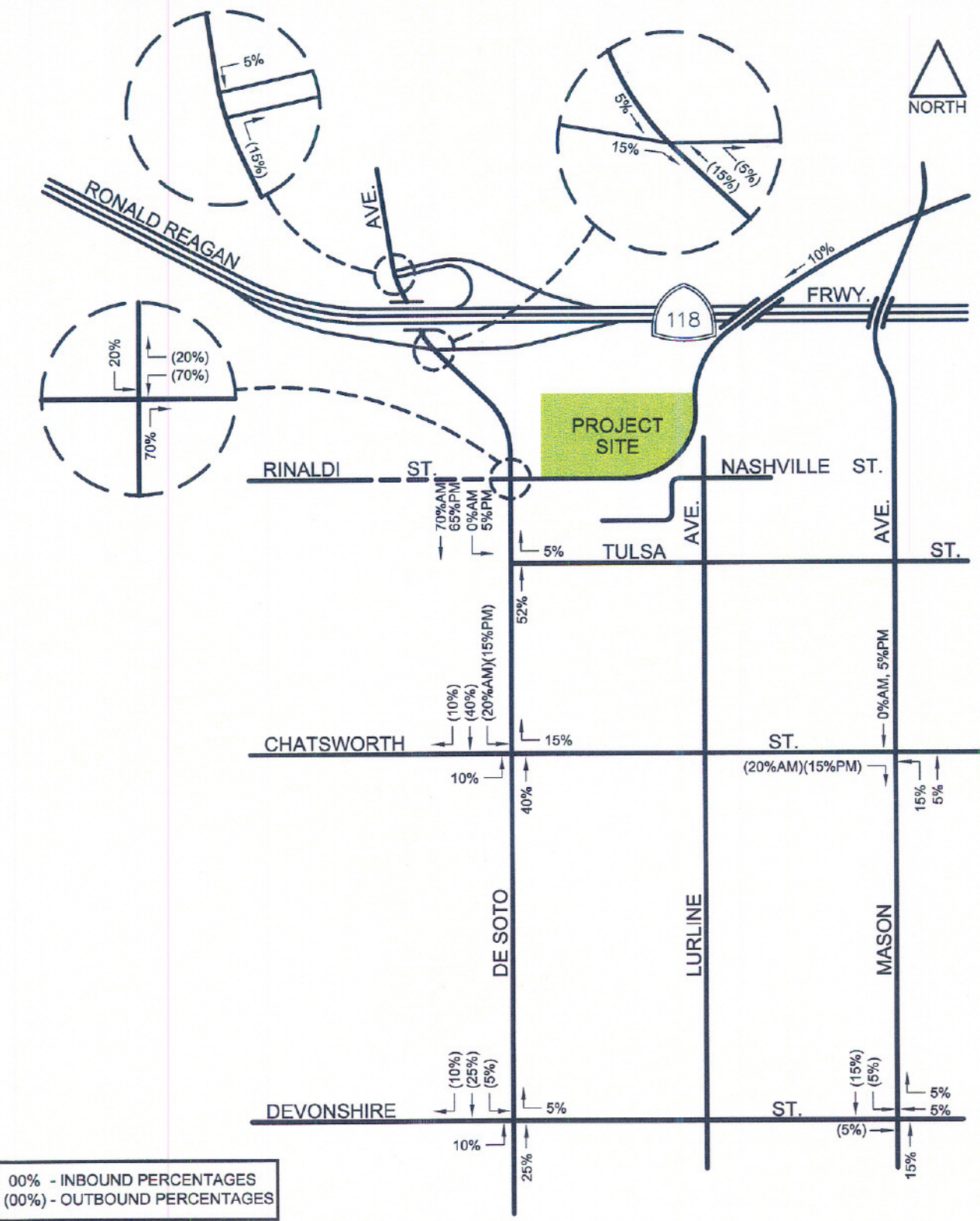


FIGURE 4(a)

9/3/04

FN: SIERRA CANYON HIGH SCHOOL/PROJ.-DIST-WRINALDI

STICK2

PROJECT DISTRIBUTION PERCENTAGES
WITH RINALDI STREET COMPLETED



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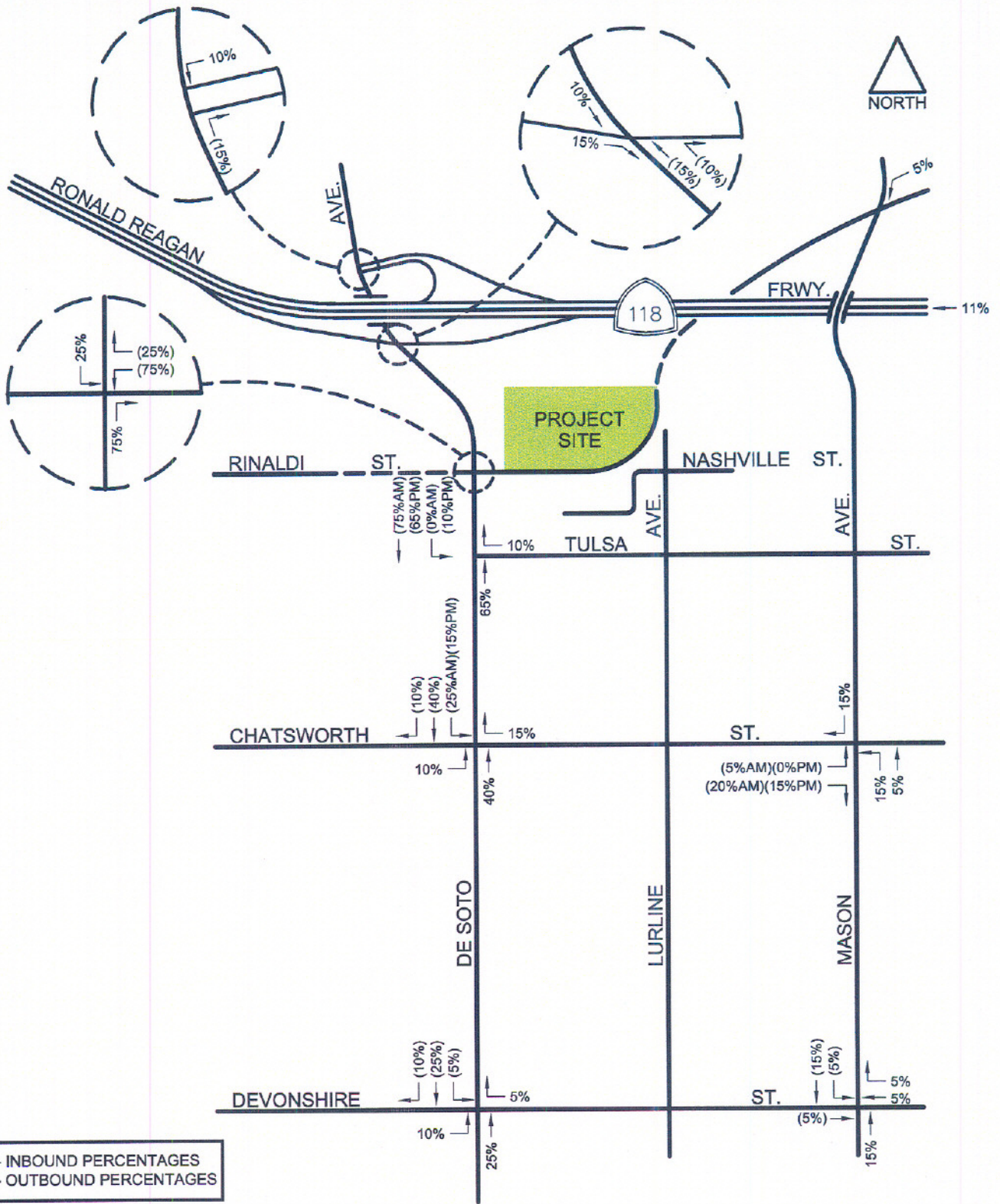


FIGURE 4(b)

9/3/04

FN: SIERRA CANYON HIGH SCHOOL PROJ-DIST-WORINALDI

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PROJECT DISTRIBUTION PERCENTAGES
RINALDI STREET NOT COMPLETED



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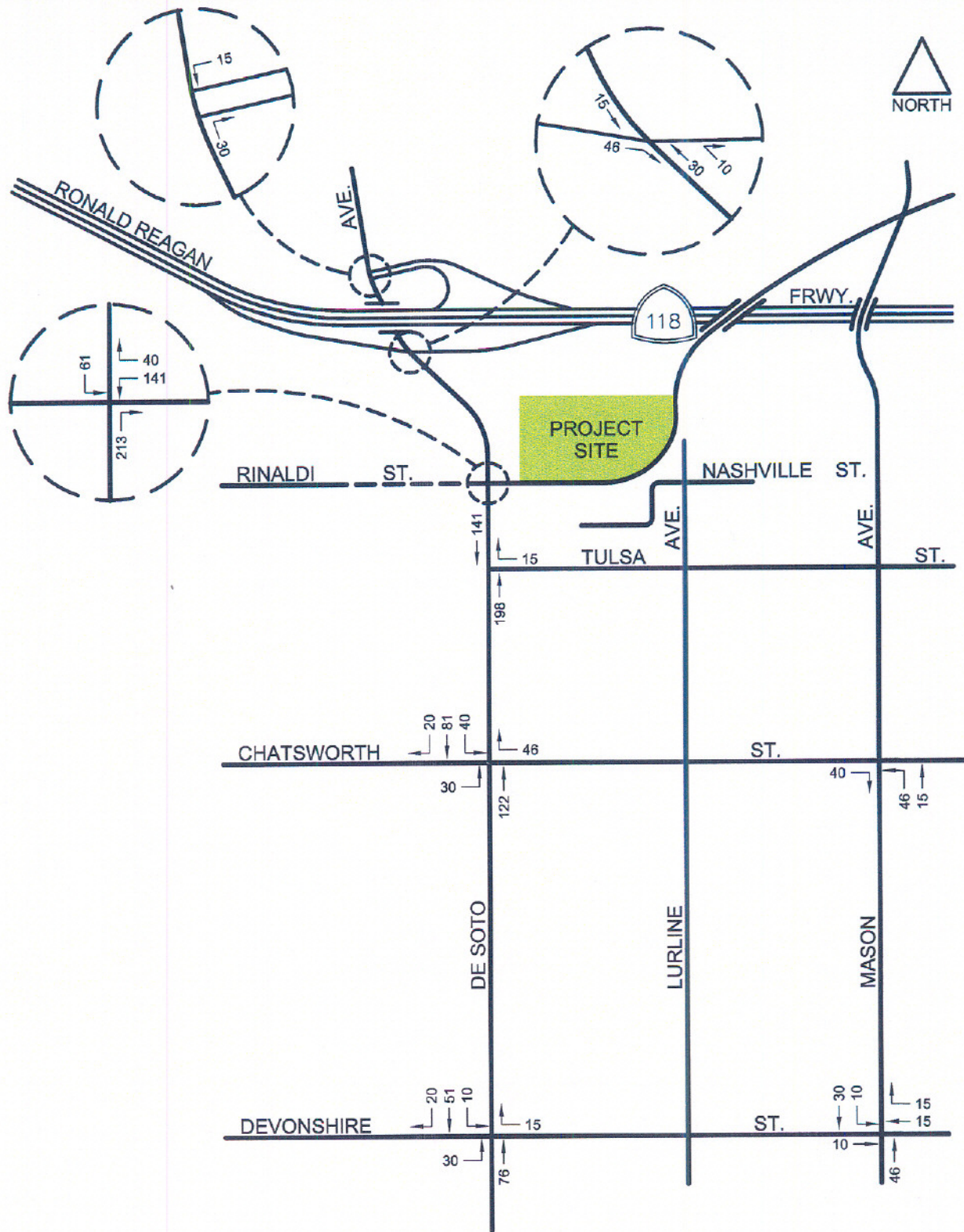


FIGURE 5(a)

9/3/04

FN: SIERRA CANYON HIGH SCHOOLAMPRJONLY(RINALDI)

