

I. SUMMARY

INTRODUCTION

In accordance with CEQA Guidelines Section 15089, a Final Environmental Impact Report (Final EIR) has been prepared for the proposed Sierra Canyon Secondary School Project. This Final EIR includes four sections, consisting of the following:

- I. **Summary:** This section provides an overview of the history of the EIR process for the project. It also includes an overview of the project, a summary of the alternatives considered, a summary of the project's potential environmental impacts, and mitigation measures for each environmental issue addressed in the Draft EIR. The project summary included in this section does not substantially differ from the Executive Summary (Section I) of the Draft EIR.
- II. **Corrections and Additions:** This section provides a list of changes that were made to the Draft EIR based on comments received from interested parties during the 45-day public review period, as well as some consistency and other non-substantive changes.
- III. **Comments and Responses:** This section contains all of the written comments received by the City during the public review period for the Draft EIR and responses to each of those comments.
- IV. **Mitigation Monitoring and Reporting Program:** This section includes a list of the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and the action indicating compliance with the measure.

The Final EIR also consists of the Draft EIR and Technical Appendices, which are herein incorporated by reference. The Final EIR is available for review at the City of Los Angeles Department of City Planning, Environmental Review Section.

OVERVIEW OF THE PLANNING CONTEXT

Prior to initiating the environmental review process, the applicant voluntarily offered to prepare an EIR for the proposed project. An Environmental Assessment Form (EAF) and Initial Study regarding the proposed Sierra Canyon Secondary School Project were then reviewed by the City of Los Angeles (the Lead Agency). The City concurred that an EIR should be prepared to address the range of potential environmental issues that could occur upon implementation of the project. The Sierra Canyon Secondary School Project that is evaluated in this EIR has evolved from a planning and design process that began in 2002. This process studied planning options for the project site prior to submitting a first formal environmental application to the City of Los Angeles in February 2004. The Draft EIR was circulated by the City of Los Angeles in April 2005, inviting interested parties to submit comments regarding the potential environmental impacts associated with the proposed project. The official 45-day public review period extended from April 19, 2005 to June 2, 2005 (although the City accepted written comments through June 13, 2005), during which time written comments were submitted to the City of Los Angeles for review and response.

This Draft EIR included an analysis of the following environmental issue areas: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Hydrology and Water Quality; Land Use; Noise; Fire Services; Police Services; and Transportation and Circulation. It also includes an analysis of alternatives to the proposed project, a summary of significant and unavoidable impacts, and discussions of significant irreversible environmental changes, growth-inducing impacts, potential secondary effects, and effects found not to be significant.

PROPOSED PROJECT

The 4.89 (net) acre project site is located in the Chatsworth community of the City of Los Angeles at 11023 Lurline Avenue in the west San Fernando Valley. The Sierra Canyon High School Foundation (the applicant) proposes to develop a 550-student (maximum enrollment) private secondary school north of the Rinaldi Street extension, which is currently under construction. New construction would total 120,542 square feet of floor area in four buildings. The proposed new buildings would consist of a classroom building with classroom, art and science areas, student services, and administrative functions; a performing arts center with a 600-seat auditorium; an administration building with offices, a student center, dining hall, and staff areas and an attached aquatics center; and an athletics center with a gymnasium, athletic department offices, weight training, and cardio-aerobics rooms.

AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decisionmakers include those areas where the potential for a significant unavoidable impact has been identified. These areas include: the project's introduction of new visual elements and the subsequent alteration of the area's existing visual character; the project's contribution to cumulative noise levels over a 24-hour period at residences south of Rinaldi Street; and, if no plans or provisions to provide additional staff or facilities to the Los Angeles Police Department (LAPD) and Los Angeles Fire Department (LAFD), the project's contribution to significant cumulative impacts associated with fire and police protection.

ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

Both the City of Los Angeles and State CEQA Guidelines (Section 15126.6) require that an EIR describe a range of reasonable alternatives that would feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental effects of the project, but also including a no project alternative. The Guidelines state that only those alternatives necessary to permit a "reasonable choice" are required to be set forth in order to foster meaningful public participation and informed decision making. Based on the analysis of alternatives, an environmentally superior alternative is identified. A complete analysis of the alternatives to the project is provided in Section V, Alternatives to the Proposed Project, of the Draft EIR.

