

## IV. ENVIRONMENTAL IMPACT ANALYSIS

### G. LAND USE

#### EXISTING CONDITIONS

##### *LAND USES*

##### **Onsite Land Use**

The upper (northern) portion of the project site has been previously developed as a single-family estate, while the lower (southern) portion of the property is vacant and has been historically unused. Other site improvements include a swimming pool, a barbeque and bar area (gazebo) associated with a swimming pool, an additional gazebo west of the pool house, a covered patio area, as well as other hardscape and landscape improvements that served the estate. Equestrian improvements associated with the former residential use include a horse shelter and walker, which were located within the right-of-way for the future extension of Rinaldi Street, outside the boundary of the project site, but have since been removed by roadway grading. A large number of trees, including eucalyptus, sycamore, palm and other exotics, are located in the vicinity of the existing residence. These trees were planted to provide amenity to the existing home and to screen the residential property and ancillary structures from offsite locations.

The 4.89-acre project site contains 15 identified various water, utility, driveway and access easements including a 25-foot DWP Easement that trends in a northeasterly-southwesterly direction and contains the Chatsworth Hi-Line Conduit. This easement has been decommissioned by DWP with no future planned uses. A 20-foot wide Metropolitan Water District Easement is located immediately adjacent and east of the DWP Easement and contains a 54-inch water main. This easement begins at Rinaldi Street, trends in a northeasterly-southwesterly direction parallel with the DWP Easement for approximately 280 feet, and then veers in an easterly direction towards Lurline Avenue. A 30-foot wide DWP easement is located along the eastern property line, parallel to Lurline Avenue. A 10-foot DWP easement also "tees" with the Chatsworth Hi-Line Conduit in a southeasterly direction and contains a 12-inch water line that was meant to serve residential development on the lower part of the project site which is now proposed to be developed with the school. Other less substantial access easements are located within the property boundaries.

The City's extension of Rinaldi Street follows a 100-foot dedicated right-of-way with adjacent slope easements that vary in dimension. Associated slope easements for the roadway presumed existing (unaltered) site conditions and have become obsolete with the project, which will be graded to meet the needs of the extension. These easements will be reconfigured to reflect project grading.

##### **Surrounding Land Uses**

The project site adjoins DWP property to the north and northwest, vacant property to the southeast, a single-family development on the south, Lurline Avenue on the east, and two undeveloped single-family lots on the west. Lurline Avenue, a partially improved local street, adjoins the back yards of single-family homes fronting Celtic Street. Sandbags and other temporary drainage devices, indicating excessive runoff south of the SR-118 freeway, were

observed in the winter months along the Lurline Avenue right-of-way adjacent to the developed residential properties. Local streets serving single-family homes south and east of the project site take access on Tulsa Avenue, east of the project site. The SR-118 freeway is located approximately 700 to 800 feet to the north and De Soto Avenue is located approximately 470 feet to the west.

The Chatsworth community experienced a high rate of urbanization in the 1970's and 1980's as older horsekeeping and farming properties were subdivided into non-equestrian, single-family uses. The De Soto Avenue corridor, between Devonshire Street and the SR-118 Freeway, is characterized by residential horsekeeping land uses, equestrian trails, several unpaved local residential streets, and newer single-family subdivisions. Land use patterns throughout the area characterize the transition from the formerly predominant agricultural and equine uses to smaller-lot single-family subdivisions. The residential lots on Tulsa, Nashville, and Oklahoma Avenues, south of the project site, and lots fronting Celtic Street, east of the project site (backing up to Lurline Avenue) are characteristic of the more recent non-horsekeeping, single-family development in the area. This gradual encroachment, coupled with residential zoning and health code regulations, contributed to a continuing loss of horsekeeping uses, as odor, dust, health, and safety rules were enforced to protect the residents of the non-horsekeeping uses. There are no multiple-family land uses in the immediate vicinity.

In response to the decline in the City's remnant horsekeeping neighborhoods, the City enacted the "K"-Equinekeeping District (supplemental use district) to protect established equestrian uses and to encourage establishment of new horsekeeping areas. This supplemental use is described in more detail under the subsequent Regulatory Environment discussion in this EIR section. The community's continued interest in preserving the semi-rural and equestrian character of north Chatsworth is evidenced by the permanent closure of access to Rinaldi Street from De Soto Avenue<sup>1</sup>.

Within the north De Soto Avenue corridor, newer residential subdivisions are generally located east of De Soto Avenue, between De Soto and Mason Avenues, while the horsekeeping properties are generally located west of De Soto Avenue. However, a K-equinekeeping district is located due north of the project site, between the project site and the SR-118 freeway. A large K-equinekeeping district is also located north of Devonshire Street and south of the SR-118 Freeway, approximately 0.5 mile east of the project site. The north Chatsworth horsekeeping neighborhoods are generally connected by a system of trails and by the "backbone" equestrian system. The "backbone" trail is located in City of Los Angeles open space along the SR-118 freeway south right-of-way, approximately 150 feet north of the project site. A signalized equestrian crossing at the intersection of De Soto Avenue and Rinaldi Street accommodates passage across De Soto Avenue and connectivity between horse-keeping neighborhoods.

Commercial districts serving the area include a Community Commercial district along Devonshire Street approximately one mile south of the project site. A Transit Center/Regional Center, associated with the existing Metro Commuter Rail Station on Canoga Avenue, is designated in the vicinity of Devonshire Street and Canoga Avenue, approximately 1.5 miles southwest of the project site. Under the Chatsworth-Porter Ranch Community Plan, a Regional Commercial Center is planned north of SR-118, approximately 0.5 mile northeast of the project site. The latter would be directly accessed by the future extension of Rinaldi Street. Approximately 600,000 square feet of commercial floor uses have been developed in the

<sup>1</sup> Vacation Change date of May 6, 2002, Council File No. 1999-1360.

Community Center area, with approximately 2.3 million square feet of additional floor area permitted under the Community Plan.<sup>2</sup>

The northwest portion of the project site adjoins a large DWP parcel containing a covered water reservoir and associated water supply infrastructure. DWP ownership also includes vacant, undeveloped property that adjoins the northerly project site boundary.<sup>3</sup>

## REGULATORY SETTING

Land use and future development on the project site are guided by a range of land use and building regulations, including federal and state air quality regulations, City of Los Angeles Building and Safety Code regulations, City of Los Angeles Planning and Zoning Code regulations, and regulatory land use plans and guidelines associated with the City of Los Angeles General Plan. California state law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. The General Plan must identify the need and methods for coordinating community development activities among all units of government; it must establish the community's capacity to respond to problems and opportunities; and it must provide a basis for subsequent planning efforts. The Los Angeles General Plan sets forth goals, objectives and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of state-mandated elements including Transportation, Noise, Safety, Housing, and Conservation. The following descriptions present the zoning and relevant General Plan policies that govern the project site.

### Zoning

The project site is zoned (T)RE11-1 and A2-1 which is consistent with the corresponding zoning under the Very Low II Residential designation by the Chatsworth-Porter Ranch Community Plan for Residential Estate (RE) uses. Uses permitted by right under the RE11 zone (Code Section 12.07.01) include one-family dwellings, parks, playgrounds or community centers (owned or operated by a government agency), truck farming, two-family dwellings having a side yard in common with a commercial or industrial zone, accessory buildings, and conditional uses enumerated in Section 12.24 of the City of Los Angeles Planning and Zoning Code. The existing RE11 zoning allows for a minimum lot size of 11,000 square feet and a maximum building height of 45 feet. The portion of the site that is zoned A2-1 reflects a (T)RE11 zoning with an expired tentative classification that reverted back to its original underlying zone. The site has no history of agricultural uses and there is no active Williamson Contract for the property.

Public and private elementary and high schools (grades K through 12) in the A, RE, RS, R1, RU, RZ, RW1, R2, RD, RW2, R3, C1, C1.5, or M zones; and private schools (other than K through 12) in the A, R, CR, C1, or C1.5 zones, are permitted through a Vesting Conditional Use Permit. Vesting Conditional Use Permits for school uses are approved by the City Planning Commission (with appeals to the City Council) under Planning and Zoning Code Sections 12.24.T and 12.24 U.24.

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<sup>2</sup> Porter Ranch Land Use/Transportation Specific Plan, C.2 (b), page 8, May 17, 2001, and as identified as Related Project No. 2 in Section IV.B, related Projects, of this Draft EIR.

<sup>3</sup> This parcel is identified as a section of Subarea H-1 in the Porter Ranch Land Use/Transportation Specific Plan, described under the subsequent General Plan discussion.

The adjoining property directly north of the project site (between the site and the SR-118 freeway right-of-way) is designated by the Community Plan (see subsequent discussion under General Plan Elements),<sup>4</sup> as a K-Equinekeeping Area and Very Low II Residential, corresponding to the RE15 and RE11 zones. The “K” designation is an equinekeeping overlay district defined under Section 13.05 of the City of Los Angeles Planning and Zoning Code. Properties to the north are zoned A1-1, A2-1 and PF-IXL.

In the immediate vicinity, the horsekeeping area designated in the Community Plan terminates at the north boundary of the project site and does not include the project site itself. Land uses adjoining the project site on the south, east, northeast and west and are similarly zoned with low-density single-family uses (RA-1, RE20, RE11 and RE9) and are not located within an existing or proposed K-equinekeeping area or district. The zoning of the project site and adjacent properties is shown in **Figure IV.G-1, Existing Zoning**.

## General Plan Elements

### *Chatsworth-Porter Ranch Community Plan*

The land use policies and standards of the General Plan are implemented at a local level through the community planning process. Community plans are oriented toward specific geographic areas of the city, defining locally the General Plan’s more general citywide policies and programs. The Chatsworth-Porter Ranch Community Plan (adopted September 1993; map revised June 2000) addresses the general land use guidelines that affect the project site and the surrounding Chatsworth and Porter Ranch communities. The purpose of the Community Plan is to provide an official guide to the future development within the Plan area. The Community Plan promotes an arrangement of land use, circulation, and services that encourage and contribute to economic, social and physical health, safety, welfare, and convenience of the community.