STIC/2

PROJECT TRAFFIC ONLY
WITH RINALDI STREET CONNECTED
AM PEAK HOUR



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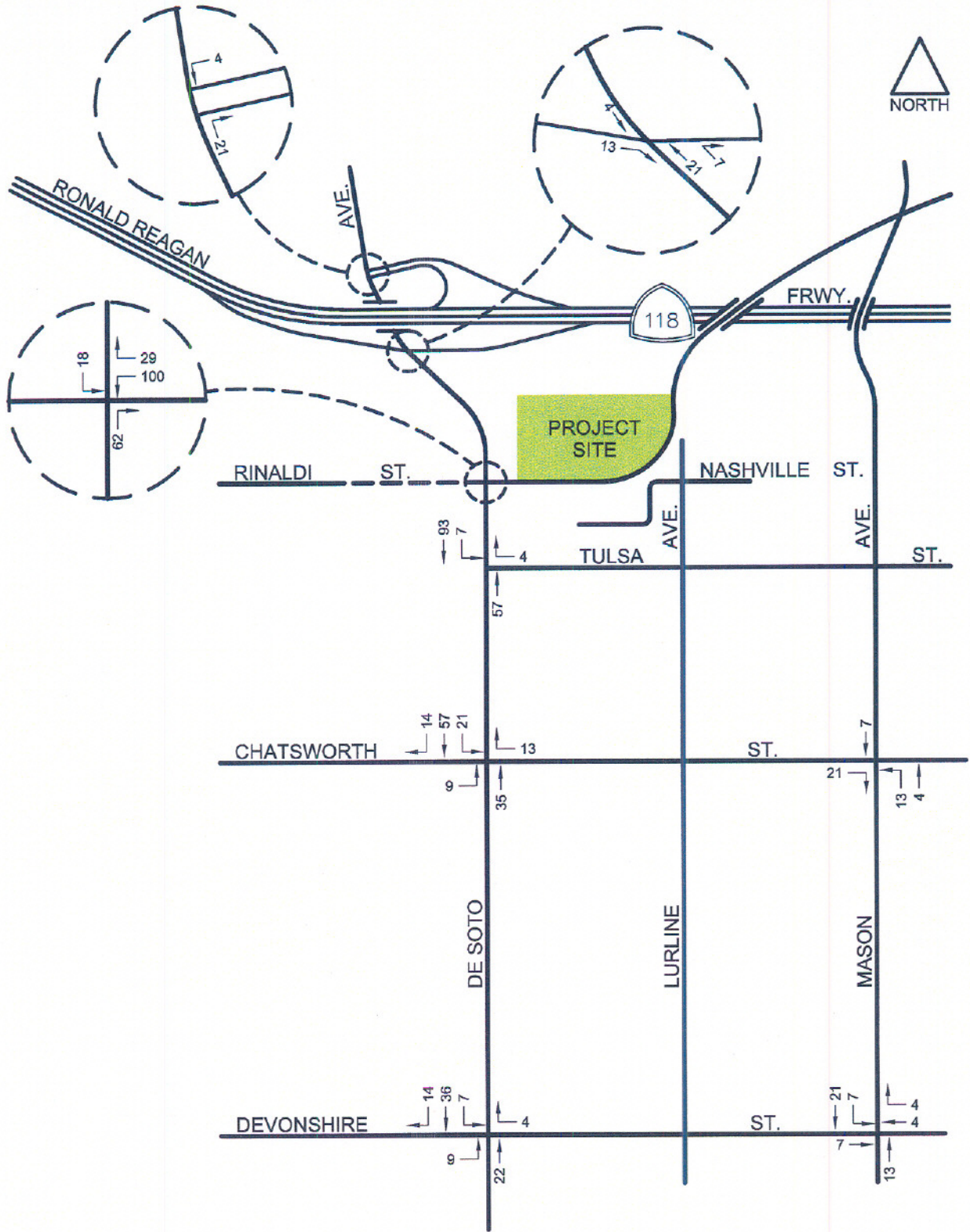


FIGURE 5(b)

9/3/04

FN: SIERRA CANYON HIGH SCHOOL/PM/PRJONLY/(RINALDI)

STICK2

PROJECT TRAFFIC ONLY
WITH RINALDI STREET CONNECTED
PM PEAK HOUR



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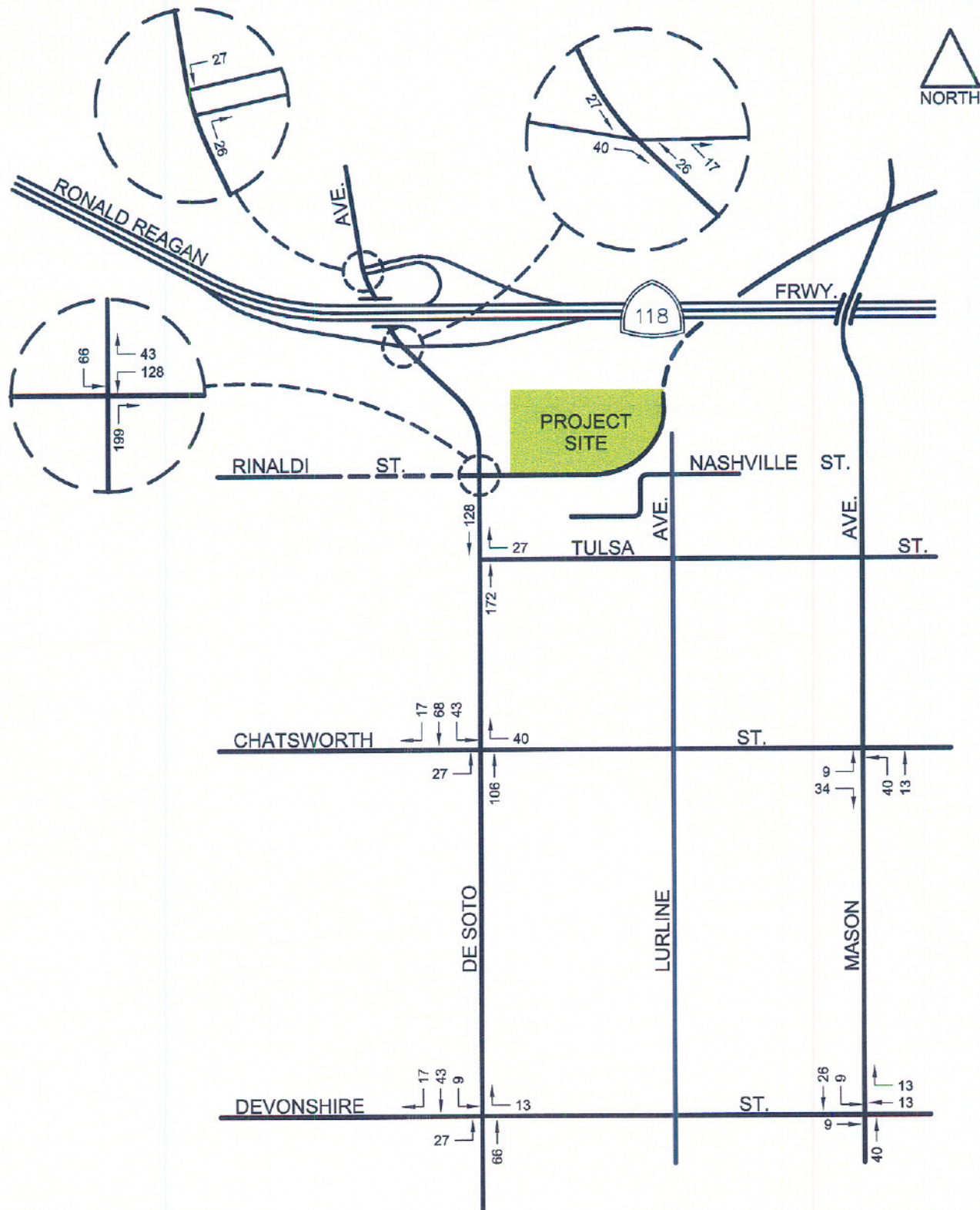


FIGURE 5(c)

9/3/04

FN: SIERRA CANYON HIGH SCHOOLAMPRJONLY-WORNALDI

PROJECT TRAFFIC ONLY
WITHOUT RINALDI STREET CONNECTED
AM PEAK HOUR



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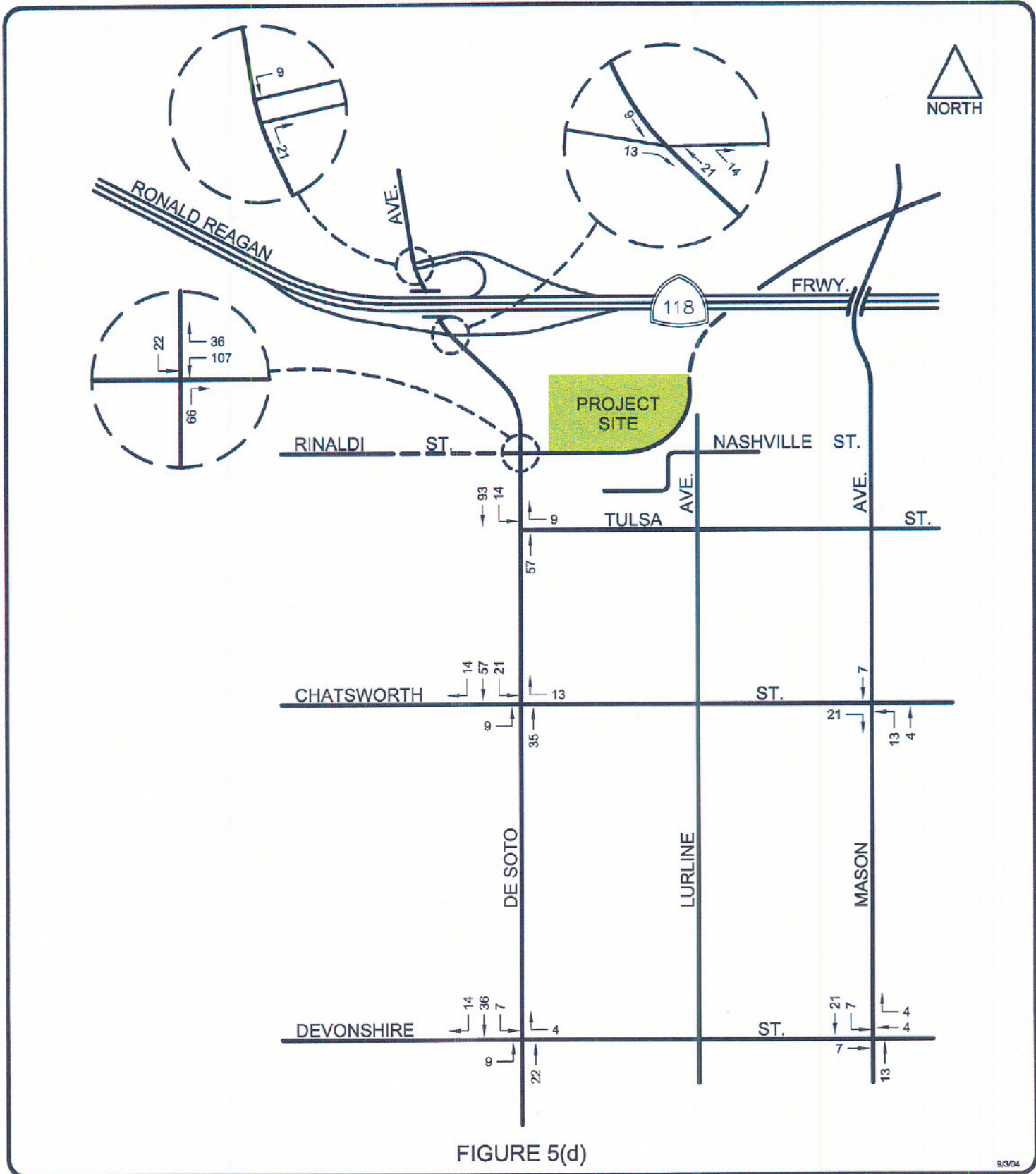


FIGURE 5(d)

9/3/04

FN: SIERRA CANYON HIGH SCHOOL/PM/ONLY-WORINALDI

STICK

PROJECT TRAFFIC ONLY
 WITHOUT RINALDI STREET CONNECTED
 PM PEAK HOUR



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The traffic assignment also indicated that neither of the two CMP intersections previously identified meets the criteria set forth in the CMP for required analysis. Fewer than 50 project related trips will be passing through these intersections. As such, these locations were not analyzed in detail. However, project volumes at the two intersections, and a discussion of the CMP analysis criteria, are shown in Appendix B.