The following alternatives to the proposed project were evaluated in the Draft EIR and are summarized below:

ALTERNATIVE 1: NO PROJECT – RETAIN EXISTING CONDITIONS ALTERNATIVE

This alternative assumes that the proposed project is not developed on the project site and that the site is retained for future use and occupancy. Thus, the site would remain largely vacant

and the existing estate-size single-family property would remain on the site. Future development opportunities of the site would remain open. In addition, as the applicant is not a developer intent on seeking other development options for the site, should this alternative be selected, the property would be put up for sale, the proceeds of which would be put towards meeting the long-term needs of the school and its student body elsewhere. This alternative would reduce or avoid all of the significant environmental impacts that would occur as part of the project. However, none of the basic objectives of the project would be met under this alternative.

ALTERNATIVE 2: NO PROJECT – 8 SINGLE-FAMILY LOTS AND RETAIN EXISTING RESIDENCE ALTERNATIVE

This alternative analyzes what would reasonably be expected to occur on the site in the foreseeable future based on current zoning and plans. Based on the site's RE11 zoning, a maximum of 26 residences could be developed on the 4.89-acre site. However, given the layout of the site and the current lot configurations, it is assumed that this density would be reduced. As such, this alternative assumes that eight new single-family residences would be developed and that the existing residence and associated improvements on the site would be retained. In total, nine single-family residences would be located on the site under Alternative 2. As with Alternative 1, should this alternative be implemented, the Sierra Canyon Secondary School would likely be developed elsewhere. This alternative would reduce most physical impacts associated with the project, including those related to soils and geology, biology, cultural resources, and construction air quality and noise impacts. It would also reduce occupancy/user driven impacts, including traffic, noise, air quality, police, and fire service impacts. While this alternative would alter the visual character of the site, it would avoid the significant visual impact that would occur as a result of the project. This alternative would not meet any of the objectives of the project.

ALTERNATIVE 3: REDUCED ENROLLMENT/MODIFIED PROJECT ALTERNATIVE

The primary purpose of Alternative 3 is to reduce the significant visual impact associated with the contrast of the project with surrounding uses. As such, this alternative would involve a substantial redesign of the project, consisting of the replacement of at-grade parking with subterranean parking and the reduction of project massing, building heights, and site coverage. Consequently, enrollment would be reduced by one-third, from 550 students to 365 students, to accommodate the modified design. This alternative would generally have reduced physical and occupancy-driven impacts as compared to the project due to the modified design and the reduction in enrollment. However, some physical impacts associated with grading and construction would increase due to the subterranean parking level. The significant unmitigated visual impact attributable to the contrast of development with the area's existing visual character would be avoided under this alternative. This alternative would meet the primary project objective of providing a permanent independent secondary school campus. However, the reduction in enrollment would compromise the school's ability to meet classroom, auditorium, performing arts, and athletic center program needs. The enrollment reduction would similarly compromise the School's financial viability. The alternative would not provide parking that is entirely or largely illuminated by daylight and would not meet the objective to minimize the recognized reluctance to use a fully-enclosed, subterranean parking facility. Finally, this alternative would meet neighborhood objectives including creating a positive relationship with, the Chatsworth community and utilizing the site's unique location.

ALTERNATIVE 4: ALTERNATIVE SITE ALTERNATIVE

An alternative site was evaluated pursuant to CEQA Guidelines Section 15126.6(f)(2). The preferred alternative site, which consists of three parcels totaling 10.5 acres, is located adjacent to the existing Sierra Canyon Elementary and Middle School, approximately 0.7 mile west of the proposed secondary school site. While a specific design on this site is considered speculative, it is assumed that facilities similar to those proposed under the project would be developed to accommodate 550-student secondary school. However, due to the larger project site, this alternative would likely involve less site coverage and massing than the proposed project. Development at the alternative site would reduce the significant unavoidable visual impact that would occur with the project. In addition, the less than significant dust and odor, biological resources, and site access impacts could be reduced under this alternative due to the larger site area available for development. However, this site's proximity to the existing Sierra Canyon Elementary and Middle School could compound land use, noise, and traffic impacts. Furthermore, depending on grading requirements, associated impacts (i.e., construction-related air quality and noise, cultural resources, and soils and geology impacts) could be greater under this alternative than under the project. Development of the school on this alternative site would meet the primary objective of the project of providing a permanent campus with state-of-the-art facilities for a new independent secondary school. In addition, a number of the enrollment and facilities objectives would be met. However, it would likely not meet key community oriented objectives that seek to minimize the effects of the project on adjacent neighborhoods. Finally, it must be mentioned that the applicant has no interest or control over this property in any form, and thus, the feasibility of this alternative is speculative.

PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

AESTHETICS

Environmental Impacts

The proposed project would contrast with the existing aesthetic image of the site, particularly in the lower portions of the property, by transforming vacant portions of the site to an active academic village style campus. While the project would contrast with existing aesthetic features, the impact would be lessened with the completion of the Rinaldi Street extension and associated elevation increases that would result from completion of the roadway. Nonetheless, although the project would incorporate the site's natural sloping landform, use simple building massing, be extensively landscaped, provide a large open plaza, and create a unified aesthetic environment, the project would still introduce a prominent and significant change to conditions in the immediate area. Therefore, the degree of contrast between project features and existing features on the site and in the surrounding area would result in a significant visual impact.

Although the project would substantially change the existing character of the site, it would not remove, alter, or demolish existing features or elements that substantially contribute to the valued visual character of the area. Therefore, development the project would result in less than significant impacts associated with existing visual features or elements.

The proposed improvements would partially obstruct some long-range views from some of the uses surrounding the project site. However, due to existing elements, including the masonry wall bounding residences backing up to Lurline Avenue, the lower elevations on some portions of the project site compared to some of the surrounding uses, the orientation of some residences facing away from the project site, and existing obstructions (e.g., other structures

and mature trees), the project would not significantly obstruct any valued views, including views from private residences, public roadway, and trails. Thus, impacts of the project in relation to views would be less than significant.

Grading is required to accommodate the campus on the sloping site including grading for the parking level, foundations, pads, and other engineering requirements. The project site, however, has been previously disturbed and is not considered natural open space. No natural habitat or significant tree species are located in this area. Thus, the visual impact relative to the grading or alteration of natural open space would be less than significant.

As Rinaldi Street is designated as a City of Los Angeles scenic highway in the vicinity of the proposed project, specific design criteria will apply to the project site and to the public roadway. There are currently no views from the Rinaldi Street extension right-of-way, as potential views are obstructed by existing trees, topography, and improvements. In addition, the project would comply with the provisions of the Scenic Highways Plan with respect to utilities and signage. Thus, the project's impact on guidelines and regulations (i.e., scenic highway criteria) would be less than significant.

Mitigation Measures

IV.A-1 If so determined by the Planning Department, the design of individual buildings along the Rinaldi Street frontage shall provide for additional landscape relief and/or other architectural treatment along south facing walls if needed to create further articulation and to avoid the creation of an unarticulated, "blank" surface. Exterior walls may be covered with clinging vines or screened by similar vegetation capable of covering or screening entire walls up to heights of at least 9-feet, excluding windows and signs. Specific treatments shall be provided to the satisfaction of the Planning Department, for their review and approval, prior to issuance of a building permit.

IV.A-2 Prior to issuance of a building permit, design and landscape plans shall be submitted for review and approval by the Planning Department for purposes of ensuring compliance with the Scenic Highways Plan. Compliance shall include, at a minimum, undergrounding or screening of project utilities and meeting signage requirements within 500 feet of the centerline of the future extension of Rinaldi Street.

IV.A-3 A master landscape plan shall be developed for the project by a licensed landscape architect and submitted for review and approval by the Planning Department prior to issuance of any building permits. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with the landscape plan, including an automatic irrigation plan.

IV.A-4 The owner shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8104 and 91.8104.15.

Level of Significance after Mitigation

The proposed secondary school would introduce new visual elements to the project area and alter the site's existing character. The project would not introduce an inherently intrusive land use to the predominately residential area, as school uses are conditionally permitted in residentially zoned areas. Development would not exceed three stories, would achieve a

uniform design, and would be well landscaped. Furthermore, the future extension of Rinaldi Street will become a dominant visual element to the area that will further buffer the project from neighborhoods to the south and east. However, the introduction of the campus is still considered a prominent and significant change to conditions and therefore would result in a significant visual impact. While site-specific mitigation measures would reduce this impact to the fullest extent possible, the project as currently designed would still have a significant visual impact.

AIR QUALITY

Environmental Impacts

Construction

Construction of the proposed project could potentially cause air quality impacts through demolition of existing structures, grading and excavation, construction workers traveling to and from the project site, delivery and hauling of construction supplies and debris to and from the site, fuel combustion by on-site construction equipment, and the application of architectural coatings and other building materials. Such activities could temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. However, as none of the applicable air quality standards would be exceeded, a less than significant air quality impact would occur as a result of construction of the proposed project.

Construction activities on the project site may result in the release of objectionable odors that could have the potential to impact the surrounding land uses. Potential sources that could emit odors during construction include the use of architectural coatings and solvents. South Coast Air Quality Management District (SCAQMD) Rule 1113 limits the amount of volatile organic compounds (VOCs) from such sources. As compliance with SCAQMD rules is mandatory, objectionable odors created during construction would be limited. Thus, no significant impacts associated with such odors would occur.