The Chatsworth-Porter Ranch Community Plan has the intended purpose of providing for the proper location of a range of land uses and physical development, to be carried out in a manner consistent with the designated purposes of the Plan. Under the Community Plan, the designated land use for the project site is Very Low II Residential, corresponding to the RE15 and RE11 zones (minimum lot sizes of 15,000 and 11,000 square feet). The land use designation for the project site and the surrounding area is depicted in **Figure IV.G-2, Community Plan Land Use Designations**.

As depicted in **Figure IV.G-3, Chatsworth-Porter Ranch Community Plan Equestrian Areas and Trails Map**, the “backbone” equestrian trail extends from just north of Rinaldi Street at De Soto Avenue in a northeasterly direction generally along the project boundary to north of the site. However, as footnote 2 of that map states, trail locations are “general and may be varied as required”.<sup>5</sup> The updated Community Plan Trails Map also reflects the intention of the 1991 Trails Guide by placing the trail crossing of Rinaldi Street north of the site and away from the curve.

<sup>4</sup> E-mail correspondence from Anna Vidal, Planning Associate, Department of City Planning, North Valley Division, June 27, 2002.

<sup>5</sup> Chatsworth-Porter Ranch Community Plan Equestrian Areas and Trails, City of Los Angeles Planning Department, June 2002.

## **Figure IV.G-1 Existing Zoning**

**Figure IV.G-2**  
**Community Plan Land Use Designations**

**Figure IV.G-3  
Chatsworth-Porter Ranch Community Plan Equestrian Areas  
and Trails Map**

The Community Plan designates a State of California Scenic Highways corridor extending one-half mile north and south of the SR-118 freeway right-of-way, extending as far south as Tulsa Street. This designated scenic corridor corresponds to the one-mile scenic corridor standards established under the State of California Scenic Highways Program and encompasses the project site. The scenic corridor designation in the Community Plan reflects the former intention by the City to apply for a State of California Scenic Highway designation for the SR-118 freeway between Balboa Boulevard and the City boundary, as described in the City of Los Angeles 1978 Scenic Highways Plan. However, the City's 1978 Scenic Highways Plan has been updated and superceded by the City of Los Angeles General Plan Transportation Element (1999). Under the latter, only those state highways which are recognized as eligible scenic highways under the State of California Scenic Highways Program criteria are listed as such.<sup>6</sup> Thus, the State of California Scenic Highways Program does not consider the SR-118 freeway between Balboa Boulevard and De Soto Avenue to be eligible for scenic highway status and this section of freeway is not designated as a state scenic corridor in the City Transportation Element. Although the Community Plan has not been corrected to reflect the change in the Transportation Element, the Community Plan Scenic Corridor designation between Balboa Boulevard and De Soto Avenue (east of De Soto Avenue) is no longer valid.<sup>7</sup> However, since the State of California Scenic Highways Program and the City of Los Angeles Transportation Element continue to list that section of SR-118 between De Soto Avenue and the City boundary (west of De Soto Avenue) as eligible for future consideration as a state scenic highway, the Community Plan Scenic Corridor designation west of De Soto Avenue is valid.

The Chatsworth-Porter Ranch Community Plan does not address the issue of land use consistency in relation to private educational institutions, although the demand for suitable school sites has strong land use implications throughout the City. Generally, community plans show existing institutions including all public schools, universities, hospitals, etc. There is no formal mechanism under a community plan to identify potential institutional sites. Although school uses are permitted by right in some commercial zones, areas designated as commercial land uses in the Chatsworth-Porter Ranch Plan area have a high market value based on anticipated earnings per square-foot. This would preclude the use of such parcels for school campus sites, which require a relatively large land area for playing fields and other facilities. Furthermore, as schools serve the residential population and are also permitted in residential zones by Conditional Use, they are often developed in residential zones. The Community Plan also states that commercial areas should contain professional offices, department stores, restaurants and entertainment facilities. In relation to industrial land uses, the Community Plan indicates that the purpose of the industrial designation is to develop and maintain an employment base within the community and these areas would not be available for school uses (K-12) under the intent of the Community Plan. The demand for private and specialized education has grown in all communities throughout the country and, in the highly urbanized Los Angeles area, a shortage of large or combined vacant parcels suitable for school campus sites exists. Schools seeking to expand or re-locate often spend years in search of appropriate locations. This public interest and the shortage of available sites for private schools, however, are not described in any of the City's land use elements. The Chatsworth area, regardless, has attracted several private schools, including the existing Sierra Canyon Middle School west of De Soto Avenue. Private schools have been drawn to this community since it still has an inventory of larger properties and is highly accessible from more densely populated areas in Porter Ranch, Granada Hills, and Northridge.

<sup>6</sup> E-mail correspondence from Michael Davies, City Planner, Citywide Planning Division, Los Angeles Department of City Planning, April 17, 2002.

<sup>7</sup> IBID.

In relation to public schools, the Chatsworth-Porter Ranch Community Plan states that “the Department of Planning and the Los Angeles Unified School District shall work together to determine the location and development of new schools.”<sup>8</sup> The implication of this statement is that since school sites are not specifically indicated or described in the Community Plan, sites would be selected on a case-by-case basis, according to the features of the selected site.

A number of objectives and policies of the Chatsworth-Porter Ranch Community Plan are also identified here as being potentially applicable to the project site and/or its development.

Objective 2: *To designate lands in quantities and at densities, at appropriate locations, for the various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 2010.*

Objective 4: *To promote economic well-being and public convenience through allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.*

Objective 6: *To make provisions for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation systems.*

Objective 10: *To improve vehicular circulation patterns within the Community and encourage specific improvements to key streets, highways, and intersections to improve flow of traffic and accommodate future demand.*

Objective 11: *To address noise and air quality impacts and the potential for a diminished quality of life experienced by residents and others as a result of further build-out permitted under the 1974 District Plan.*

Objective 14: *To develop and maintain equestrian trails, linkages, and bicycle routes within the Community.*

Objective 15: *To study and evaluate existing and future drainage conditions below the SR-118 freeway.*

Other relevant criteria or features applicable to the project site include Housing, Standards and Criteria, subtopic 4:

*“To the extent feasible, new development adjoining highways should be designed with lots siding or backing onto the highway or with frontage on a service or frontage road. Local streets patterns designed to discourage through traffic should be used wherever practical...”;*

<sup>8</sup> Los Angeles Department of City Planning, Chatsworth-Porter Ranch Community Plan, page 11, adopted September 4, 1993)

and the following features:

*“Several horsekeeping areas are designated in the northerly and westerly sections of the Community. The Plan encourages the preservation of these land uses, especially north of Devonshire Street and west of De Soto Avenue (including the east side of De Soto Avenue) to the City/County line.”*

#### *Porter Ranch Land Use and Transportation Specific Plan*

The Porter Ranch Land Use and Transportation Plan (adopted August 24, 1990, amended May 17, 2001) amends the Porter Ranch portion of the Chatsworth-Porter Ranch Community Plan. The Specific Plan area extends south of the SR-118 freeway to north of the project site, but does not include the site. Although it does not include the site itself, the Specific Plan influences the development of the surrounding area, as the Specific Plan land area adjoins the north side of the project site. This adjoining area, which is identified as Subarea H-1, is currently vacant and is designated under the Specific Plan for Very Low I Residential uses. The property to the east of Rinaldi Street and south of SR-118 is identified as Subarea H-2 and designated for Very Low II Residential uses by the Specific Plan. In the vicinity of Subareas H-1 and H-2, a strip of land following the SR-118 freeway right-of-way is designated as Open Space and corresponds to the existing “backbone” equestrian trail just north of the project site. According to the Specific Plan, every lot in Subarea H-1 shall have a minimum width of 80 feet and a minimum lot area of 20,000 square feet. Every lot in Subarea H-2 shall have a minimum width of 70 feet and a minimum lot area of 11,000 square feet. The Specific Plan also states that the City Council shall determine whether a K-Equinekeeping District should be established for all of the lots in Subarea H-1.<sup>9</sup>

The Porter Ranch Specific Plan also depicts the Rinaldi Street extension crossing the SR-118 freeway via an (existing) overpass in the vicinity of the project site and shows a portion of the Rinaldi Street extension south of the SR-118 freeway.

#### *City of Los Angeles General Plan Framework*

The City of Los Angeles General Plan Framework (GPF) (adopted in December 11, 1996; re-adopted August 8, 2001) is a special purpose element of the General Plan that establishes the vision for the future of the city by establishing development policy at a citywide level and within a citywide context. The GPF provides a generalized representation of the City’s long-range land use, defines citywide policies related to growth and sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services. The Framework determines the most effective distribution of growth in relation to environmental and economic goals and serves as the subregional input to the Southern California Association of Governments Regional Comprehensive Plan and Guide (RCPG). The GPF provides a context for cooperative planning between the City of Los Angeles, adjacent cities and the County of Los Angeles and, along with the Air Quality and Transportation Elements, ensures conformity between the City’s General Plan and the RCPG and the Regional Air Quality Management Plan (AQMP).

Under the General Plan Framework, the anticipated population growth in the Chatsworth-Porter Ranch area between 1990 and 2010 is estimated to be approximately 28 percent (an increase of 22,575 over the 1990 level of 79,784). Housing is anticipated to increase by 7,520 dwelling

<sup>9</sup> Porter Ranch Land Use/Transportation Specific Plan, page 18.

units, employment by 8,200 jobs, and commercial floor area by 1.2 million square feet. A large part of this growth is planned and/or underway in Porter Ranch, north of the SR-118 freeway.

To minimize the disruption of the City's stable residential neighborhoods, the GPF centers new growth in areas that have generally been designated for commercial uses and in proximity to transportation corridors and transit stations. In relation to the Chatsworth-Porter Ranch area, new land use categories include Regional Center and the Mixed Use Boulevard land uses. Regional Centers serve as the focal points of regional commerce and human activity for populations of 250,000 to 500,000 persons. Within the Northwest San Fernando Valley, the projected 2010 population would be 380,244. Regional Centers, which are defined according to regional accessibility, include such uses as professional offices, cultural facilities, mixed-use development, region-serving retail facilities, or transportation centers.