Parking and Access

Access to the high school will be via two driveways on Rinaldi Street. The easterly driveway will be a full access driveway with left- and right-turns permitted upon entering and exiting. The westerly driveway will be restricted to right-turns in and out. Both of the entrances will be controlled by access gates. The easterly entrance will be the main entrance to the school and will have a manned gate house on site. The west entrance will provide access to the drop-off area and will be controlled by gates. The access gates will be located sufficiently on site so that no vehicles will be queueing on the public street. Left-turn channelization will be provided on Rinaldi Street to the easterly gate to facilitate access to the school. Right-turn access to the school will be made out of the stream of traffic due to the parking and bike lanes. Visibility for left-turn exit from the easterly school driveway is not impeded. It is anticipated that there will be sufficient distance to view oncoming traffic prior to exiting the driveway. Left-turn ingress visibility is unobstructed from the proposed left-turn pocket.

Project driveway traffic volumes at the school driveways, based on the previously described assignment assumptions, are shown in Figure 6 for both the with Rinaldi Street connection completed and without the construction completed.

Parking for the proposed school facility will be provided in four on-site parking lots. Lot 1 will be situated southwest of the administration building. This lot will provide a student

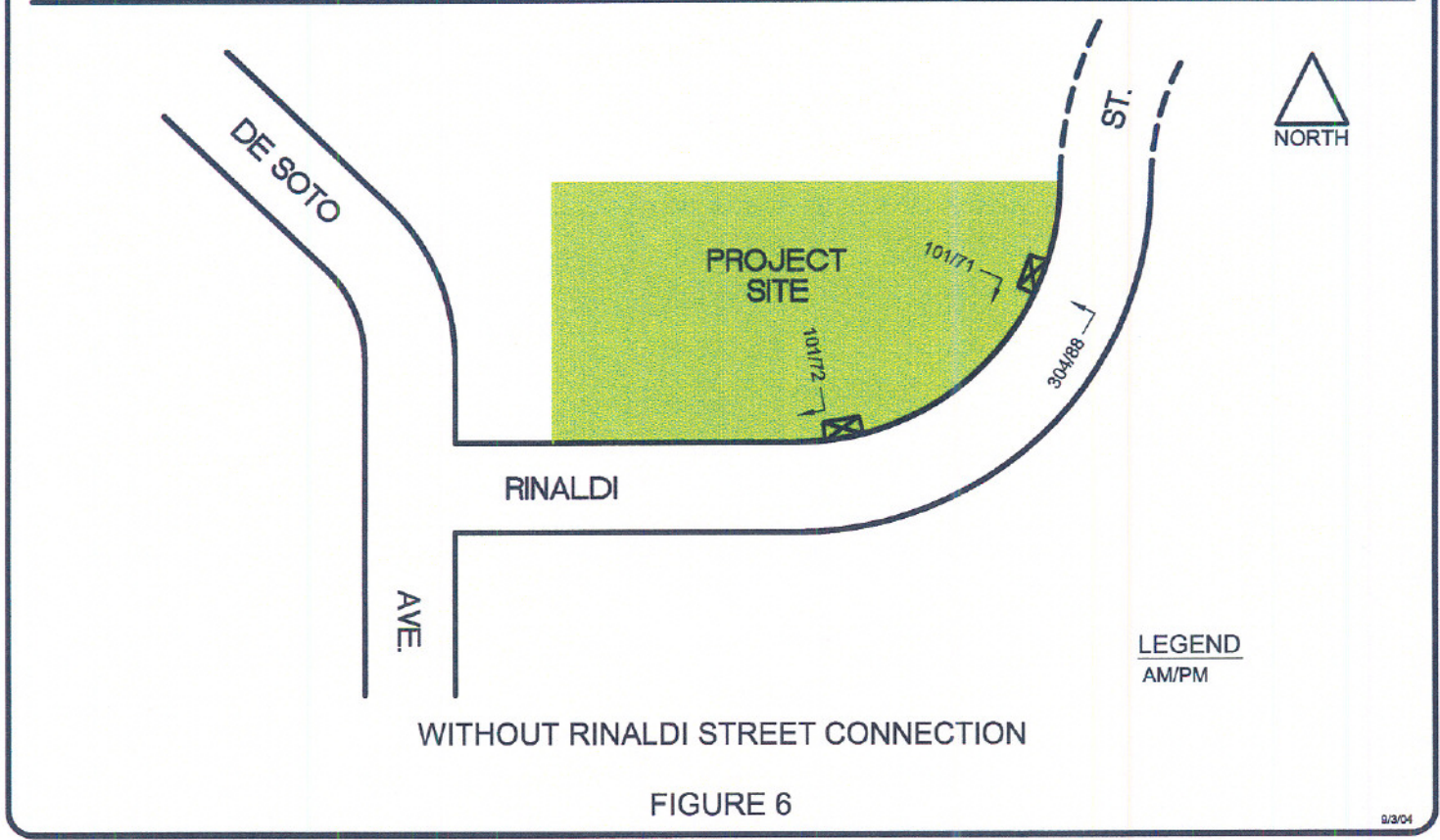
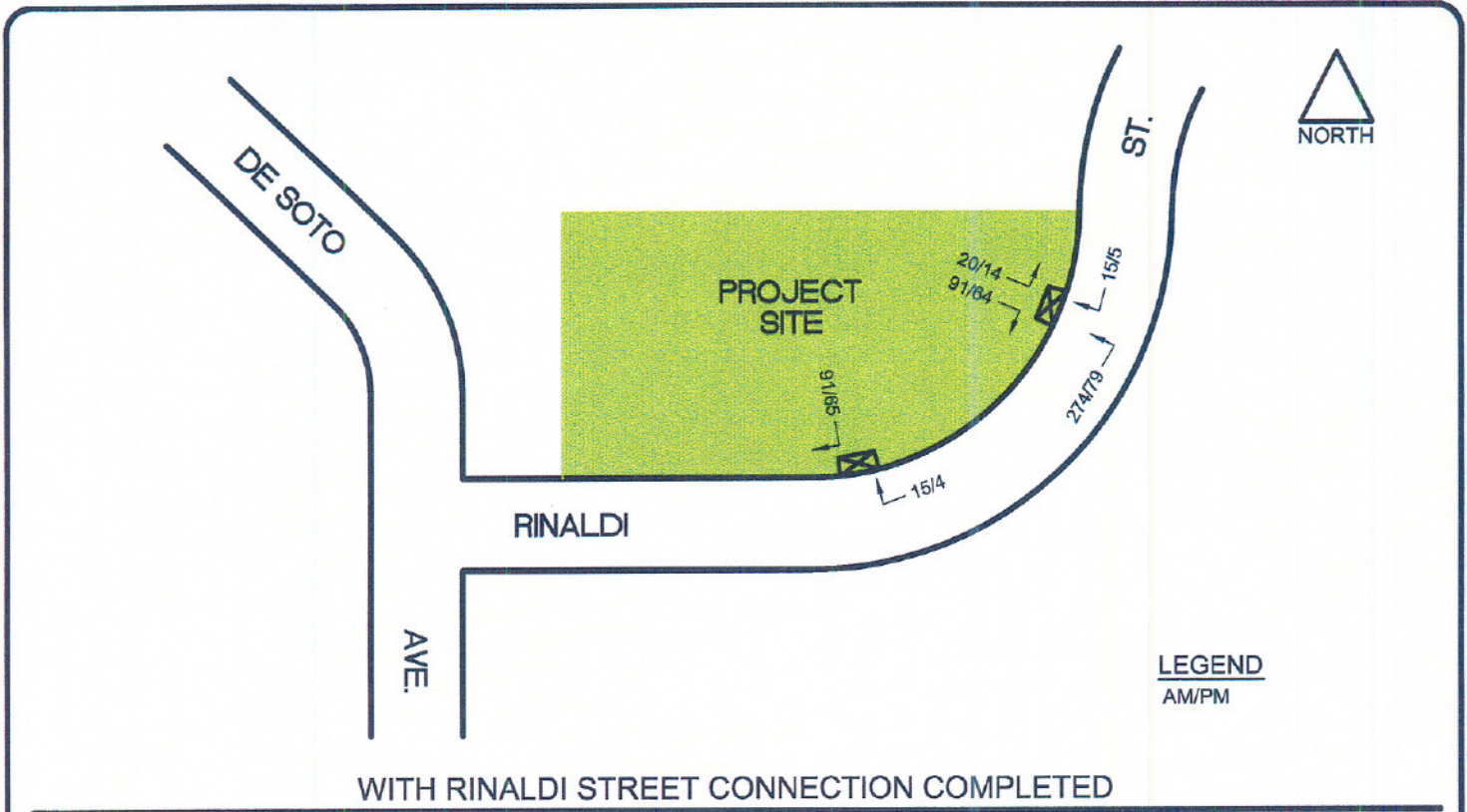


FIGURE 6

9/3/04

FN: SIERRA CANYON HIGH SCHOOL/PRCJ-DWYVOLS

SCHOOL PROJECT DRIVEWAY VOLUMES



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drop-off/pick-up area and approximately 52 parking stalls. The second lot will be located adjacent to the administrative building and provide 3 parking spaces and another drop-off area. The third lot will be situated southwest of the main gate and will contain 24 parking stalls. The fourth lot will be the main parking lot with 157 parking stalls. The gymnasium will be constructed over a portion of this lot.

The City of Los Angeles Municipal Code (LAMC) does not specify parking requirements for high school uses directly and parking is generally based upon assembly areas, such as the proposed gymnasium. LAMC requires provision of one space per five auditorium seats, or in the absence of fixed seating, one space per 35 square feet, exclusive of stage area. The auditorium will provide pull out bleachers with 1,150 seats available. At one space for every five auditorium seats, a total of 230 parking spaces will be required.

When there is an event where the bleachers will not be used, the seating will be provided on the gymnasium floor. Approximately 7,800 square feet of the gymnasium will be available for seating. At one space per 35 square feet, the project would be required to provide 223 parking spaces. As proposed, the project is providing 236 spaces therefore the City code parking requirement is fulfilled.

During special events, additional parking may be needed to accommodate the students, parents and visitors. The following section evaluates parking demand during special events at the school.

Special Events

It is likely that the school will hold occasional "special events" at the site, such as athletic events, back to school night, open house, school pageants or dances, and graduation exercises. Such events will generally occur in the evenings, after normal class times, and following the PM peak hour of traffic on the surrounding streets.

Details of these special events are not currently available, and as such, attendance is difficult to gauge. However, assuming the occurrence of an event which fills the proposed gymnasium, as calculated previously, approximately 230 parking spaces would be required during this time. This could equate to approximately the same number of vehicle trips (230) inbound and outbound prior to and following the event. However, the special event trips will occur following the peak traffic period on Rinaldi Street and the other streets in the project area. Conditions on these roadways will have returned to good levels of service at the time of the special events, and no traffic impacts are expected due to these events.

The school will plan special events so as to accommodate the parking needs of the event. For instance, events such as back to school or open house can be separated by class level if the need arises. If parking for such events exceeds the 236 spaces currently proposed for the site's parking areas, additional parking is available with on-street parking available on Rinaldi Street. Otherwise, without relying on the public right-of-way, the school can shuttle from the elementary school, local parks upon permit, or remote off-site parking locations currently used by the elementary school.

FUTURE TRAFFIC CONDITIONS

Other projects under development could add substantial amounts of traffic to the project area. For this reason, the analysis of future traffic conditions has been expanded to include potential traffic from yet undeveloped or unoccupied projects as required by the California Environmental Quality Act (CEQA). Briefly, the methodology for estimating future traffic volumes was as follows: First, current traffic volumes were determined by traffic counts (as described in a preceding section). Next, a traffic growth factor of two percent compounded annually was applied to develop future year 2007 "baseline" figure. Traffic expected to be generated from "related projects" was then added to the baseline traffic volumes to form the basis for a 2007 no-project condition. Finally, project traffic, calculated previously, was analyzed as an incremental addition to the 2007 no-project condition to determine project impacts.

Traffic Growth

Based on an analysis of the trends in traffic growth in the Los Angeles area over the last several years, an annual traffic growth factor of two percent was recommended by LADOT staff. This growth factor was used to account for increases in traffic resulting from projects not yet proposed or outside of the study area. This growth factor, compounded annually, was applied to the 2004 traffic volumes to develop an estimate of 2007 baseline volumes.