Operation

Occupancy and operation of the proposed project could potentially result in long-term project emissions generated by motor vehicles (mobile sources) and electricity and natural gas consumption (stationary sources). Emissions from these sources would not exceed any of the SCAQMD significance thresholds for criteria pollutants and regional air quality impacts would be less than significant. Regarding CO concentrations at roadway intersections (“CO hot spots”), one-hour CO concentrations under “with project” conditions would range from approximately 8.4 to 9.8 parts per million (ppm) and eight-hour CO concentrations would range from approximately 5.9 to 6.9 ppm at the five studied intersection. These levels would be below the state one- and eight-hour standards of 20.0 and 9.0 ppm, respectively. As CO concentrations at sensitive receptor locations would also not exceed these standards, localized CO impacts at intersections and sensitive receptors would be less than significant. Additionally, CO concentrations were measured at the driveway to the proposed parking level, as the partially enclosed nature of the parking level and the location of the driveway could result in higher pollutant concentrations in the southern, eastern, and western portions of the site, where residential uses are located. The parking level would incrementally increase the ambient one-hour CO concentration by approximately 0.2 to 0.4 ppm and would incrementally increase the ambient eight-hour CO concentration by approximately 0.1 to 0.2 ppm. The resulting CO concentrations at the nearby

sensitive receptors would remain below the state standards and less than significant impacts would occur

Use of equestrian trail along the western edge of the site may emit fugitive dust and create odors in the surrounding area. However, landscape features and a 15-foot wall in certain locations would screen the trail from the project site. Additionally, the campus plaza would be approximately three to four feet above the equestrian trail. Thus, dust impacts would be minimal. However, odors emanating from the trail may become an issue when Sierra Canyon Secondary School is in session. Such nuisance impacts could be potentially significant and would require mitigation.

The project would not violate the two key indicators for inconsistency with the Air Quality Management Plan (AQMP). As such, the project would be consistent with the AQMP and no significant impacts would occur.

Mitigation Measures

- IV.B-1 The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily.
- IV.B-2 All unpaved roads, parking, and staging areas shall be watered at least once for every two hours of active operations.
- IV.B-3 Site access points shall be swept/washed within thirty minutes of visible dirt deposition.
- IV.B-4 On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.
- IV.B-5 All haul trucks hauling soil, sand, and other loose materials shall either be covered or maintain two feet of freeboard.
- IV.B-6 All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards.
- IV.B-7 At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust.
- IV.B-8 Operations on any unpaved surfaces shall be suspended when winds, including wind gusts, exceed 25 miles per hour. In addition, when winds exceed 25 miles per hour, all unpaved surfaces and stockpiles shall be watered.
- IV.B-9 Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
- IV.B-10 Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts.
- IV.B-11 During construction, a 24-hour hotline shall be established for residents to register air quality complaints and inquire about the construction process. Upon receipt of a complaint, the cause of the complaint shall be determined, including the specific activity and location, and reasonable measures shall be implemented to resolve the complaint, including but not limited to, additional watering, covering of stockpiles, and

other related dust control measures. Any construction notices circulated to area residents, as well as signs posted at the construction site, shall list the telephone number for the coordinator.

IV.B-12 Unless maintenance of the equestrian trail is otherwise so dedicated to an equestrian organization, the City of Los Angeles, or other outside party, the project applicant shall implement and enforce an odor control and maintenance program to mitigate the effects of odors generated at the equestrian trail. In the event the trail is dedicated to the City, an equestrian organization or other outside party, the terms of the dedication shall include implementation of an odor control and maintenance program. The program shall include daily management of solid wastes generated by the horses and the disposal of wastes off-site at least twice weekly throughout operation of the project.

Level of Significance after Mitigation

Construction

No significant air quality impacts associated with construction of the project would occur. Mitigation Measures IV.B-1 through IV.B-10, which would ensure proper implementation of SCAQMD Rule 403, as well as Mitigation Measure IV.B-11, which also addresses potential dust impacts, would further reduce daily dust and PM₁₀ emissions. Thus, construction air quality impacts (before and) after implementation of proposed mitigation measures would be less than significant. Construction related odor impacts would also be less than significant.

Operation

Mobile and stationary source emissions would not exceed any of the SCAQMD significance thresholds for criteria pollutants. Therefore, regional air quality impacts associated with operation of the project would be less than significant.

Localized CO concentrations at the five study intersections would not exceed state standards. Similarly, the project would not result in CO concentrations at the nearby sensitive receptors that would exceed the state standards. Thus, operation of the project would result in less than significant localized CO impacts.