The GPF sets forth a range of policies in the areas of land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services. These policies are implemented by the community plan and other General Plan Elements and, since the community plan is the implementation vehicle for the GPF, consistency with the community plan would indicate consistency with the GPF. Under the General Plan Framework, two regional centers have been designated in the Chatsworth-Porter Ranch area according to specified goals and criteria. A Regional Center is designated in Porter Ranch, between Mason and Corbin Avenues, and in the approximate location of Devonshire Street and Canoga Avenue in proximity to the existing Metro Commuter Rail Transit Station. The latter location is regionally significant because of the existing transit station and connectivity to downtown Los Angeles. The intent of the General Plan Framework in establishing Regional Centers is to cluster human activity, employment and services into a community setting, thereby reducing overall driving time and traffic-related impacts.

In addition to the establishment of the Devonshire and Porter Ranch Regional Centers, the GPF sets forth other general policies that are pertinent to the Chatsworth community at large. These include Open Space and Conservation Policies for a Greenways Corridor along the existing MetroLink route and equestrian policies.

Equestrian policies are particularly pertinent to Chatsworth since this area contains a large portion of the City's "K" equinekeeping land use. The project site is adjacent to existing equestrian trails and is located in a region of high equestrian use. Under traditional residential development, the interfacing of equinekeeping uses with non-horsekeeping residential uses has resulted in the diminishment of these equinekeeping uses. Non-horsekeeping residential uses adjoining horse properties often experienced unacceptable levels of dust, odor, horse vocalization during early morning and late evening hours, and other outdoor and animal-related effects, causing the termination of the adjoining equinekeeping uses as a public health and safety nuisance. Due to the cumulative and irreversible loss of this valuable land use and associated horsekeeping activities and facilities, the GPF requires the protection and expansion of equestrian resources (Policy 6.2.2), the preservation of the K-equinekeeping supplemental use (Policy 6.2.2 [b]) and support for the policies and objectives of the Rim of the Valley Trail Corridor Master Plan and the Major Equestrian and Hiking Trails Plan (Policy 6.2.2 [c]).

General Plan Framework Open Space and Conservation objectives include the following:

Policy 6.2.2 *Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin,*

*Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills.*

Policy 6.2.2 (b) *Preserve, where feasible, the "Horsekeeping supplemental use district" ("K" district), with links to major open areas.*

Policy 6.2.2 (c) *Support the policies and objectives of the Rim of the Valley Trail Corridor Master Plan, the Urban Greenways Plan and the Major Equestrian and Hiking Trails Plan (and all amendments) as a foundation for promoting and maintaining a trail system within the city.*

#### *Transportation Element of the General Plan*

The Transportation Element of the General Plan (adopted September 8, 1999) presents a guide to the further development of a citywide transportation system and the efficient movement of people and goods. The Transportation Element and its monitoring and evaluation program serve as a basis for City participation and input into the mandated updates of the Regional Transportation Plan administered by the Southern California Association of Governments (SCAG) as further described in this subsection.

The Transportation Element recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through the reduction of vehicle trips and in the focusing of growth close to public transit. This Element addresses motorized and non-motorized transportation, including highways, scenic highways, rail transit, goods movement systems, pedestrian priority street segments, and bikeways. The Transportation Element is also correlated with the Land Use and other General Plan elements and is based on the recommendations of the General Plan Framework.

The challenge for the City to accommodate additional growth and mobility during the next 20 years presents several broad themes including (1) sustained mobility and greater accessibility, (2) continued economic opportunity, and (3) maintenance of environmental quality. Issues derived from these themes include significant investment in new transit services and the shift away from the single-occupant vehicle; support for the economic development/employment strategy of the General Plan Framework which focuses growth in designated areas; and conservation of existing character of residential neighborhoods to minimize intrusion of additional traffic.

The Transportation Element also sets forth street designations and related standards, as well as selection and performance standard criteria for each designation. The 100-foot right-of-way alignment of the future extension of Rinaldi Street between the project development sites is consistent with the Secondary Highway minimum criteria of 90 feet. Under the Transportation Element, a Major Highway Class II has a minimum right-of-way of 104 feet and the Secondary Highway classification has a minimum right-of-way of 90 feet. Major highways generally provide four to eight lanes of travel and have access to intersecting freeways. Secondary highways typically have four travel lanes.

According to the Transportation Element (Map E and Appendix E), Rinaldi Street east of De Soto Avenue is also designated as a Scenic Highway in the Transportation Element. No

segment of De Soto Avenue has a scenic designation.<sup>10</sup>

The Scenic Highway designation influences the design and alignment of roadways for the enhancement of existing scenic resources; it establishes design criteria for lighting and landscape, including the incorporation of landscape medians where appropriate; and includes restrictions on off-highway signage and tree removal. Under the Transportation Element Scenic Highways Guidelines, the following criteria could be applied to Rinaldi Street (and its future extension), adjacent to and through the project site:

**Roadway:**

- a. *Design and alignment must include considerations of safety and capacity as well as preservation and enhancement of scenic resources. Where a standard roadway design or alignment would destroy a scenic feature or preclude visual access to a scenic feature, design alternatives must be considered through preparation of an environmental impact report.*
- b. *Design characteristics such as curves, changes of direction and topography which provide identity to individual Scenic Highways shall be preserved to the maximum extent feasible.*

**Earthwork/grading:**

- a. *Grading for new cuts or fills shall be minimized. Angular cuts and fills shall be avoided to the maximum extent feasible.*
- b. *All grading shall be contoured to match the surrounding terrain.*
- c. *In order to negate the environmental impacts of grading in designated Hillside Areas (as depicted on Bureau of Engineering Basic Grid Map No. A-13372), maximum effort shall be made to balance cut and fill onsite.*

**Planting/landscaping:**

- a. *Fire-resistant native plants and trees shall be utilized in the parkway.*
- b. *In designated Hillside Areas, where previous plant material has been washed away or destroyed (due to rainfall, fire, grading, etc.), erosion-controlling plants shall be planted to prevent erosion and mud/landslides. Such Hillside parkways and slope easements shall either be hydro-seeded, or terraced and then planted, with native fire-resistant plants.*
- c. *Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.*
- d. *Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature. Plant*

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<sup>10</sup> E-mail correspondence from Michael Davies, City Planner, Citywide Planning Division, City of Los Angeles Department of Planning, June 14, 2002.

*material size at maturity must be carefully studied in the site analysis and design stages.*

- e. *Landscaped medians of Scenic Highways shall not be removed. Such medians may be reduced in width to (1) accommodate a left-turn channelization within 100 feet of a signalized intersection; or (2) to accommodate a designated Class II bikeway provided that there is compliance with Guideline c, above, and that the resulting median width is not less than 8 feet.*

**Signs/outdoor advertising:**

- a. *Only traffic, information, and identification signs shall be permitted within the public right-of-way of a Scenic Highway.*
- b. *Offsite outdoor advertising is prohibited in the public right-of-way of, and on publicly-owned land within 500 feet of the centerline of a Scenic Highway.*
- c. *A standard condition for discretionary land use approvals involving parcels zoned for nonresidential use located within 500 feet of the centerline of a Scenic Highway shall be in compliance with the sign requirements of the CR zone.<sup>11</sup>*

**Utilities:**

- a. *To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within 500 feet of the Scenic Highway shall be placed underground.*
- b. *Where undergrounding of such utilities is not feasible, all such new or relocated utilities shall be screened to reduce their visibility from a Scenic Highway*

The Chatsworth area is also served by the Metro Commuter Rail Transit Line, as called for in the regional policies of the Transportation Element. This commuter line provides access between Chatsworth and downtown Los Angeles. A Metro Transit station is located in the vicinity of Canoga Avenue, south of Devonshire Street, approximately 1.5 miles southwest of the project site.

De Soto Avenue also provides a regional north/south link between the I-101 freeway in Woodland Hills and the SR-118 freeway in Chatsworth, a distance of approximately 7.5 miles. De Soto Avenue, Canoga Avenue and Devonshire Street all provide regional access to the Metro Commuter Rail Transit Line.

<sup>11</sup> Permitted signage within the CR zone is as follows: *Signs indicating the name of the person, business, or the type of business occupying the premises, or the name of the building. Such signs shall be attached to the building and all letters, lights and other identification matter shall be confined to only one surface of the sign, which surface shall be parallel with and facing the front lot line; except that on a corner lot such signs may be placed on a building so that the surface, on which the identified matter is confined, is parallel with the side street lot line; or where a building is constructed with a diagonal or curved wall facing the adjacent street intersection, the signs may be attached to such wall so that the surface, on which the identification matter is confined, is parallel thereto. No portion of any sign on a lot shall extend along the side street more than 50 feet from the principal street upon which said lot abuts (City of Los Angeles Zoning and Planning Code Section 12.12.1 A 6).*

### *Major Equestrian and Hiking Trails and Guide to Existing and Proposed Equestrian Trails*

The Major Equestrian and Hiking Trails Plan (adopted December 31, 1968) and the Equestrian Trails Guide (adopted June 2, 1977; revised February 1991), are incorporated by reference into the Los Angeles General Plan through the General Plan Framework Resource Conservation and Management Policy 6.2.2 (c) which states:

*Support the policies and objectives of the Rim of the Valley Trail Corridor Master Plan, the Urban Greenways Plan and the Major Equestrian and Hiking Trails Plan (and all amendments) as a foundation for promoting and maintaining a trail system within the city.*

These planning documents set forth a system of existing and proposed bridle trails and delineate horsekeeping areas in the northwest San Fernando Valley. Under the 1968 Major Equestrian and Hiking Trail Facilities Plan, the Chatsworth area, between Reseda Boulevard and the westerly city boundary and (from east to west) and Plummer Street and Sesnon Boulevard (from north to south) is shown as an area with a concentration of horses. In the 1991 Equestrian Trails Guide, designated horsekeeping areas (areas where horses may be kept as of February 1991), are concentrated primarily west of De Soto Avenue, between Chatsworth Avenue to the SR-118 freeway. A smaller horsekeeping area is identified between De Soto Avenue and the alignment of the future Rinaldi Street extension (east of De Soto Avenue). This area is located between the project site and the north side of the SR-118 freeway right-of-way. Other horsekeeping land uses are shown at the west side of Brown's Canyon Road in Porter Ranch and in an area north of Chatsworth Street between Winnetka Avenue and Mason Avenue. According to the 1991 Trails Guide, more than half of the residentially/agriculturally-zoned land in the Chatsworth area is not designated for horsekeeping. The differences between the 1991 Equestrian Trails Guide and the 1968 Equestrian Trails Plan indicate an overall reduction in the land area where horsekeeping exists or is permitted.