Related Projects

In addition to the use of the two percent annual growth rate, listings of potential related projects located in the study area were obtained from the City of Los Angeles Planning Department and LADOT. From a review of these lists, it was determined that traffic from 30 projects within the study area could produce additional traffic at the study

intersections. These related projects locations are shown in Figure 7. Traffic expected to be generated from these related projects was determined by applying the trip generation rates in Table 9, while the descriptions and estimates of related projects traffic are in Table 10. Figures 8(a) through 8(d) illustrate the related project volumes. To determine the future (2007) "null" or no-project traffic condition, the related projects traffic was combined with the existing (2004) peak hour traffic increased by two percent per year. The resulting traffic growth estimates, when added to the existing peak hour traffic volumes, form the basis for "benchmark" values used to determine project traffic impacts on the street system. These benchmark "Without Project" traffic conditions are shown in Figure 9(a) and 9(b) for the AM and PM peak hours with the completion of the Rinaldi Street connection and 9(c) and 9(d) if the construction of Rinaldi Street is not yet completed. Actual future traffic conditions may be substantially less than depicted on Figure 9. The reasons for lower traffic volumes are that some projects will implement traffic reduction programs and existing businesses may implement or strengthen in-place programs; no discount was taken for expected trip-end linkages between future generators; not all projects are expected to be built as proposed; in the future, trip-making rates are expected to be less in the west San Fernando Valley due to better linkage between housing and jobs; and transit usage is expected to increase.

Highway System Improvements

Rinaldi Street will be constructed between its current terminus west Mason Avenue to De Soto Avenue by the Porter Ranch development. The construction and connection of Rinaldi Street will enhance access to the proposed school project which will have project frontage along the Rinaldi Street extension and take access exclusively from Rinaldi Street. The current proposal for the street is to provide two lanes in each direction, a bike lane in each direction, and parking on both sides of the street. Left-turn channelization will be provided.

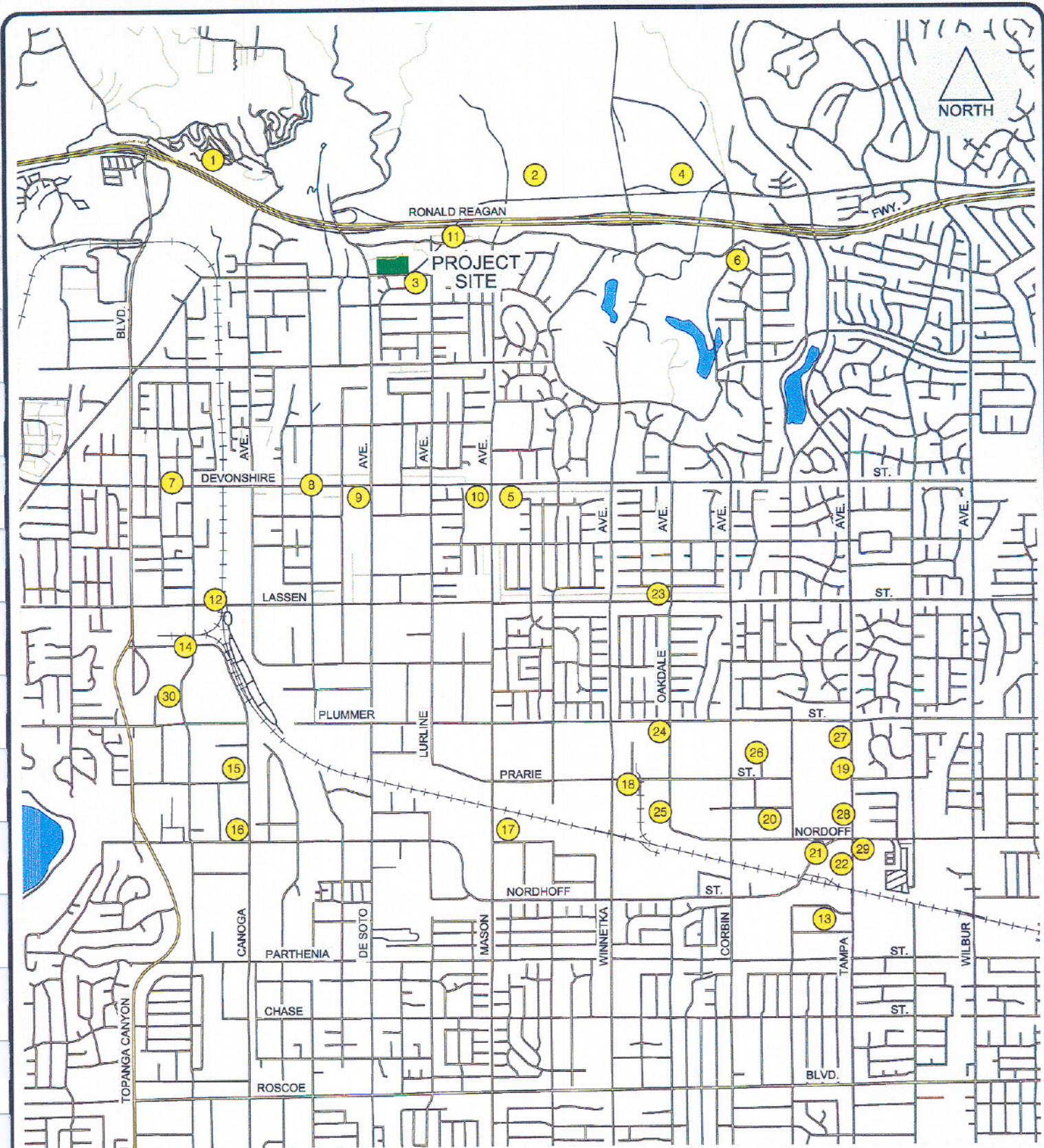


FIGURE 7

3/25/2004

FN: SIERRA CANYON HIGH SCHOOL RELPROJUS

RELATED PROJECTS MAP



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Table 9
ITE Trip Generation Rates and Equations
for Related Projects

General Light Industrial (per 1,000 sf) – LU 110

Daily:	T = 6.97 (A)
AM Peak Hour:	T = 0.92 (A); I/B = 88%, O/B = 12%
PM Peak Hour:	T = 0.98 (A); I/B = 12%, O/B = 88%

Industrial Park (per 1,000 sf) – LU 130

Daily:	T = 6.96 (A)
AM Peak Hour:	T = 0.89 (A); I/B = 82%, O/B = 18%
PM Peak Hour:	T = 0.92 (A); I/B = 21%, O/B = 79%

Single Family Housing (per dwelling unit) – LU 210

Daily:	T = 9.57 (D)
AM Peak Hour:	T = 0.75 (D); I/B = 25%, O/B = 75%
PM Peak Hour:	T = 1.01 (D); I/B = 64%, O/B = 36%

Apartment (per dwelling unit) – LU 220 *

Daily:	T = 6.72 (D)
AM Peak Hour:	T = 0.51 (D); I/B = 20%, O/B = 80%
PM Peak Hour:	T = 0.62 (D); I/B = 65%, O/B = 35%

Senior Housing – Attached (per dwelling unit) – LU 252 *

Daily:	T = 3.48 (D)
AM Peak Hour:	T = 0.08 (D); I/B = 45%, O/B = 55%
PM Peak Hour:	T = 0.11 (D); I/B = 61%, O/B = 39%

General Office Building (per 1,000 sf) – LU 710 *

Daily:	$\ln(T) = 0.77 \ln(A) + 3.65$
AM Peak Hour:	$\ln(T) = 0.80 \ln(A) + 1.55$; I/B = 88%, O/B = 12%
PM Peak Hour:	$T = 1.12 (A) + 78.81$; I/B = 17%, O/B = 83%

Shopping Center (per 1,000 sf) – LU 820

Daily:	$T = 0.643 \ln(A) + 5.886$
AM Peak Hour:	$T = 0.596 \ln(A) + 2.329$; I/B = 61%, O/B = 39%
PM Peak Hour:	$T = 0.660 \ln(A) + 3.403$; I/B = 48%, O/B = 52%

Table 9 (cont.)
ITE Trip Generation Rates and Equations
for Related Projects

High-Turnover (Sit-Down) Restaurant (per 1,000 sf) – LU 832

Daily:	$T = 130.34 (A)$
AM Peak Hour:	$T = 9.27 (A); I/B = 52\%, O/B = 48\%$
PM Peak Hour:	$T = 10.86 (A); I/B = 60\%, O/B = 40\%$

Automobile Center (per 1,000 sf) – LU 840

Daily: ^[1]	$T = 31.6 (A)$
AM Peak Hour:	$T = 2.94 (A); I/B = 65\%, O/B = 35\%$
PM Peak Hour:	$T = 3.38 (A); I/B = 50\%, O/B = 50\%$

Electronics Superstore (per 1,000 sf) – LU 863 *

Daily:	$T = 45.04 (A)$
AM Peak Hour: ^[2]	$T = 3.46 (A); I/B = 53\%, O/B = 47\%$
PM Peak Hour:	$T = 4.5 (A); I/B = 49\%, O/B = 51\%$

Pharmacy/Drugstore without Drive-Through Window (per 1,000 sf) – LU 880

Daily:	$T = 0.99 \ln(A) + 4.51$
AM Peak Hour:	$T = 9.50 (A) - 66.58; I/B = 59\%, O/B = 41\%$
PM Peak Hour:	$T = 8.42 (A); I/B = 50\%, O/B = 50\%$

Where:

T = trip ends	A = building area in 1,000 sf
I/B = inbound percentages	D = dwelling unit
O/B = outbound percentages	LU = ITE land use code

Note: [1] Daily rate estimated on assumption that Daily \approx 5(AM+PM).
 [2] AM Peak Hour Rates not available, used the rates of AM Peak Hour of Generator.

Sources: Trip Generation, 6th Edition, Institute of Transportation Engineers, 1997.
 * Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

Table 10
Related Projects Descriptions and Trip Generations

No.	Address/Location	Size	Unit	Project Description	Daily			AM Peak Hour			PM Peak Hour			
					I/B	O/B	Total	I/B	O/B	Total	I/B	O/B	Total	
1.	N. of 118 btwn. Topanga Bl. & Canoga Av.	484	du	Deer Lake Ranch	4,632	91	272	363	313	176	489			
2.	Porter Ranch Specific Plan ^[1]	3,355	du	Residential	30,747	608	1,830	2,438	1,981	1,114	3,095			
		560,000	sf	Office (appx. 100 ksf QuasiPublic)	4,880	718	81	799	105	685	790			
		80,000	sf	Medical Office	2,450	120	27	147	45	142	187			
		300	rm	Hotel	2,320	98	62	160	91	81	172			
		2,275,000	sf	Retail	81,020	932	650	1,582	3,712	3,942	7,654			
		45,000	sf	High Turnover Sit-Down Restaurant	5,080	129	123	252	263	159	422			
					126,497	2,605	2,773	5,378	6,197	6,123	12,320			
3.	S/O Rinaldi St, W/O Lurline ^[2]	7	du	Single Family Housing	67	1	4	5	5	3	7			
4.	19514 Rinaldi St. ^[3]	16,780	sf	Church w/ Day Care	1,330	114	102	216	80	91	171			
5.	20440 Devonshire St.	N/A		Bank added to existing shopping center	N/A	35	28	63	140	134	274			
6.	11010 Corbin Av.	95	du	Single Family Housing	909	18	53	71	61	35	96			
7.	21743 Devonshire St.	7,000	sf	High Turnover Sit-Down Restaurant	890	42	39	81	46	30	76			
8.	21103 Devonshire St.	6,300	sf	High Turnover Sit-Down Restaurant	801	38	35	73	42	27	69			
9.	20901-20927 Devonshire St.	15,035	sf	Pharmacy w/ Drive-Thru	1,330	45	31	76	64	64	127			
		11,804	sf	Mini-Mall	1,693	26	17	43	73	80	153			
					3,023	71	48	119	137	144	280			
10.	20516 Devonshire St.	9,000	sf	Mini-Shopping Center	1,420	23	14	37	61	67	128			
11.	W/O Mason, S/O SR-118 Wwy.	40	du	Single Family Housing (Part of Porter Ranch)	383	8	23	30	26	15	40			
12.	21601 Lassen St.	302,296	sf	Industrial Building	2,107	245	33	278	36	261	296			
		24,600	sf	Light Industrial Park	171	17	4	21	4	17	21			
					2,278	262	37	299	40	277	317			
13.	19401 Business Center Dr.	59,194	sf	Shopping Center	4,830	70	44	114	213	230	443			
14.	21730 Marilla St.	24,400	sf	Auto Center	771	47	25	72	41	41	82			
15.	9361 Canoga Av.	71,362	sf	Light Industrial	497	49	11	60	13	48	61			
16.	8907 Canoga Av.	144,000	sf	Light Industrial	1,002	99	22	121	26	98	124			
17.	9120 Mason Av.	225,000	sf	Industrial Site (3 bldgs. of approx. 75k ea.)	1,568	182	25	207	26	194	221			
18.	9300 Winnetka Av.	340,000	sf	Satellite Communications Station	374	47	6	53	6	45	51			
19.	9301 Tampa Av.	28,000	sf	8 Restaurants (Northridge Shopping Ctr.) 80% complete	712	34	31	65	37	24	61			
20.	Nordhoff St. & Corbin Av.			Krausz Property Project - Full Build-Out - Alt B[2]	7,716	981	110	1,091	222	1,027	1,249			
		1,516,000	sf	General Office										
		336	du	Elder Housing										
		100	bd	Nursing Home										
		50	du	Assisted Living										
21.	19420 Nordhoff St.	39,458	sf	Shopping Center	3,710	55	35	90	163	176	339			
22.	Nordhoff St. & Tampa Av. ^[3]	16,300	sf	Freestanding Discount Store	5,580	47	23	70	258	249	507			
23.	9733-9859 Mason Av. ^[4]	525	du	Townhomes	1,847	20	192	212	164	38	202			
	20504-20524 Lassen St.	24,460	sf	Shopping Center										
24.	9340-60 Penfield Av.	80,000	sf	General Office	1,123	138	19	157	29	139	168			
25.	9301 Winnetka Av.	45,000	sf	General Office expansion	721	87	12	99	22	107	129			
26.	19600 Prairie St.	336	du	Senior Apartment	1,169	12	15	27	23	14	37			
27.	9301 Tampa Av. ^[5]	N/A		Theater	3,653	0	0	0	0	0	0			
28.	19301 Nordhoff St.	31,688	sf	Electronics Store	1,427	58	52	110	70	73	143			
29.	19208 Nordhoff St.	140	du	Apartment	941	14	57	71	57	30	87			
30.	9733 Topanga Canyon Bl. ^[6]	119	du	Apartment	800	12	49	61	48	26	74			
		29	du	Single Family Housing	278	6	16	22	18	11	29			
					1,078	18	65	83	66	37	103			