Under the Equestrian Trails Guide, the horsekeeping designation areas feature residential lots (17,500 square feet and larger) currently used for horsekeeping, or intended for the creation of "K" Supplemental Use districts. Riding is permitted along the streets on designated trails. Under the K district, street improvements and subdivision design is required to be compatible with the semi-rural character of these neighborhoods.

The Major Equestrian and Hiking Trails Plan (1968) depicts an existing County of Los Angeles equestrian trail north of the project site in the approximate alignment of "San Fernando Mission Boulevard". The 1968 trail alignment precedes the designation and development of the SR-118 freeway.

As depicted by the Equestrian Trails Guide (amended February 1991), the "backbone" equestrian trail extends between Limekiln Canyon on the east and Canoga Avenue on the west, linking to other existing and future trails at Limekiln Canyon, Winnetka Avenue, Browns Canyon, and Canoga Avenue. In the vicinity of the project site, the Guide depicts the "backbone" trail the trail dipping generally along the northerly/northwesterly project boundary southwesterly to De Soto Avenue. Additionally, Footnote 8 in the Trails Guide, states that the trail must cross Rinaldi Street in the vicinity of the highest point of the curve (just north of the project site) to insure maximum visibility.

This alignment is consistent with the Chatsworth-Porter Ranch Community Plan Equestrian Areas and Trails Map (June 2002). As footnote 2 of the map states, trail locations are "general

and may be varied as required”<sup>12</sup> and the designated location of the trail should be considered approximate. The updated Community Plan Trails Map also reflects the intention of the 1991 Trails Guide by placing the trail crossing of Rinaldi Street north of the site and away from the curve.

Currently, the equestrian trail easement north of the site is maintained by the City of Los Angeles Department of Recreation and Parks and no longer falls under County of Los Angeles jurisdiction.<sup>13</sup> Field observations indicate, however, that this trail has experienced some disrepair and neglect in recent years, represented by poor signage and trail maintenance.<sup>14</sup> This trail is dedicated from the east to a point where it crosses the extension of Rinaldi now under construction. The trail is not yet dedicated although it currently exists and is in use from Rinaldi Street to DeSoto Avenue on the west. No public or actively used equestrian trails pass through the fenced off project site. An existing dedicated trail is also located along the north side of Rinaldi Street, west of the site, extending from De Soto Avenue to the existing westerly street terminus adjacent to the project site. The trail then connects to a 12-foot equestrian easement extending northeasterly along a DWP right-of-way to the westerly project boundary. Although the trail is improved and maintained along the north side of Rinaldi Street, it does not connect to the existing “backbone” trail north of the site.

According to the Equestrian Trails Guide, trails should have a minimum tread of 10 feet and a cleared width of 12 feet. Under the guide, trails would be used by equestrians and hikers only. Bicycles, motorcycles and all other vehicles with the exception of maintenance vehicles would be prohibited.

#### *Conservation Element of the General Plan*

The Conservation Element of the General Plan (adopted September 26, 2001) addresses conservation, protection, development, utilization and reclamation of natural resources for the preservation of remaining natural and other open space resources. The Conservation Element establishes specific objectives and policies for a range of conservation issues, most relevant to the project of which address equine areas.

Chapter II, Section 7, of the Conservation Element addresses equine areas. The Conservation Element recognizes equine areas as a unique feature of the City and acknowledges that the City has a primary role in encouraging and enabling the retention and expansion of equine uses. The following are cited as continuing land use issues:

- *Loss of equine sites due to change in use and encroachment;*
- *Lack of City standards for equine trail dedication, development, maintenance, safety and protection of the environment;*
- *Lack of City funds to maintain existing trails that are within the City’s responsibility;*
- *Funding to accelerate the implementation of the Rim of the Valley Corridor and other trail and facility systems before opportunities are lost to acquire land for connecting trails and systems;*
- *Safe interface of trails with City streets.*

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<sup>12</sup> Chatsworth-Porter Ranch Community Plan Equestrian Areas and Trails, City of Los Angeles Planning Department, June 2002.

<sup>13</sup> Gene Dudley, Department of Recreation and Parks, Real Estate Division, March 25, 2002.

<sup>14</sup> Field observation by Environmental Planning Associates, September 2004.

The following are the objectives and policies of the Conservation Element relative to equine areas, and thus, are relevant to the project site and surrounding areas:

*Objective: Retain equine oriented uses as part of the City's heritage and for recreational, educational and economic purposes.*

*Policy 1: Continue to encourage the establishment of new equine uses and K districts and to protect existing significant areas from encroachment.*

*Policy 2: Establish standards and procedures for a comprehensive equine trail system, similar to the bikeways system, including provisions for protection of watershed and natural environments.*

*Policy 3: Continue to expand and maintain trail linkages which will reinforce the viability of equine uses.*

*Policy 4: Continue to increase funding for equine trails and facilities acquisition, construction, maintenance and equine-related city activities.*

The reader is also referred to the previous and subsequent discussions in this section concerning impacts to City designated equestrian trails.

## **Regional Plans**

*Regional Comprehensive Plan and Guide and Regional Transportation Plan, Southern California Association of Governments*

The Southern California Association of Governments (SCAG) is a Joint Powers Agency established under California Government Code Section 6502 et seq. Designated by the federal government as the region's Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA), it is mandated to prepare and periodically update a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP) (the RTP was last updated in April 2004). In order to obtain federal and state funding, actions by local transportation agencies must be consistent with an adopted RTP that is in conformance with air quality requirements.

The SCAG region encompasses six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. These counties, an area of 38,000 square miles, have a combined population of approximately 16.5 million. For planning purposes this area is divided into 14 subregions. The project site is located within the City of Los Angeles subregion.

Adopted in 1996, the *Regional Comprehensive Plan and Guide* (RCPG) is SCAG's key policy document that examines the future of the region through the year 2015. Its chapters are divided into three categories: core, ancillary, and bridge. The core chapters include Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 1998), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) all of which are a result of, and respond directly to, federal and state planning requirements. They constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters consist of both core and ancillary policies. The RTP constitutes the region's transportation plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. These chapters do not, however, contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region. Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

The first SCAG RTP (also known as the 1994 Regional Mobility Element, a component of the RCPG) was adopted by the SCAG Regional Council in June 1994 and was most recently updated in 2004. The major challenges addressed in this update are associated with the issues of the unprecedented demand on the transportation system, the importance of goods movement, passenger aviation, and funding. Under the RTP, the intensity of development is coordinated with the available capacity of the circulation system to assure that development would not result in traffic congestion injurious to the livability of an area.

#### *South Coast Air Quality Management District Air Quality Management Plan*

The South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) sets forth an attainment program based on projected population growth and air quality management and control measures. The SCAQMD is responsible for compliance with federal and state Air Quality Plans in the Los Angeles County area. In conjunction with SCAG, the SCAQMD is responsible for establishing a comprehensive program to achieve federal and state air quality standards. The AQMP is incorporated into the State Implementation Program (SIP), which constitutes all AQMPs prepared by all air quality management districts in the state. The SIP in the State's plan for compliance with state and federal air quality standards.

The 1990 Clean Air Act amendments require every ozone non-attainment area classified as serious, severe or extreme to prepare a comprehensive attainment plan (California State Implementation Plan for Ozone). The California Implementation Plan for Ozone was submitted to the US Environmental Protection Agency (EPA) in November 1994 and approved September 1996. This plan identifies six ozone non-attainment areas in California. Each non-attainment area is assigned a statutory deadline for achieving the national ozone standards.

The project site is located in the South Coast Air Basin, a non-attainment area and the nation's only area classified as extreme in its failure to meet the National Ambient Air Quality Standards (established under the California Clean Air Act) for ozone, carbon monoxide, nitrogen dioxide and particulate matter. (Please note that the AQMP is further discussed in Section V.B, Air Quality, in this Draft EIR.)

## **ENVIRONMENTAL IMPACTS**

### *THRESHOLD OF SIGNIFICANCE*

The analysis of land use impacts considers both the consistency of the project with adopted plans and policies governing land use on the project site and the compatibility of proposed uses with adjacent land uses. The Draft City of Los Angeles CEQA Thresholds Guide provides guidance concerning the nature of land use impacts and calls for determining significance in accordance with the individual circumstances of each project on a case-by-case basis. Consideration is given to a number of factors including the extent an area would be impacted,

the nature and degree of impacts, and the type of land uses within that area; the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and the number, degree and type of secondary impacts to surrounding land uses.

Similarly, the Draft City of Los Angeles CEQA Threshold Guide also calls for determining the significance for land use plan consistency on a case-by-case basis. Consideration is given to the consistency of the project with the adopted land use/density designation in the community plan, redevelopment plan, or specific plan and the consistency of the project with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Therefore, for the purposes of the proposed project, a significant impact associated with land use compatibility is considered to occur under the following conditions:

- The interface of physical and operational characteristics of the project would be substantially incompatible with the surrounding land uses; or
- The project would result in the division, disruption or isolation of an existing established community or neighborhood.

A significant impact associated with the consistency with applicable plans and policies is considered to occur under the following conditions:

- The project would not comply with the City of Los Angeles Planning and Zoning Code;
- The project would be substantially inconsistent with or impede the policies, goals, and objectives of Chatsworth-Porter Ranch Community Plan; or
- The project would be substantially inconsistent with or impede the policies, goals, and objectives of the General Plan elements or other regional or local plans governing the project site.

## PROJECT IMPACTS

### LAND USE COMPATIBILITY

The proposed project consists of a 4.89-acre secondary school campus with a maximum enrollment of 550 students that would be located north of the right-of-way for the future extension of Rinaldi Street as shown in **Figure III-2 Project Site Plan**.

The project site is largely vacant and some abutting streets (Lurline Avenue and Rinaldi Street) are only partially improved. A partially improved section of Lurline Avenue bounds the east property line, providing access to the existing residence. Lurline Avenue is fully improved south of Nashville Street, to the south of the site. The backyards of single-family homes fronting Celtic Street, east of unimproved Lurline Street are located immediately east of the subject property. On the south, the site is bounded vacant adjacent property and by Nashville Street and single-family residences fronting either Nashville Street or Oklahoma Avenue. The western boundary of the site property adjoins one of two vacant single-family lots located on the north side of Rinaldi Street between the site and De Soto Avenue. On the north, the project site bounds a DWP reservoir facility and open space, and vacant property located within the Porter Ranch

Specific Plan Subarea H-1 also owned by DWP.<sup>15</sup> The existing “backbone” equestrian trail follows an east-west easement south of the SR-118 freeway within the DWP property north and northwest of the site.

The development of the campus involves the demolition of the existing residential structure and associated improvements and the construction of new school structures and related facilities. The maximum height of the administration building would be 69 feet and remaining buildings would not exceed a maximum height of 54 feet. New construction would total 120,542 square feet of floor area in four buildings consisting of a classroom building, a performing arts building with a 600-seat auditorium, an administration building with an attached aquatics center, an athletics center. New buildings would be one to three stories, and on the southerly side of the site, would be built above an at-grade parking level. The project would have a parking level, a plaza level and an upper level. Parking for 236 vehicles would be provided for the school, which would meet Code requirements. Overall, the project would be designed to create an academic village atmosphere and an efficient site footprint that utilizes the site’s sloping character.

The Rinaldi Street extension bounds the southerly and easterly edge of the school campus. This 100-foot right-of-way, in addition to graded slopes and other slope easements, would create a separation between the campus site and existing and residential uses on the south and east. Within this context, the Rinaldi Street right-of-way would create a functional and visual barrier between the future school use and single-family homes fronting Nashville Street and Oklahoma Avenue on the south and Celtic Street on the east. Rinaldi Street would also introduce a high volume of traffic and a commuter bikeway to the currently quiet and partially undeveloped area. The development of Rinaldi Street (which is not part of the project) is consistent with the long-range transportation goals of the City of Los Angeles General Plan. Construction of the extension is already underway, transforming the undeveloped character of the right-of-way and adjacent properties (including the lower part of the project site). The constriction of the project site between Rinaldi Street and the freeway would further change the existing open character of the lower part of the site. In addition to creating a functional barrier, Rinaldi Street would “sandwich” the northerly portion of the project site between Rinaldi Street and the DWP open space/equestrian trail/freeway area on the north.

A 12-foot-wide equestrian trail would cross through the western edge of the site and continue northeasterly where it would connect with adjacent DWP property south of the backbone trail. As a non-residential use, the school site would create a compatible interface with any future adjoining equinekeeping (K) land use. Although no equestrian oriented residences currently exist, or are proposed, in the area adjacent to (directly north of) the site, the area is actively used for equestrian purposes as it includes the “backbone” trail and a proposed K-horsekeeping district under the Community Plan. The effects of horsekeeping land uses, such as dust, insects, odor, sanitation and early morning and nighttime animal noise and activity often create a difficult interface with typical residential land uses. Also, impingement on the enjoyment and use of dining areas, housekeeping issues, disturbance during early morning and evening sleep times, and other issues have been described as problems deriving from horsekeeping uses adjoining non-horsekeeping residential uses. Such issues would be less likely with a school since it would be generally unoccupied during the night, early morning, and weekends. The school use would also have less exposure to the effects of dust and odors due to fewer hours of use. For instance, an acceptable setting for a home dinner party or a family otherwise enjoying

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<sup>15</sup> Under the Specific Plan, the adjoining Area H-1 may be considered for future equestrian use. The City Council would determine whether a K-Equinekeeping District should be established for all the lots in area H-1 and Subareas A and B (a total of 40 designated lots).

the solitude and quiet of their home would be more restrictive than would a typical school setting. Because the interface of the school with a K-equinekeeping district and/or equestrian trail would create few nuisance issues deriving from the equestrian use, the school use would be an appropriate adjoining use. The proposed project would not impede, encroach into, or diminish the use of the existing "backbone" equestrian trail. Additionally, the areas north, south and east of the project site are not currently horsekeeping areas. The area immediately to the west along the north side of Rinaldi Street is designated as RE11-1 zoned properties and also is not currently used or proposed for horsekeeping.

Rinaldi Street along the southeasterly boundary of the campus would serve to direct access from the school onto this secondary highway, thereby protecting surrounding residential neighborhoods from encroachment by the school's projected higher traffic volumes (see Section V.J, Transportation and Circulation, of this Draft EIR, for a detailed analysis of future traffic conditions and project impacts). The Rinaldi Street extension would support the non-residential use of the site by providing a physical barrier that separates the site from neighboring residential areas. Within the context of the future school site between the Rinaldi Street and non-residential uses to the north (e.g., freeway, DWP facilities, and future horsekeeping), the school would be an appropriate use of this partially isolated section of land.

On the westerly project boundary, two adjacent single-family homes are separated from the project site by two vacant residential lots, which would help ameliorate the effects of higher activity levels at the school at the existing residences (the closer of the two homes is 260 feet from the western project boundary). With development of Rinaldi Street, school activities would also be separated from southerly adjoining residential neighborhoods. Consequently, no land use compatibility impacts associated with these residences would be anticipated.

Due largely to the buffering effects of the Rinaldi Street extension between the proposed school campus and the existing residential neighborhoods, the school would not interfere with the reasonable use and enjoyment of adjoining uses or disrupt, divide, or isolate existing neighborhoods or adjoining uses. The project would be buffered from the nearest residences by the distance created by the right-of-way itself (approximately 160 feet from Nashville Street residences on the south, and 250 feet from Celtic Street residences, at their closest points). Therefore, the interface between the physical and operational characteristics of the project would be substantially compatible with the surrounding land uses and land use compatibility impacts would be considered less than significant.

#### *CONSISTENCY WITH ZONING, GENERAL PLAN ELEMENTS AND OTHER LOCAL AND REGIONAL PLANS*

##### **Zoning**

The proposed secondary school campus would be developed in accordance with RE11 zoning. The RE11 zone permits a minimum lot width of 70 feet and a minimum land area of 11,000 square feet. No structure may exceed 45 feet in the RE11 zoning designation. Since 11,000 square feet is a minimum average lot area, average lot area may exceed 11,000 square feet. The City also has the discretion to increase minimum lot size in RE11 zones located within hillside areas.

Private school uses are permitted in the RE zone by Conditional Use Permit (CUP) under City of Los Angeles Planning and Zoning Code Section 12.24(U), subsection 24(b). The City Planning Commission would serve as the permitting agency, with appeal to the City Council. School

development and operation adhering to vesting Conditional Use provisions would be considered consistent with the RE11 zone. The project would be consistent with uses allowed under the existing zoning by the CUP process and by right, and no zone change would be required.

However, the project requires relief from height and setback limits within the existing RE11 and A2-1 zones to allow height and setback exceptions. Specifically, the maximum 69-foot height of the administration building, performing arts center and classroom building would be in excess of the 45-foot height limit (as measured from the lowest point of existing grade within five feet of the structure to the highest parapet, per Municipal Code Section 12.03). However, when measured relative to adjacent sloping grades, most of the height of the classroom building would range from between 45 and 60 feet in height, and between 40 and 53 feet for the performing arts center. Relief from existing front and rear yard setback requirements is requested for the right turn pockets on Rinaldi Street at the project entrances, and possibly, for the equestrian trail along the westerly/northwesterly project boundary. Per Section 12.24.E, these requests must be approved by the Planning Commission as part of the Conditional Use Permit process with findings.

As the project does not require a zone change (and approval of a Vesting CUP must be in harmony with the General Plan), no significant land use impacts would occur in relation to existing zoning.

## **General Plan Elements**

### *Chatsworth-Porter Ranch Community Plan*

As previously described by the Environmental Setting discussion of this EIR section, the Chatsworth-Porter Ranch Community Plan designates the land use for the project site as Very Low II Residential, which corresponds to the RE15 and RE11 zones (minimum lot sizes of 15,000 and 11,000 square feet). The extension of Rinaldi Street from the westerly project site boundary to the SR-118 freeway is not shown on the Community Plan, and it is not clear if the designated land use anticipates the changes in the quality and character of the project site created by the future Rinaldi Street extension through the site. However, as described under Environmental Impacts, Zoning, the project would be consistent with the existing and designated RE11 and A2-1 zoning. The school use is permitted through the Conditional Use Permit process within the RE11 and A2-1 zones and, therefore, is consistent with the Community Plan's designation of the site. No significant impacts on existing zoning or the Plan's land use designation would occur as a result of the proposed project.

The "backbone" equestrian trail is located in vacant open space between the SR-118 right-of-way and the subject property. On the Community Plan Equestrian Areas and Trails map, the "backbone" trail generally runs along the upper project boundary southwesterly to De Soto Avenue and continued equestrian use of this area is indicated. The proposed project would not encroach upon any future equestrian use or equinekeeping district in either the vacant Porter Ranch Area H-1 or in the DWP open space, or impede the "backbone" equestrian trail. However, in order to facilitate continued equestrian access through the project area consistent with the Community Plan, the project would provide a 12-foot wide trail along the westerly/northwesterly property boundary, extending from Rinaldi Street and the existing trail easement through to the adjoining DWP right-of-way directly below the existing "backbone" trail. This trail extension would provide a direct link between the "backbone" trail and the equestrian crossing at Rinaldi Street and De Soto Avenue, and as such, would facilitate the goals and

objectives of the Community Plan. No significant impacts on the K-equinekeeping and equestrian trail land use designation would occur as a result of the proposed project.

As described in the Land Use Environmental Setting discussion, the Community Plan Scenic Corridor designation associated with the SR-118 freeway reflects a prior scenic highway designation between the City boundary and Balboa Boulevard under the 1978 Scenic Highways Plan. That 1978 Plan was replaced and superceded by the 1999 Transportation Element, with an updated list of scenic highways, and lists only those state highways recognized by the State of California under its Scenic Highway Program. The SR-118 freeway, east of De Soto Avenue, is not part of the California (Caltrans) Scenic Highway Program nor is it designated as a scenic corridor under the City's Transportation Element. The scenic corridor overlay north and south of the SR-118 freeway does not apply to the project site, and no impact associated to this designation would occur as a result of the proposed project.