[1] Traffic and Circulation Study for the Porter Ranch Specific Plan Update, Crain & Associates, January 2003.

[2] Reduced Porter Ranch Specific Plan (No. 2) by this project since it is pulled out separate.

[3] Traffic Impact Report for the Proposed Major Retail Store in Northridge, Crain & Associates, July 2004.

[4] City of LA Inter-Departmental Correspondance to Ms. Emily Gabel-Luddy, Dept. of City Planning, Traffic Assessment for the Proposed South Ranch Mixed-use Development at Mason Avenue and Lassen Street, February 2003.

[5] LADOT related projects database.

[6] Traffic Analysis for Proposed Residential Development on 9733 Topanga Canyon Boulevard in the Chatsworth Community, Crain & Associates, February 2004.

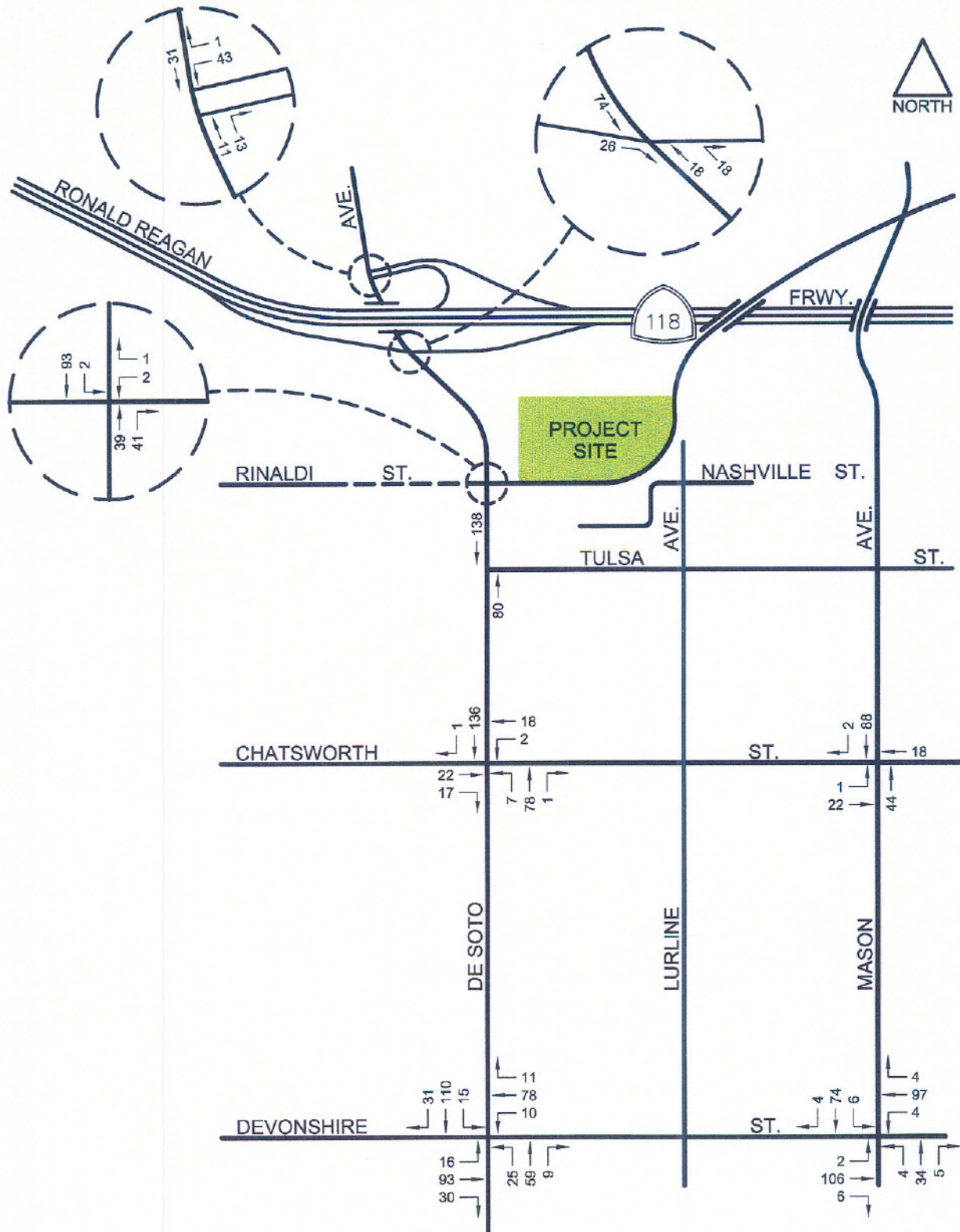


FIGURE 8(a)

9/3/2004

Sierra Canyon High School\MRELPRJS-WRINALDI

STICK2

RELATED PROJECT VOLUMES ONLY
WITH RINALDI STREET CONNECTED
AM PEAK HOUR



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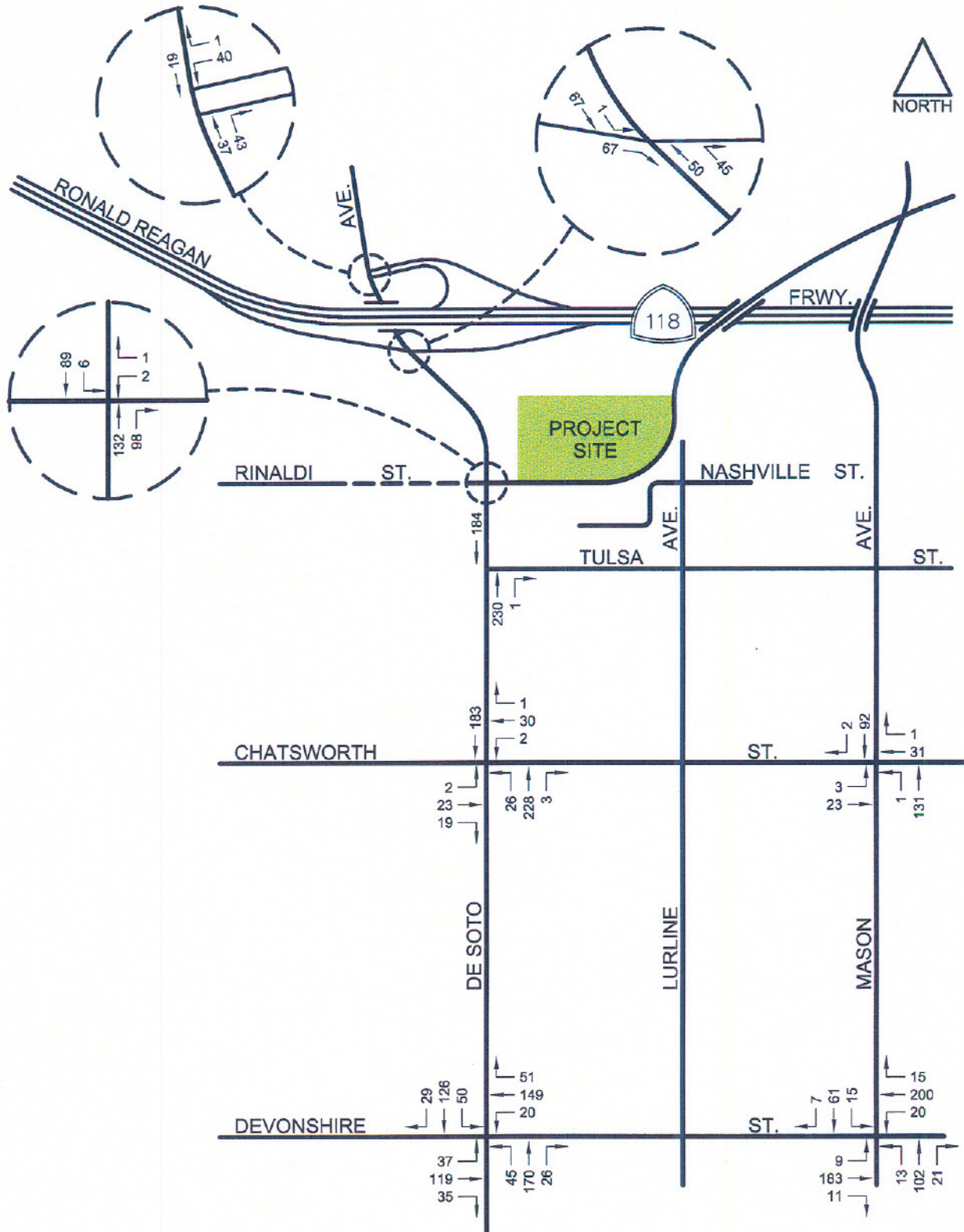


FIGURE 8(b)