The Chatsworth-Porter Ranch Community Plan contains several objectives and policies that could be broadly considered as applicable to the proposed project. **Table IV.G-1** assesses the extent to which the proposed project supports the policies of the Community Plan.

TABLE IV.G-1 PROJECT COMPARISON PERTINENT OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN		
	Policies	Project Consistency
Objective 2	<i>To designate lands in quantities and at densities, at appropriate locations, for the various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 2010.</i>	<b>Consistent.</b> The private secondary school campus is permitted with approval of a CUP within the Community Plan designated land use. The project site is in an appropriate location relative to existing and proposed transportation infrastructure.
Objective 5	<i>To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.</i>	<b>Consistent.</b> The development of the school and utilities infrastructure in conjunction with the Rinaldi Street extension would be an example of the coordination of public facilities and utilities with private development.
Objective 6	<i>To make provisions for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation systems.</i>	<b>Consistent.</b> The school would take access directly onto Rinaldi Street, a secondary highway. This would maximize the linkage provided by the extension of Rinaldi Street to the freeway and the regional transportation network, and would reduce project traffic on local streets. The project would not result in any significant unmitigated impacts to neighboring streets (see Section V.J, Transportation and Circulation, of this Draft EIR, for a detailed analysis of future traffic conditions and the impact of the project).
Objective 7	<i>To encourage open space for recreational uses, and to promote the preservation of views, natural</i>	<b>Consistent.</b> While not in a mountainous area, the project would be utilize the existing topography and integrate the slope of the site

**TABLE IV.G-1  
PROJECT COMPARISON  
PERTINENT OBJECTIVES AND POLICIES  
OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN**

<b>Policies</b>	<b>Project Consistency</b>
<i>character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.</i>	into the project design. The project would also enhance the open space use of the “backbone” equestrian trail through providing a trail extension from Rinaldi Street.
<b>Objective 9</b> <i>To provide design guidelines and/or objectives for development.</i>	<b>Consistent.</b> Approval of the project would be based in part on acceptability of the design and the submittal of architectural renderings and plans to the satisfaction of the Planning Department. The design will use simple building masses to complement site topography with an emphasis on natural materials, colors and textures with rich architectural stylings and an efficient site footprint that utilizes the site’s sloping character.
<b>Objective 10</b> <i>To improve vehicular circulation patterns within the Community and encourage specific improvements to key streets, highways, and intersections to improve flow of traffic and accommodate future demand.</i>	<b>Consistent.</b> Rinaldi Street would be improved to secondary highway standards through the project site. This roadway would provide linkage between the Porter Ranch Regional Center 0.5 mile to the northeast of the project site and to the Chatsworth Regional Center/Transit Center, 1.5 miles southwest of the project site. The proposed secondary school would take access directly to this highway and no through access connecting Rinaldi Street with the neighborhood to the south is proposed. Local circulation patterns would be enhanced by the focus of higher levels of traffic directly to the regional street network. As with Objective 6, the proposed project is of a low intensity and would not burden streets serving the school or the surrounding area (see Section V.J, Transportation and Circulation, of this Draft EIR, for a detailed analysis of future traffic conditions and the impact of the project). No significant impacts to residential streets would occur and significant impacts at three intersections would be mitigated through contribution to ATCS signal upgrades and restriping.
<b>Objective 11</b> <i>To address noise and air quality impacts and the potential for a diminished quality of life experienced by residents and others as a result of future buildout permitted under the 1974 District Plan.</i>	<b>Consistent.</b> No significant unmitigated air quality or noise impacts would occur with the proposed project. as addressed in Sections V. B, Air Quality, and V. H, Noise, of this Draft EIR. No measurable long-term increases in projected ambient noise levels would occur, nor would there be any exceedances of State

**TABLE IV.G-1  
PROJECT COMPARISON  
PERTINENT OBJECTIVES AND POLICIES  
OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN**

<b>Policies</b>	<b>Project Consistency</b>
	or Federal one and eight-hour air quality standards, The proposed project would be consistent with the current land use designations of the 1993 Community Plan, which reduces projected population growth from the 1974 Plan.
<p><i>Objective 14 To develop and maintain equestrian trails, linkages, and bicycle routes within the Community.</i></p>	<p><b>Consistent.</b> The City will develop a commuter/recreational Class II bikeway within Rinaldi Street, which will be available to serve students and faculty. An existing “backbone” equestrian trail is located north of the secondary school site. The project would provide a 12-foot wide trail and facilitate a trail connection between the “backbone” trail north of the site and the existing trail terminus at Rinaldi Street to the south. The project would not impede or encroach upon the development and maintenance of existing equestrian facilities.</p>
<p><i>Objective 15 To study and evaluate existing and future drainage conditions below the SR-118 freeway.</i></p>	<p><b>Consistent.</b> A hydrology study and drainage plan have been included in this Draft EIR as described in Section V. F, Hydrology and Water Quality. Drainage improvements associated with the project would be considered beneficial in comparison to existing under-improved conditions. Additionally, development of the Rinaldi Street extension and associated infrastructure by the City of Los Angeles through the site would capture existing uncontrolled runoff to Lurline Avenue, a partially improved street with temporary drainage controls during the rainy season. The drainage pattern for the project will follow the existing drainage pattern of the site and will be conveyed to new facilities in Rinaldi Street. Additionally, site runoff will be substantially reduced with the proposed project (from 26.1 to 16.9 cfs for 50-year storm).</p>
<p><i>Features, Paragraph 2: Several horsekeeping areas are designated in the northerly and westerly sections of the Community. The Plan encourages the preservation of these land uses, especially north of Devonshire Street and west of De Soto Avenue (including the east side of De Soto Avenue) to the City/County line.</i></p>	<p><b>Consistent.</b> Equestrian-related residential land uses have been threatened and diminished in the past by the interfacing of non-horsekeeping residential uses with horsekeeping residential uses due to odor, dust, and other health-related issues. Because the school land use would be less sensitive to equestrian activities than non-horsekeeping residential uses (due to the use of the property during a smaller portion of the day, greater building setbacks, and less exposure to early</p>

<b>TABLE IV.G-1 PROJECT COMPARISON PERTINENT OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN</b>	
<b>Policies</b>	<b>Project Consistency</b>
	morning and nighttime animal noise) the horsekeeping uses in the area would be more likely preserved if interfaced with the non-residential land use. Additionally, the project would provide a 12-foot wide equestrian trail which could connect with the “backbone” trail north of the site. The project itself would not encroach, diminish, displace and existing equestrian uses or areas.
<i>Features, Paragraph 3: Chatsworth-Porter Ranch includes large areas of open space and natural land forms. It is one of the more rural areas of the city and supports a substantial equestrian-oriented population. It is a policy of the Plan to place a higher priority on the preservation of horsekeeping areas than on other uses found in the RA category. Towards this end, the Plan supports the preservation of this equestrian lifestyle and cautions against possible precedent-setting variance, conditional use, or subdivision that might endanger the preservation of horsekeeping uses within the community. Efforts should be made to insure compatibility between the equestrian and other uses found in the RA zone. In all instances the RA zone should be encouraged to emulate the existing rural landscape, whether horsekeeping is present or not.</i>	<b>Consistent.</b> The project, located in the RE11 and A-2 zones, would not create a precedent in an RA zone. Although the Conditional Use would allow a new use on the project site, its rural character will be altered by the extension of Rinaldi Street, with or without the proposed project. The proposed highway would introduce higher traffic and higher noise levels than presently experienced in the area, and will isolate the northern portion of the property between the proposed highway and the SR-118 freeway and DWP property on the north. The project would not encroach on, or prevent, future equestrian uses on adjoining parcels and would provide equestrian access between Rinaldi Street and the DWP property on the north.

As described in the consistency comparison in **Table IV.G-1**, the proposed project would not impede the implementation of the policies, goals and objectives of the Community Plan, or the land use designation for the site. No significant impacts relative to the land use policies of the Chatsworth-Porter Ranch Community Plan would therefore occur as a result of the proposed project.

#### *Porter Ranch Land Use and Transportation Specific Plan*

The project site is not located within the Porter Ranch Land Use and Transportation Specific Plan area, but is located directly adjacent to Subarea H-1 (the currently vacant parcel adjoining the north side of the project site, west of the future extension of Rinaldi Street and south of the SR-118 freeway). As such, although development of the project site would not be directly impacted by the Specific Plan, it is, at least, influenced by the Plan. According to the Specific Plan, every lot in Subarea H-1 would have a minimum width of 80 feet and a minimum lot area of 20,000 square feet. The Specific Plan also states that the City Council would determine whether a K-Equinekeeping District should be established for all of the lots in Subarea H-1. (This area is shown as a proposed K-equinekeeping supplemental use district on the Chatsworth-Porter Ranch Community Plan.) As previously described in the Land Use Compatibility discussion, the school use would be less sensitive to early morning animal noise

and activity, odors, dust and other common effects of horsekeeping uses than non-horsekeeping residential uses, should the adjacent Subarea eventually be developed with equestrian residences. (Please also refer to Section V.B, Air Quality and V.H, Noise, of this Draft EIR for additional discussion of noise and odor and dust impacts, respectively.) The school property would also be occupied for fewer hours during the day. The project would also enhance equestrian linkages shown on the Specific Plan by providing dedicated trail access along the western property boundary at Rinaldi Street.

The proposed project would not encroach on, or alter, the proposed land use in Subarea H-1, would develop the site with compatible school uses on adjacent property outside of the Specific Plan area, and would enhance equestrian linkages shown on the Specific Plan. Consequently, the proposed project would not impede the implementation of the policies, goals and objectives of the Porter Ranch Land Use and Transportation Specific Plan and no significant land use impact relative to the Plan would occur.

#### *City of Los Angeles General Plan Framework*

The General Plan Framework (GPF) provides a generalized representation of the City's long-range land use and defines citywide policies related to growth. The GPF determines the most effective distribution of growth in relation to environmental and economic goals and in the Chatsworth-Porter Ranch area provides for intensification of development according to regional access and "Centers" of projected residential growth. Primarily, the GPF seeks to consolidate urban growth into high-density centers accessible through regional transportation systems (highways and metrorail). Under the GPF, an area of Porter Ranch is designated as a Regional Center. At present, 600,000 square feet of commercial floor area has been developed in this area, with an additional 2.3 million square feet of commercial uses designated under the Porter Ranch Specific Plan. This center would be located approximately 0.5 mile northeast of the site. A second Transit/Regional Center is designated in Chatsworth, in the proximity of the existing Metro Commuter Rail Transit Station at Devonshire Street and Canoga Avenue. This center is located approximately 1.5 miles southwest of the project site.

The designation of these two regional centers is pertinent to the project since the extension of Rinaldi Street, adjacent to the project site, would provide a link between the Porter Ranch Regional Center on the northeast and the Chatsworth Regional Center on the southwest. The proposed project would have convenient access to both regional centers via Rinaldi Street and to the SR-118 freeway via De Soto Avenue without disrupting local streets or residential neighborhoods. The project would be consistent with the intent of the GPF to focus growth in the vicinity of regional centers and major transportation corridors. Furthermore, as the project site is currently largely vacant and is buffered from the surrounding residential area, the project would thereby preserve established residential neighborhoods.

The Chatsworth-Porter Ranch Community Plan and the General Plan Elements implement the GPF. Consistency with these elements also determines consistency with the GPF. As addressed by the subsequent discussions of the impact of the project relative to General Plan Elements and the previous discussion relative to the project's consistency with the Chatsworth-Porter Ranch Community Plan, the project would be consistent with all of these elements and, therefore, consistent with the GPF. Policies in the GPF that are pertinent to the Chatsworth-Porter Ranch and relevant to the subject property are described below in **Table IV.G-2**.

**TABLE IV.G-2  
PERTINENT OBJECTIVES AND POLICIES OF THE GENERAL PLAN FRAMEWORK**

<b>Policies</b>	<b>Project/Community Plan Consistency</b>
<p>Policy 3.10.1 <i>Accommodate land uses that serve a regional market in areas designated as "Regional Center" [in accordance with Tables 3-1 and 3-6 of the General Plan Framework]. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.</i></p>	<p><b>Consistent.</b> The Community Plan implements this policy in the development of the Porter Ranch Regional Center (0.5 mile NE of the subject property) and the Chatsworth Regional Center (1.5 miles SW of the subject property). The project, located along the linkage (Rinaldi Street) between these two centers, would not impede the implementation of this policy.</p>
<p>Policy 3.10.2 <i>Accommodate and encourage the development of multi-modal transportation centers where appropriate.</i></p>	<p><b>Consistent.</b> The Community Plan implements this policy in the designation of the Chatsworth Transit Center and a series of commuter bikeways, including Rinaldi Street. The project would not impede the implementation of this policy and would further facilitate bicycle use through the provision of on-site storage facilities.</p>
<p>Policy 6.2.1 <i>Establish, where feasible, the linear open space system [represented in the Citywide Greenways Network Map], to provide additional open space for active and passive recreational uses and to connect adjoining neighborhoods to one another and to regional open space resources.</i></p>	<p><b>Consistent.</b> The Community Plan provides for greenways along the Metrolink line and in Brown's Creek connecting several neighborhoods and an existing system of equestrian trails. The project would not encroach on or impede equestrian trails or linkages and would provide appropriate equestrian access through the site.</p>
<p>Policy 6.2.2 <i>Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin, Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills.</i></p>	<p><b>Consistent.</b> The Community Plan designates equestrian trails and horsekeeping districts. Under the proposed project, the existing trail at the terminus of Rinaldi Street would be extended along the western site boundary to the adjacent DWP property. The project would not encroach on or impede existing or future equestrian trails.</p>
<p>Policy 6.2.2 (b) <i>Preserve, where feasible, the "Horsekeeping supplemental use district" ("K" district), with links to major open areas.</i></p>	<p><b>Consistent.</b> A horsekeeping supplemental use district is located just north of the subject property. The project would be an appropriate interfacing use and would also provide a 12-foot equestrian trail between Rinaldi Street and the adjacent DWP property.</p>
<p>Policy 6.2.2 (c) <i>Support the policies and objectives of the Rim of the Valley Trail Corridor Master Plan, the Urban Greenways Plan and the Major Equestrian and Hiking Trails Plan (and all amendments) as a foundation for promoting and maintaining a trail system within the city.</i></p>	<p><b>Consistent.</b> The Community Plan and the proposed project would support the objectives of the Rim of the Valley Corridor, Urban Greenways Plan and Major Equestrian and Hiking Trails plan and amendments for promoting a trail system within the City.</p>

The proposed school use would adjoin the south side of a designated K-equinekeeping area. Because the school would be less sensitive to adjoining outdoor equestrian activities than non-horsekeeping residential uses, the school would be an appropriate adjoining use and would be consistent with the policies of the GPF to preserve horsekeeping areas. The proposed project would not impede, encroach into, or diminish the use of the proposed K-equinekeeping land use and the existing “backbone” equestrian trail. The project would also enhance equestrian linkages shown on the Specific Plan by providing a 12-foot wide dedicated trail access between Rinaldi Street and adjacent DWP property.

As articulated here, the project would not impede the implementation of the policies, goals and objectives of the General Plan Framework and no significant land use impact relative to this plan would occur.

#### *Transportation Element of the General Plan*

As previously described in the Existing Conditions discussion, the Transportation Element sets forth highway design criteria and other standards relative to roadway construction. The Scenic Highway designation on Rinaldi Street also influences the design and alignment of the highway and establishes design criteria for the roadway (center dividers, grading contoured to match the surrounding terrain) and for adjacent land uses (lighting, signage, landscape, burial of utilities) within 500 feet from the centerline of the roadway. The Rinaldi Street alignment is not a part of the proposed project and its construction would occur independently of the project. Roadway and right-of-way improvements would be carried out by responsible City agencies according to the requirements of the General Plan Transportation Element. However, the project would be required to meet specific landscape and lighting criteria since it is located within the prescribed corridor distance. These criteria are described in **Table IV.G-3**, below.

The following table indicates the responsible agent for implementation of the policies of the Scenic Highway standards and, where the applicant is the responsible agent, the consistency of the project with such criteria.

<b>TABLE IV.G-3 PROJECT COMPARISON RINALDI STREET SCENIC HIGHWAY STANDARDS</b>	
<b>Policies</b>	<b>Consistency</b>
<b>Roadway</b>	
<i>a. Design and alignment must include considerations of safety and capacity as well as preservation and enhancement of scenic resources. Where a standard roadway design or alignment would destroy a scenic feature or preclude visual access to a scenic feature, design alternatives must be considered through preparation of an environmental impact report.</i>	<b>Consistent.</b> The proposed roadway alignment was established prior to 1977 and would connect to existing Rinaldi Street east of De Soto Avenue and to the SR-118 overpass, consistent with the Transportation Element and the Porter Ranch Specific Plan. No further alignment evaluation would be required.
<i>b. Design characteristics such as curves, changes of direction and topography which provide identity to individual Scenic Highways shall be preserved to the maximum extent feasible.</i>	<b>Consistent.</b> The proposed school project would not encroach upon the alignment or curvature of the Rinaldi Street roadway extension.

**TABLE IV.G-3  
PROJECT COMPARISON  
RINALDI STREET SCENIC HIGHWAY STANDARDS**

<b>Policies</b>	<b>Consistency</b>
<b>Earthwork/Grading</b>	
<i>a. Grading for new cuts or fills shall be minimized. Angular cuts and fills shall be avoided to the maximum extent feasible.</i>	<b>Consistent.</b> The project would be utilize existing topography and integrate the slope of the site into the project design. Angular cuts and fills within the project site would be avoided to the maximum extent possible.
<i>b. All grading shall be contoured to match the surrounding terrain.</i>	<b>Consistent.</b> See Earthwork/Grading a).
<b>Planting/Landscaping</b>	
<i>a. Fire-resistant native plants and trees shall be utilized in the parkway.</i>	<b>Consistent.</b> The project would not impede the planting of appropriate fire-resistant plants within the adjoining Rinaldi Street parkway.
<i>b. In designated Hillside Areas, where previous plant material has been washed away or destroyed (due to rainfall, fire, grading, etc.), erosion-controlling plants shall be planted to prevent erosion and mud/landslides. Such Hillside parkways and slope easements shall either be hydro-seeded, or terraced and then planted, with native fire-resistant plants.</i>	<b>Consistent.</b> The subject property has not been characterized by the previous loss of plant material due to erosion, fire, or grading. The project would not impede the appropriate planting or seeding of onsite slope easements or planting and terracing in adjacent hillside areas where such conditions may exist. Additionally, the project would be required to implement numerous erosion control measures as described in Sections V.E. 1, Grading, and V.F.1, Surface Water Runoff, of this Draft EIR.
<i>c. Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.</i>	<b>Consistent.</b> Mature trees located within the roadway alignment have been removed by grading for the Rinaldi Street extension, which is not a part of the proposed project. Additionally, most of the existing trees on the project are located beyond the right-of-way on the northern, upper portion of the project site (see Section V. C. Biological Resources, of this EIR for more information).
<i>d. Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature. Plant material size at maturity must be carefully studied in the site analysis and design stages.</i>	<b>Consistent.</b> The project would not impede the use of desirable ground cover or shrubbery in the adjacent parkway. In fact, low-lying plant materials would be used to ensure adequate visibility between the two project entrances along the curve of the roadway.
<i>e. Landscaped medians of Scenic Highways shall not be</i>	<b>Consistent.</b> The project would not

**TABLE IV.G-3  
PROJECT COMPARISON  
RINALDI STREET SCENIC HIGHWAY STANDARDS**

<b>Policies</b>	<b>Consistency</b>
<i>removed. Such medians may be reduced in width to (1) accommodate a left-turn channelization within 100 feet of a signalized intersection; or (2) to accommodate a designated Class II bikeway provided that there is compliance with Guideline c, above, and that the resulting median width is not less than 8 feet.</i>	impede the use of landscaped medians in the Rinaldi Street roadway. Median design and project access would be coordinated with LADOT, the Department of Public Works and City Planning as may be required.
<b>Signs/outdoor advertising:</b>	
<i>a. Only traffic, information, and identification signs shall be permitted within the public right-of-way of a Scenic Highway.</i>	<b>Consistent.</b> Any signage located within the Rinaldi right-of-way would be limited to compliant identification, traffic and information signs associated with school uses.
<i>b. Offsite outdoor advertising is prohibited in the public right-of-way of, and on publicly-owned land within 500 feet of the centerline of a Scenic Highway.</i>	<b>Consistent.</b> No advertising signage is proposed for the school or would be permitted on any adjoining publicly-owned land (highway right-of-way and adjoining DWP property) within the Rinaldi Street scenic corridor.
<b>Utilities</b>	
<i>a. To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within 500 feet of the Scenic Highway shall be placed underground.</i>	<b>Consistent.</b> While undergrounding of all utilities may be cost prohibitive, any above ground utilities will be appropriately screened from view.
<i>b. Where undergrounding of such utilities is not feasible, all such new or relocated utilities shall be screened to reduce their visibility from a Scenic Highway</i>	<b>Consistent.</b> Above ground utilities would be appropriately screened with landscaped features or plant materials.