9/3/2004

Sierra Canyon High School/PMRELPRJS-WRINALDI

STICK2

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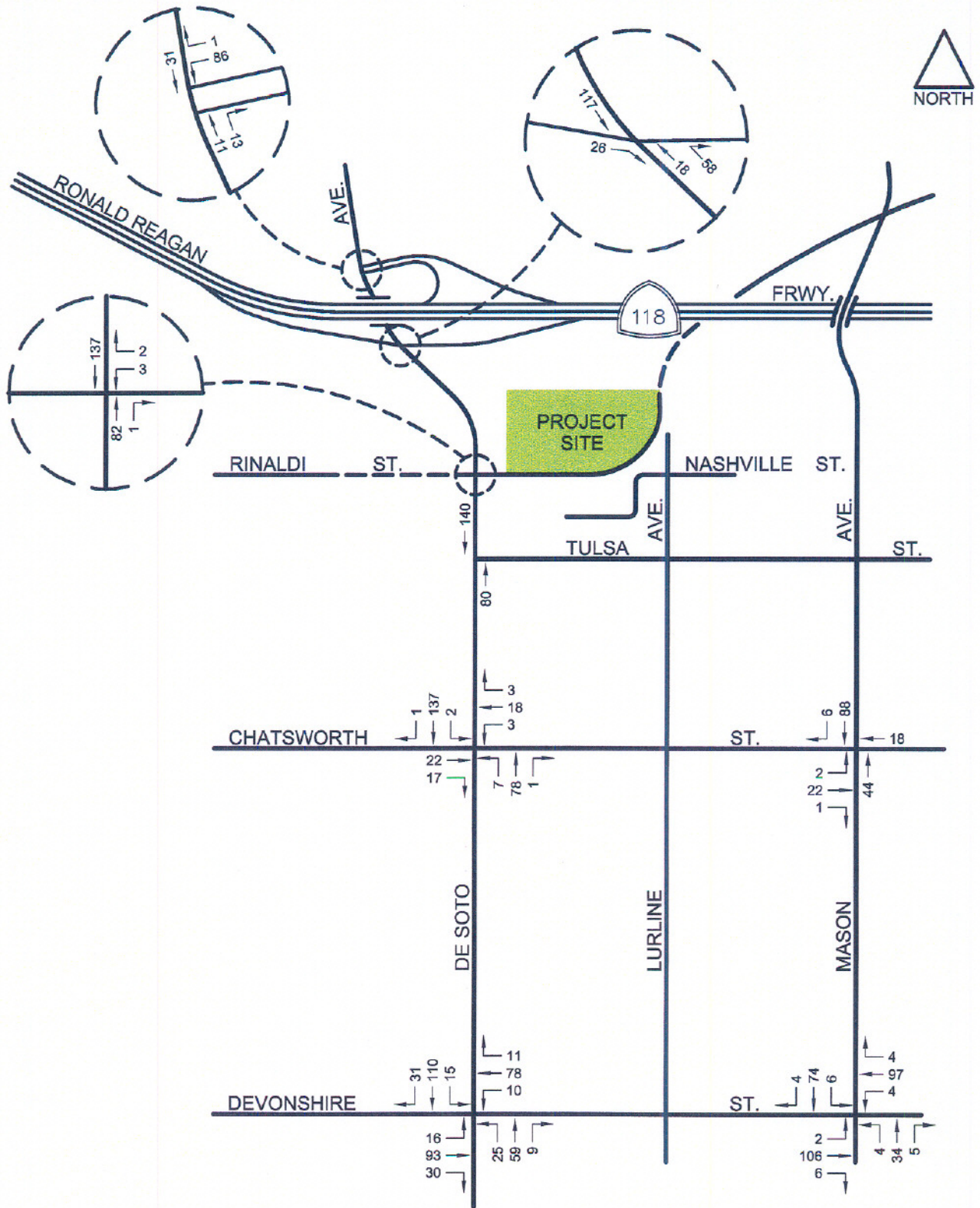


FIGURE 8(c)

9/3/2004

Sierra Canyon High School\AMRELPRJS-WOR\INALDI

RELATED PROJECT VOLUMES ONLY
WITHOUT RINALDI STREET CONNECTED
AM PEAK HOUR



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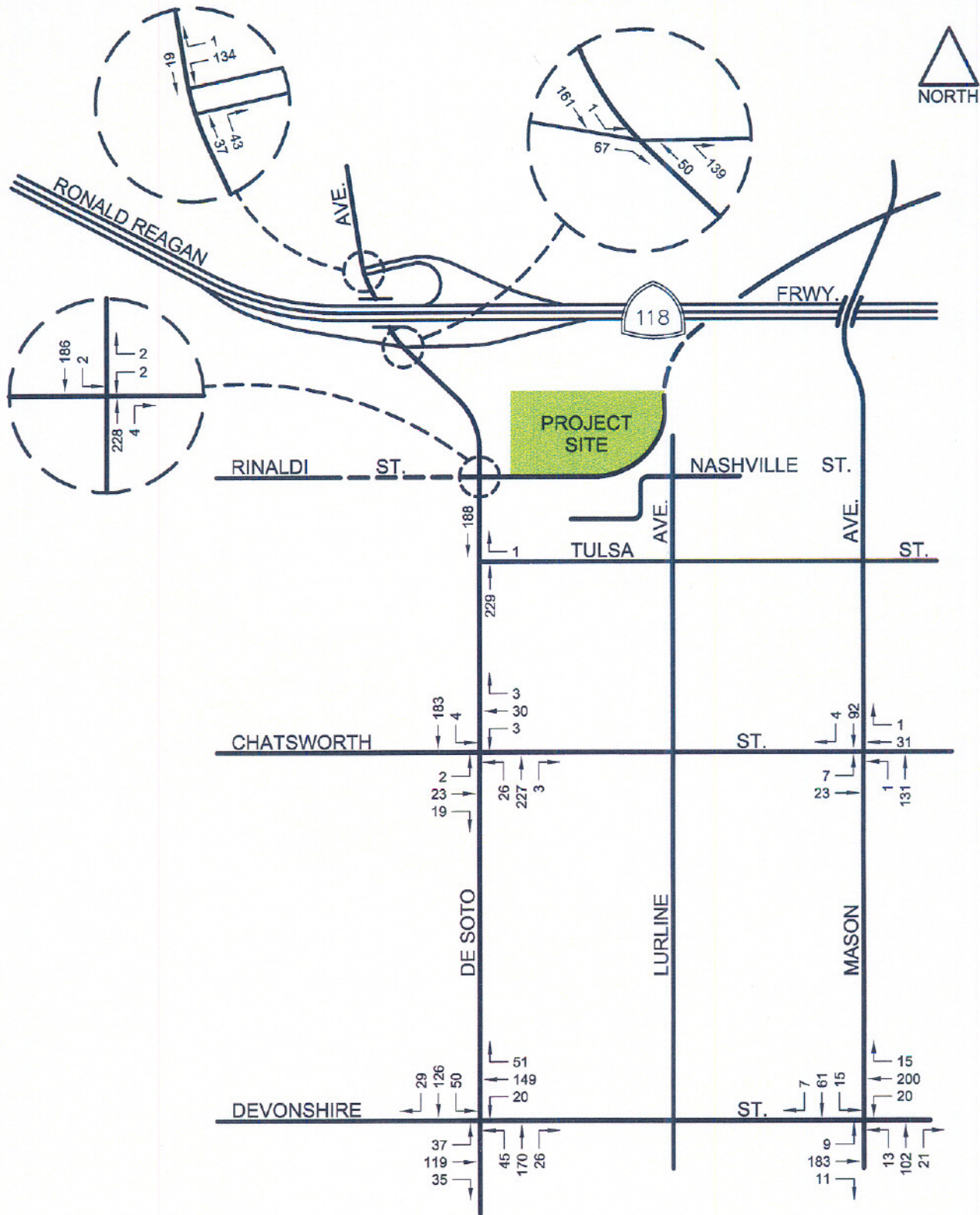


FIGURE 8(d)

9/3/2004

Sierra Canyon High School/PMREL/PRJS-WORINALDI

STICK

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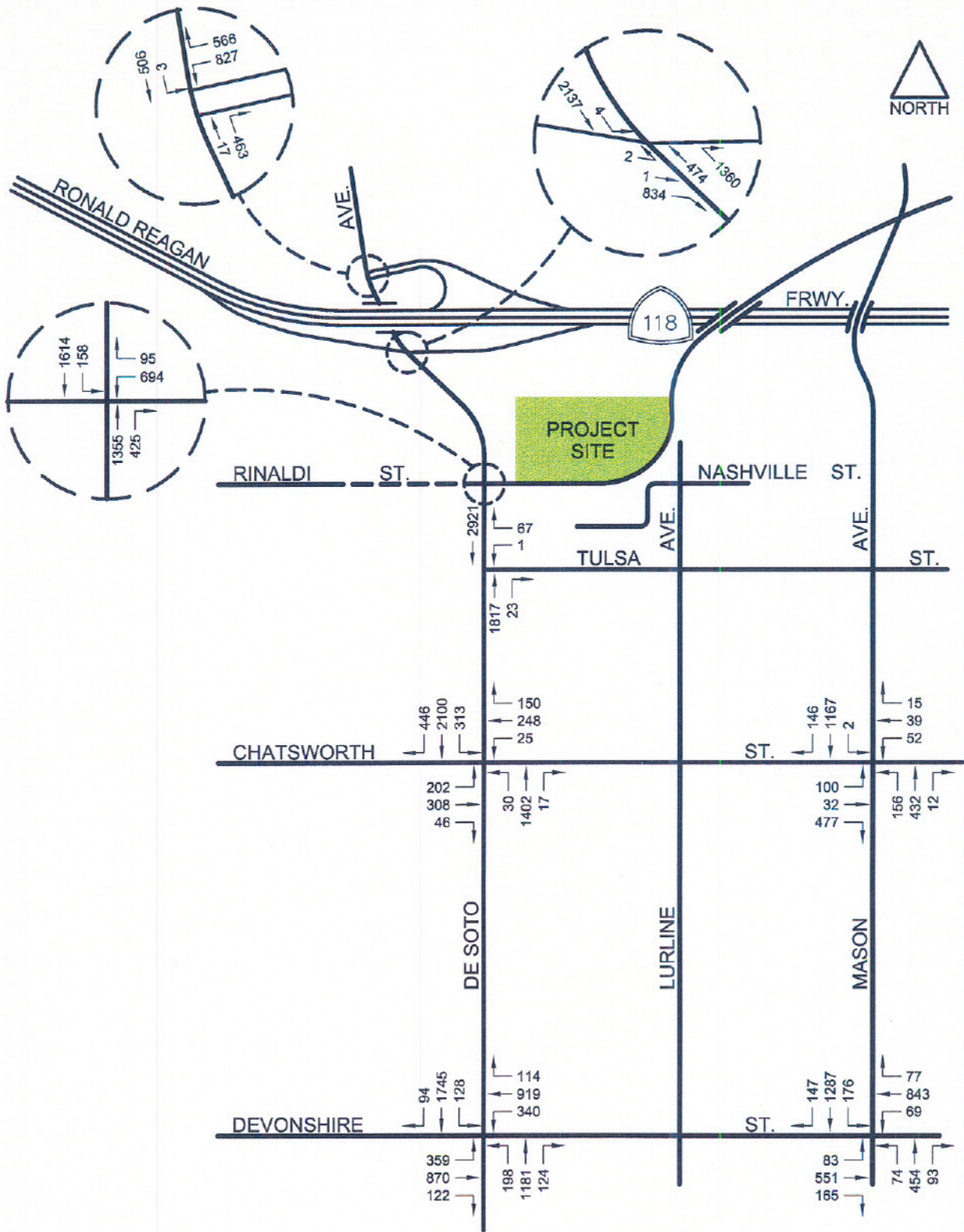


FIGURE 9(a)

9/3/2004

Sierra Canyon High School/AM2007(WO/WRINALDI)