As described in **Table IV.G-3**, the project would not impede the implementation of the City's Scenic Highway standards and no significant land use impact relative to these standards would occur. The site would implement current landscape practices, on-site graded areas would be appropriately contoured, utility lines would be buried or screened, no signage would be permitted in public areas and all signage would be conditioned under the CUP permit process according to the requirements of the Scenic Highways Standards. Also, the project would not obstruct distant scenic views (views looking toward the Santa Susanna Mountains from south of the site are already obscured by mature trees on site and new structures would be lower than these trees) or impede the implementation of Scenic Highway Standards in the development of the Rinaldi Street extension.

#### *Guide to Existing and Proposed Equestrian Trails and Major Equestrian and Hiking Trails*

The primary objective of the Equestrian Trails Guide and the Major Equestrian and Hiking Trails Plan is to preserve and expand horsekeeping facilities. These plans set forth a system of existing and proposed bridle trails and delineate equine areas in the northwest San Fernando Valley. As described earlier in this Draft EIR section, a horsekeeping area (K-equestrian overlay district) is shown north of the project site between De Soto Avenue and the future

Rinaldi Street alignment. This area is located between the project site and the south side of the SR-118 right-of-way. Riding is permitted along the streets on designated trails in a K district and street improvements and subdivision design are required to be compatible with the semi-rural character of these neighborhoods. Under the 1991 Equestrian Trails Guide and the more recent Chatsworth-Porter Ranch Community Plan Equestrian Areas and Trails map (June 2002), the “backbone” trail passes along the northwesterly project boundary, then dips north of Rinaldi Street to De Soto Avenue.

Under the proposed project, a 12-foot wide trail along the north/northwesterly property boundary would be developed and maintained to extend from the current terminus of Rinaldi Street to adjacent DWP property directly below the existing “backbone” trail. This trail extension would provide a direct link between the “backbone” trail and the equestrian crossing at Rinaldi Street and De Soto Avenue. As such, the proposed project would not impede the implementation of the policies, goals and objectives of the *Guide to Existing and Proposed Equestrian Trails and Major Equestrian and Hiking Trails Plan*. No significant land use impacts relative to these plans would occur.

#### *Conservation Element of the General Plan*

Conservation Element policies most relevant to the proposed project include equine areas as addressed in the environmental setting discussion earlier in this section. **Table IV.G-4** provides a comparison of the project to the relevant goals and policies of the Conservation Element.

<b>TABLE IV.G-4 PROJECT COMPARISON PERTINENT OBJECTIVES AND POLICIES OF THE CONSERVATION ELEMENT</b>	
<b>Policies</b>	<b>Proposed Project</b>
<i>Policy 1 Continue to encourage the establishment of new equine uses and K districts and to protect existing significant areas from encroachment.</i>	<b>Consistent.</b> The proposed project adjoins a future K district, and would be an appropriate interfacing land use. The school use would be less sensitive to adjoining K uses than would non-horsekeeping residential uses, due to shorter hours of operation (less sensitivity to early morning and late night animal noises and activity) and less weekend use of the property.
<i>Policy 2 Establish standards and procedures for a comprehensive equine trail system, similar to the bikeways system, including provisions for protection of watershed and natural environments.</i>	<b>Consistent.</b> The project is consistent with goals identified in the Equestrian Trails Guide and the Major Equestrian and Hiking Trails Plan and would facilitate a comprehensive trail system by providing a trail extension from Rinaldi Street that would link the equestrian crossing at Rinaldi Street and De Soto Avenue with the existing “backbone” trail north of the project site on DWP owned land.
<i>Policy 3 Continue to expand and maintain trail linkages which will reinforce the viability of equine uses.</i>	<b>Consistent.</b> See Policy 2. The project would develop and maintain a 12-foot wide trail that will extend from Rinaldi Street and link up with the “backbone” trail north of the site.
<i>Policy 4 Continue to increase funding for equine trails and facilities acquisition, construction, maintenance and equine-related city activities.</i>	<b>Consistent.</b> The proposed project would not impede the City’s policy for funding and acquisition of equine trails.

As indicated in **Table IV.G-4**, the project would be consistent with the relevant policies of the Conservation Element and would not impede the implementation of the policies, goals and objectives of the Conservation Element of the General Plan. Consequently, no significant land use impacts associated with the Conservation Element would occur as a result of the proposed project.

## **Regional Plans**

### *Regional Comprehensive Plan and Guide and Regional Transportation Plan, Southern California Association of Governments*

The proposed project would not exceed the population parameters established by the Chatsworth-Porter Ranch Community Plan, nor would it require a General Plan Amendment to revise or expand the designated density for the site under the Chatsworth-Porter Ranch Community Plan. As described in detail in Section V.J, Transportation and Circulation, of this Draft EIR, the project would not result in any significant unmitigated impacts that would burden the local or regional transportation system. Additionally, the project would contribute school facilities to meet the demand of a growing residential population in the San Fernando Valley and other areas of Los Angeles from which students would originate. Consequently, the project would be in compliance with the goals and policies of the SCAG Regional Comprehensive Plan and Guide and the Regional Transportation Plan, which are based on the projected growth accommodated by the adopted Community Plan.

### *Air Quality Management Plan, South Coast Air Quality Management District*

Section V.B, Air Quality, of this Draft EIR addresses the air quality impacts of the project site in compliance with the requirements of the AQMP. Air quality impacts associated with the proposed project would derive from stationary and non-stationary sources associated with construction, operation of school facilities, and traffic. As described in Section V.B, Air Quality, of this Draft EIR, no significant unmitigated air quality impacts would result from the proposed project. As also described in Section V.B, the project would not meet either of the AQMP's two "key indicators" for inconsistency. The project would not result in an increase in the frequency or severity of an existing air quality violation or create a new violation, and the project is consistent with the population, housing and employment growth assumptions contained in the AQMP. Consequently, the project would be consistent with the policies and goals of the AQMP and no significant impacts relative to the AQMP land use policies and regulations would occur as a result of the proposed project.

## **MITIGATION MEASURES**

The proposed project would not result in significant land use compatibility impacts or significant impacts on local and regional land use plans or General Plan Elements. Extensive mitigation measures have been identified throughout Chapter V of this Draft EIR to address specific impacts associated with Air Quality (Section V.B), Noise (Section V.H), Aesthetics (Section V.A), Traffic (Section V.J) and other related concerns. No additional land use mitigation measures above and beyond those identified elsewhere in this Draft EIR are required.

## **CUMULATIVE IMPACTS**

The proposed school project would not introduce an incompatible land use to the immediate area. The project is permitted in the existing residential and agricultural zone through the Conditional Use Permit process. Given the location of several other schools in the Chatsworth-Porter Ranch and neighboring Granada Hills communities, the project would not introduce a precedent setting land use into the area. The project would largely serve an existing student population currently attending Sierra Canyon Elementary and Middle School and the temporary secondary school campus, which are both located in the Chatsworth-Porter Ranch area. The project is consistent with the applicable policies and objectives of the City's General Plan elements and other regional plans. Additional land use impacts that could occur from the identified related projects would occur irrespective of the proposed project. Two residential projects are located proximate to the proposed secondary school. Related Project No. 3 is a 7-unit single-family subdivision adjacent to the Rinaldi Street extension right-of-way on the south/east. Development of the seven single-family homes adjacent to the project would be consistent with the existing residential use and character of the adjoining residential neighborhood and would interface compatibly with residential properties on Nashville Street and Celtic Street. The project would also benefit the school by partially buffering existing residences with compatible residential development. The future Rinaldi Street extension would also create a physical barrier between the school use and new residential uses by minimizing any interface between the two. Development of the 7-unit single-family subdivision would also have no direct impacts on relevant General Plan elements such as the Major Equestrian and Hiking Trails and Guide to Existing and Proposed Equestrian Trails and Bikeways Plan. No direct access to Rinaldi Street from the adjacent subdivision would occur and no trails are designated for that property. Related Project No. 11 is a 40-unit subdivision located adjacent to the site on the northeast. Development of this subdivision concurrently with, or after completion of, the proposed project could affect the closest property owners. However, those property owners would not be adversely impacted by the proposed project with respect to land use. Given that the related project is a compatible single-family residential use presumed to be developed to the density and design requirements called for by the Porter Ranch Specific Plan, and that the project would also serve to extend an existing single-family residential area, significant land use impacts would not be expected. Regardless, the proposed project would be a neutral contributor to any significant cumulative conditions, as the impact of the proposed project to the immediate area does not rise to a level of significance and any cumulative changes that could occur from other projects would be unchanged whether the proposed school project is built. Any land use impacts would occur independent of the proposed project and the contribution of the project to cumulative impacts would not contribute to a cumulatively considerable condition. Thus, the project would result in a less than significant cumulative impact to land use.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

The proposed project would not result in significant land use compatibility impacts or significant impacts on local and regional land use plans or General Plan Elements.