FUTURE (2007) TRAFFIC VOLUMES
WITHOUT PROJECT
WITH RINALDI STREET CONNECTED
AM PEAK HOUR



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STICK2

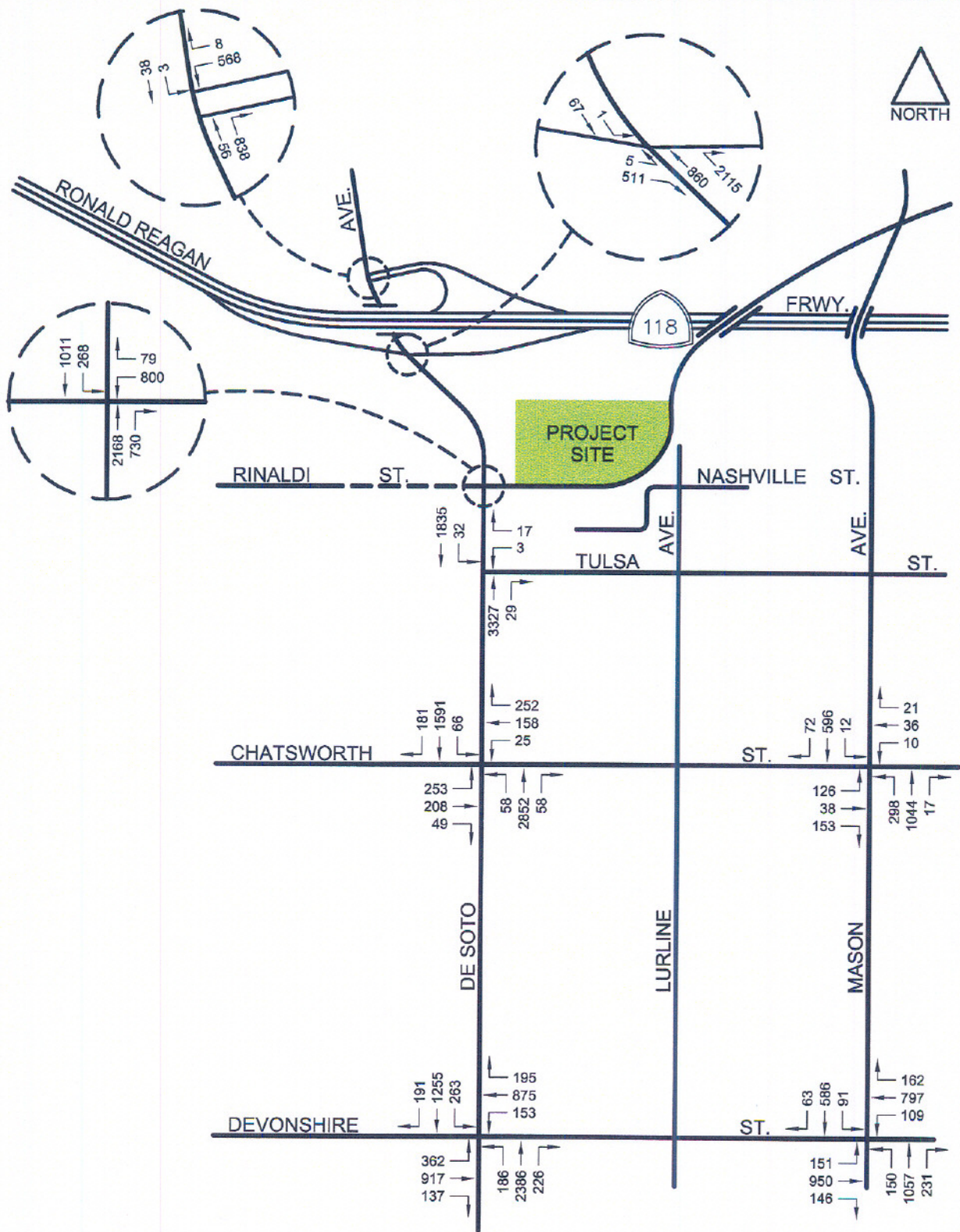


FIGURE 9(b)

9/3/2004

Sierra Canyon High School(PM2007WO)(RINALDI)

FUTURE (2007) TRAFFIC VOLUMES
WITHOUT PROJECT
WITH RINALDI STREET CONNECTED
PM PEAK HOUR



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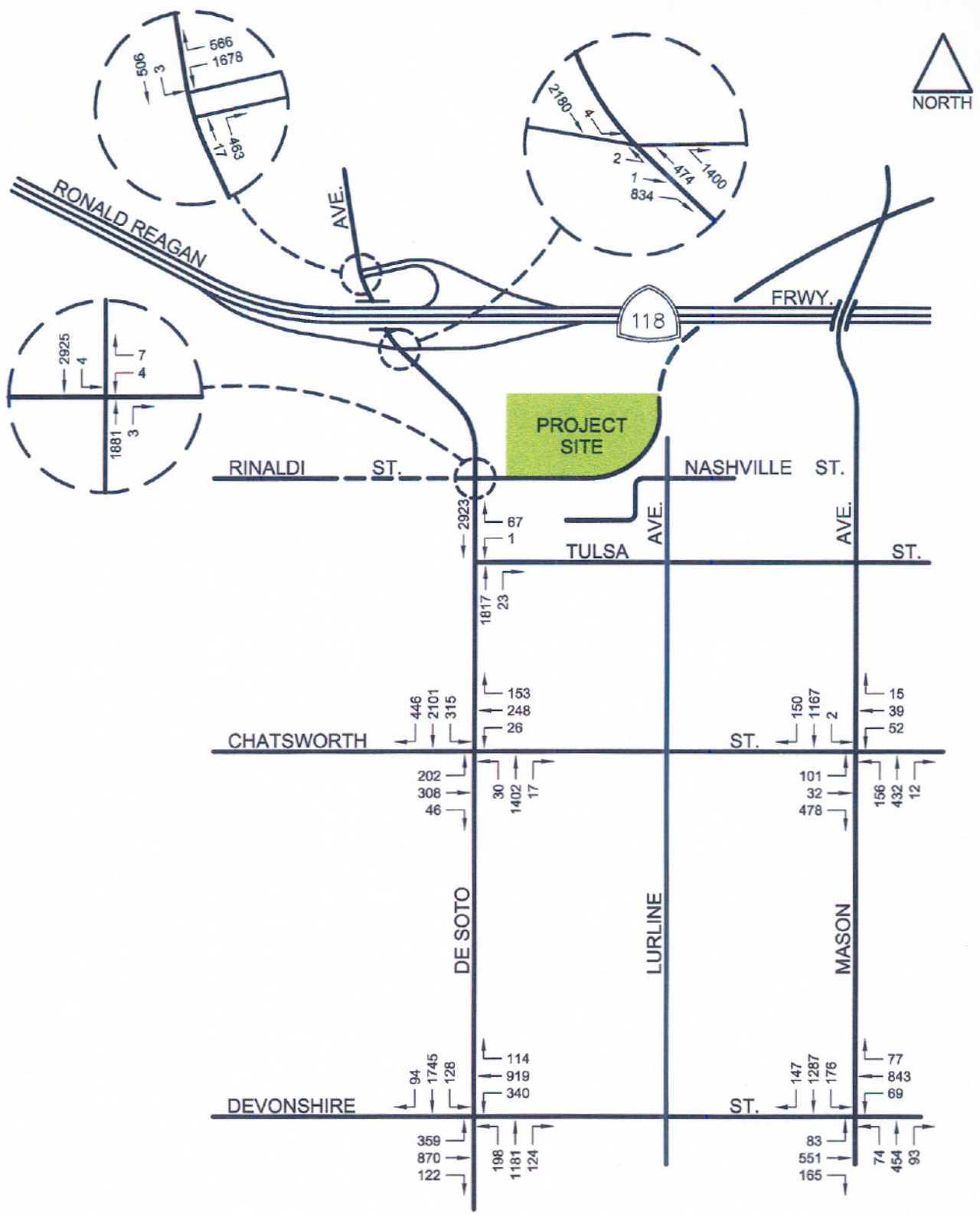


FIGURE 9(c)

9/3/2004

Sierra Canyon High School/AM2007/WO(WORINALDI)

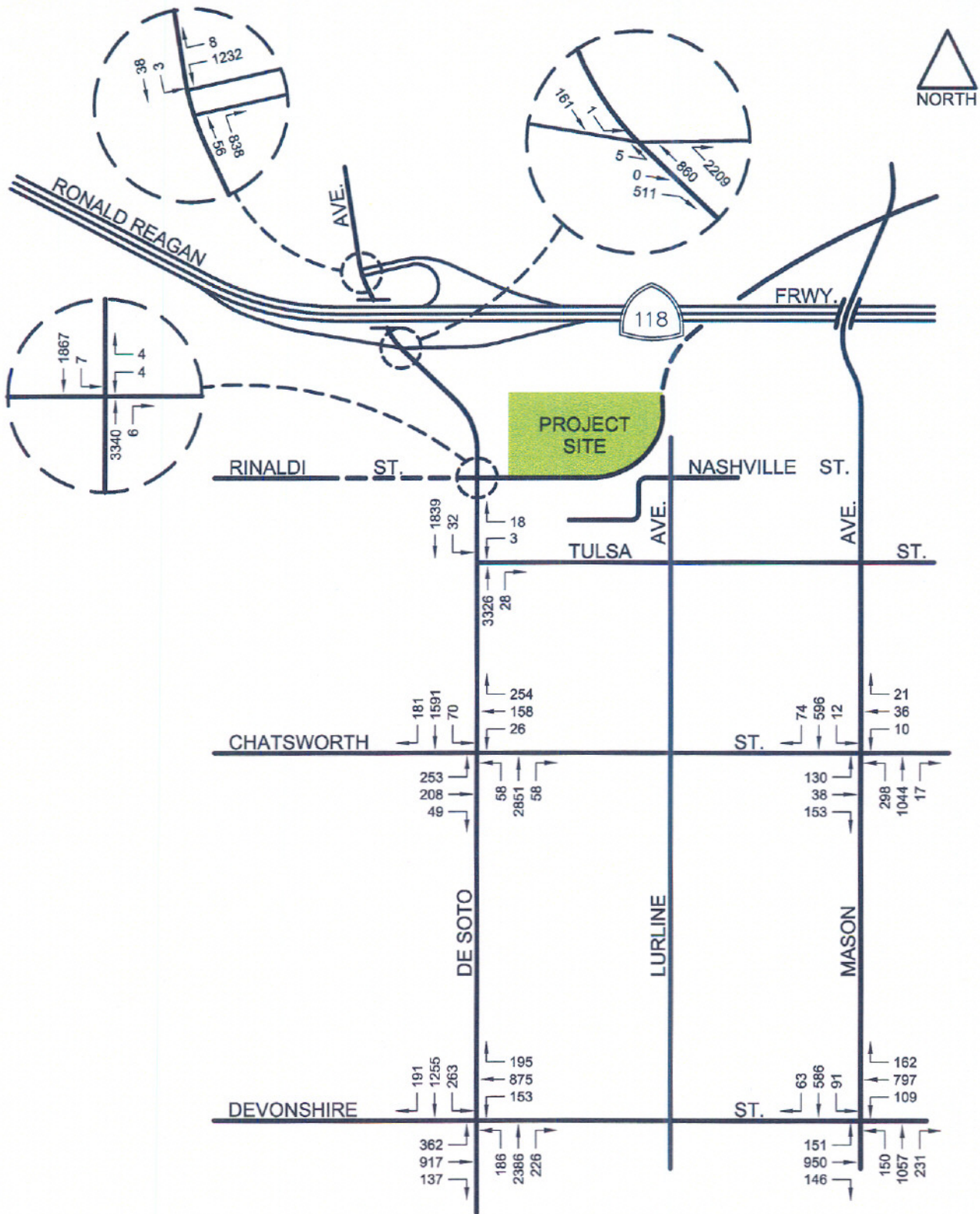
FUTURE (2007) TRAFFIC VOLUMES
 WITHOUT PROJECT
 WITHOUT RINALDI STREET CONNECTED
 AM PEAK HOUR



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Analysis of Future Traffic Conditions (With and Without Project)

The analysis of future conditions in the project area was performed using the same critical lane analysis procedures described previously in this report. For future project conditions, the roadway system was assumed to be unimproved from the existing conditions with the exception of the completion of the connection of Rinaldi Street between De Soto Avenue and Mason Avenue. The Sierra Canyon High School will be located on the north side of the proposed extension of Rinaldi Street. However, the roadway will be constructed as part of the Porter Ranch traffic mitigation package and the school has no control on when it will be completed. The school anticipates that the roadway will be completed prior to full enrollment but the Los Angeles City Public Works Department, Bureau of Engineering is anticipating completion of construction in the year 2007 to 2009. Therefore, the analysis has been conducted with and without construction of the Rinaldi Street project.

Traffic volumes for the analysis were developed as follows:

- o As described earlier in the report, future-year benchmark traffic volumes for the no-project condition were determined by combining the area traffic growth with new traffic generated by related projects.
- o Traffic volumes generated by the project were then added to these benchmark volumes to form the basis for the "With Project" traffic analysis and to determine traffic impacts directly attributable to the proposed development.

Future year 2007 "With Project" traffic volumes at the study intersections are shown in Figures 10(a) and 10(b) for future conditions with the Rinaldi Street extension completed and in Figures 10(c) and 10(d) for the extension not yet completed. The results of the Critical Movement Analysis of future traffic conditions at the study intersections are summarized in Table 11(a) with Rinaldi Street connected and 11(b) without Rinaldi Street

connected. (The CMA calculation worksheets for existing conditions are contained in Appendix E of this report.)

The tables show that "With Project" traffic conditions will likely span the entire range between LOS A and LOS F during the AM and PM peak hours at the critical study intersections along De Soto Avenue. As stated previously, future travel demand might actually be less than as reflected in these tables. Additionally, as some of the cumulative projects are developed, they will likely include traffic mitigation which will improve capacity of the future street system. Therefore, actual future conditions in this portion of the De Soto Avenue Corridor, and all study intersections, are likely to be much better than indicated in Table 11.

As a benchmark for determining the effect of developments on nearby street systems in the project vicinity, LADOT has defined a significant impact as an increase in the CMA value, due to project-related traffic, of 0.010 or more at an intersection operating at LOS E or F, 0.020 at LOS D, or 0.040 at LOS C.

As shown in Table 11(a) and 11(b), the project is expected to significantly impact five of the eight study intersections during both of the peak hours studied with Rinaldi Street connected and is expected to significantly impact two additional study intersections during the morning peak period if Rinaldi Street is not connected. Mitigation measures described in a following section reduce the impacts to a level of insignificance.

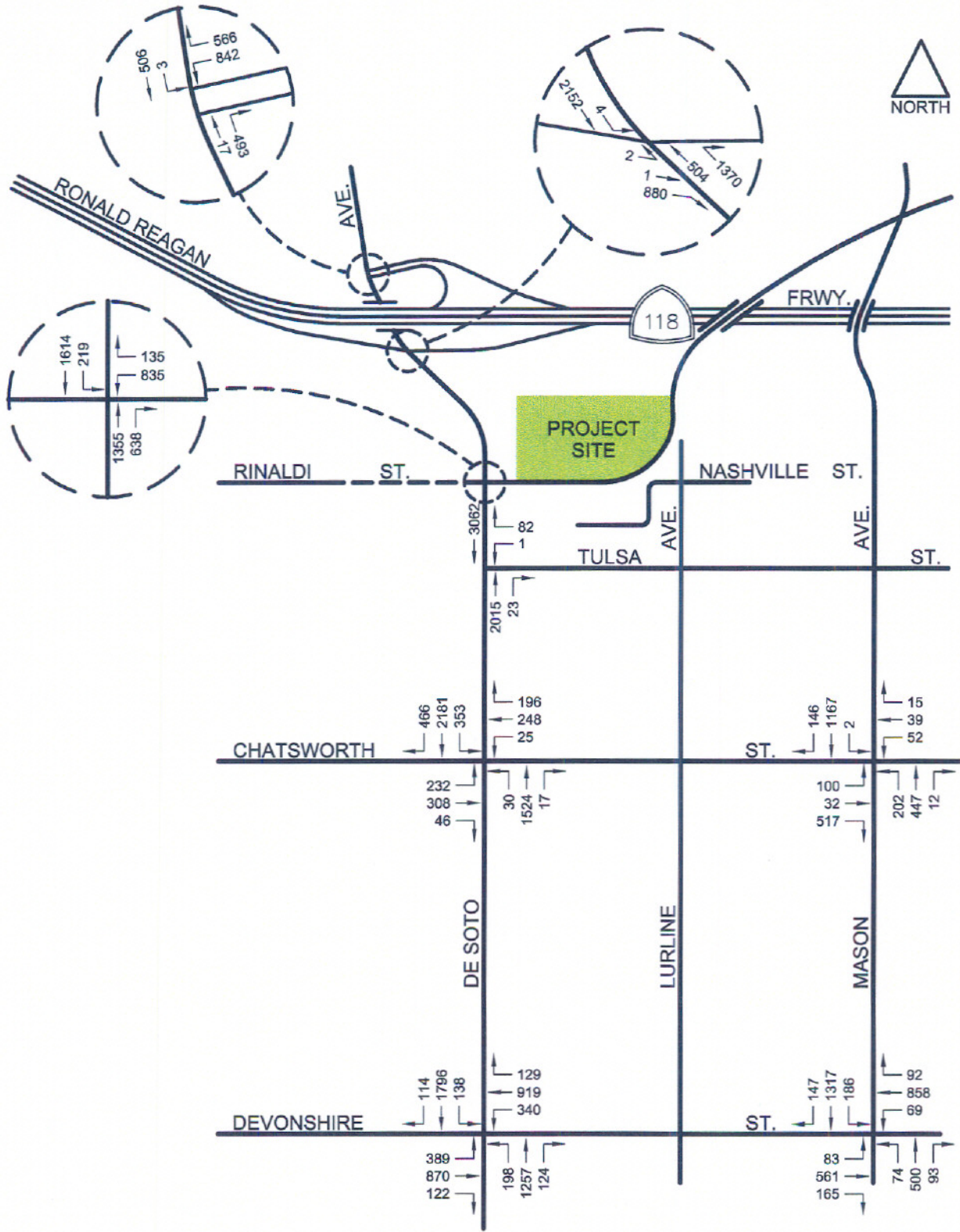


FIGURE 10(a)

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FUTURE (2007) TRAFFIC VOLUMES
WITH PROJECT
WITH RINALDI STREET CONNECTED
AM PEAK HOUR



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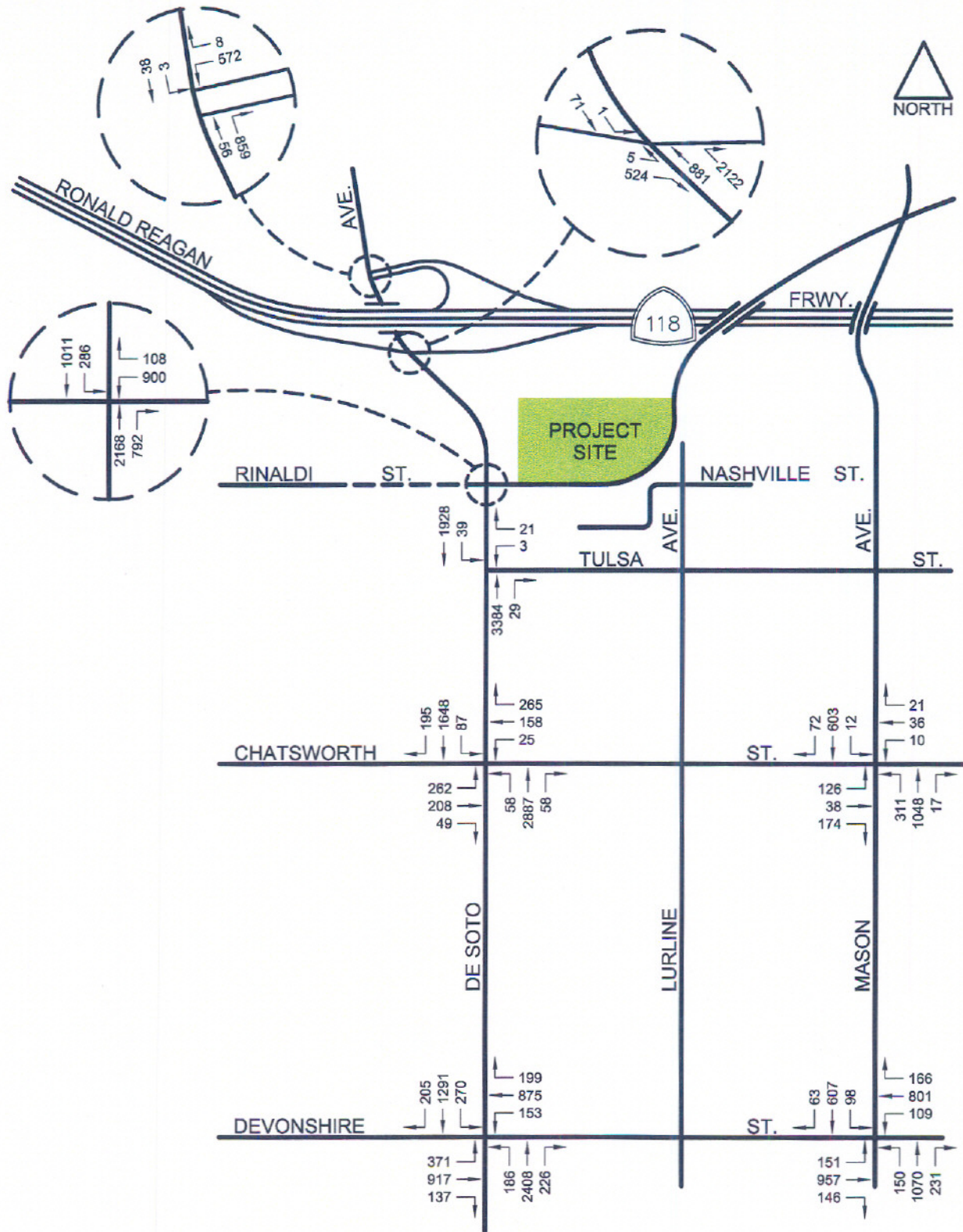


FIGURE 10(b)

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FUTURE (2007) TRAFFIC VOLUMES
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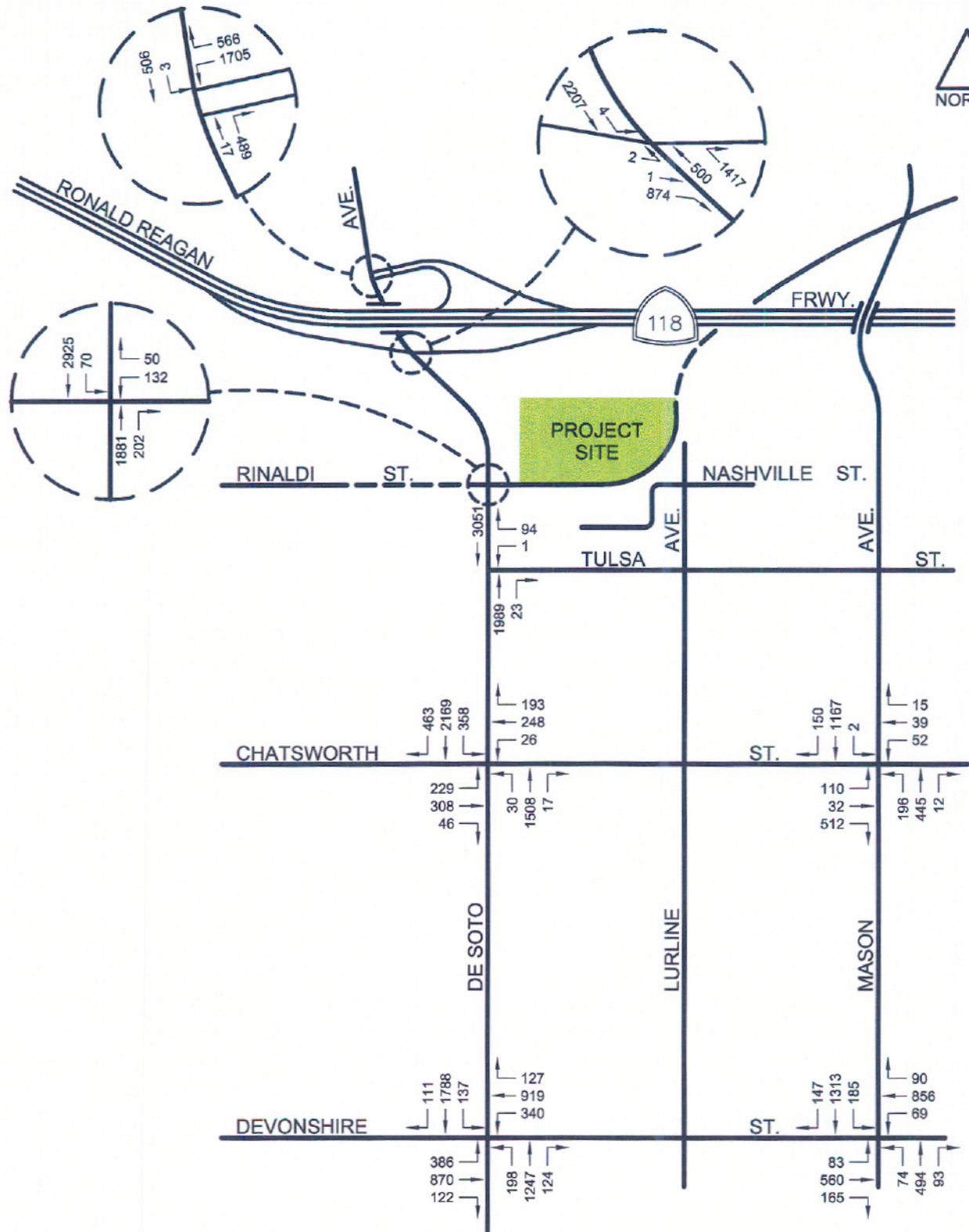


FIGURE 10(c)

9/3/2004

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