The equestrian trail would be adequately screened and/or buffered and would be located below the plaza area. Thus, no significant impacts associated with dust from this trail would occur. Implementation of Mitigation Measure IV.B-12 would ensure proper management of solid wastes from horses on this trail. With proper maintenance, odors from trail usage would be minimized and no significant and unavoidable odor impacts would occur.

Finally, the project would be consistent with the AQMP. No significant impacts would occur.

BIOLOGICAL RESOURCES

Environmental Impacts

There are no native plant communities on the project site, but one special status plant species has been identified on the site (the California black walnut). Because the three walnut trees are few, small in stature, and isolated from other trees of this species (and therefore, from a viable

walnut woodland community), impacts from project construction on this special status species, while adverse, are considered less than significant.

A few special status bird species may use the site on occasion for feeding and perching, but none nest on the site or in the near vicinity. The loss of raptor perches provided by the trees on-site is not considered a significant impact because of the abundance of other similar trees (and perches) in the area. The ornamental trees and shrubs used in the landscaping scheme may also provide shelter and forage for a number of bird species, and as such, provide habitat, albeit non-native. However, there are a number of other similar such areas scattered throughout the San Fernando Valley, and the site does not stand out as especially unique in this regard. Thus, impacts associated with the removal of this landscaping would be less than significant.

Given that the proposed project involves 100 percent coverage of the existing site, it is presumed that most, if not all, of the 297 trees would be removed during project construction. The only native trees impacted by the project are three elderberries and three California black walnuts. The larger eucalyptus trees on-site are among the tallest trees in the area and their dead limbs are used occasionally as perching sites by raptors (hawks and owls). However, the removal of the eucalyptus trees (or any other tall tree on the site) would not constitute a significant impact because of the occurrence of similar landscaping with ornamental trees throughout much of the surrounding residential neighborhoods, as well as many other clusters of old, mature eucalyptus trees in the greater north San Fernando Valley area.

Mitigation Measures

- IV.C-1 As partial mitigation for the loss of eucalyptus trees, an equivalent number of 24-inch boxed blue gum trees (*Eucalyptus globulus*) will be included in the landscape scheme. These trees, upon approaching maturity, will serve as observation posts for foraging hawks and other birds of prey.
- IV.C-2 Sections 3503, 3503.5, and 3513 of CDFG's Fish and Game Code prohibit the take of any migratory non-game bird species (in accordance with the federal Migratory Bird Treaty Act). If feasible, tree and brush removal prior to construction will take place outside the breeding season, September 1 to February 28/29, to avoid any nests with eggs or young that may be abandoned or destroyed. If vegetation clearing must take place during the breeding season, a qualified biologist will be retained 30 days prior to vegetation clearance to monitor on a weekly basis the protected native birds on the site for nesting activity. The last survey will be conducted no more than three days prior to initiation of vegetation clearance. If a nest with eggs or young is found or suspected, every effort will be made to avoid the area around the nest until the young have fledged. For most species, an area with a radius of 150 feet from the nest or suspected nest is to be avoided; for nesting raptors, the area of avoidance increases to 500 feet.
- IV.C-3 Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert as defined by Ordinance 153,478, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning and the Street Tree Division of the Bureau of Street Maintenance.
- IV.C-4 The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a

minimum of 24-inch box trees on the site, on a 1:1 basis (per the City's Landscape Ordinance), shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance and the Advisory Agency.

- IV.C-5 In addition to meeting the tree replacement requirements, the proposed landscaping plan shall meet all of the general goals of the Landscaping Ordinance, including a tree planting scheme that will provide sufficient shade to reduce heat attenuation around buildings and in the parking lot. Drip irrigation will be used wherever appropriate, and highly durable, drought tolerant species will be used to the maximum extent feasible.

Level of Significance after Mitigation

Development of the secondary school campus would clear most existing vegetation on the 4.89-acre site and would remove up to 291 non-native ornamental trees, which were planted for the existing residential property, as well as six small native trees within the landscaped component. However, the project would not significantly impact any special status species, sensitive habitats or plant communities, locally protected species, regional or local habitat conservation plans, or wildlife corridors. Consequently, the project would have a less than significant impact on biological resources.

CULTURAL RESOURCES

Environmental Impacts

No historic resources are present on the property and structures are less than 50 years of age with no unique architectural qualities. Site excavation and grading would substantially alter the undeveloped portions of the site. Given that 1) no resources are known to be present within the site boundaries, 2) site grading would not extend to depths where any significant paleontological resources could be found, if such were present in the Chatsworth Formation, and 3) the property has an overall low resource sensitivity, no unique archaeological, paleontological, or historic resources should be encountered by the project. As such, no disruption, damage, degradation or removal of a unique archaeological and paleontological is anticipated and no significant impacts would occur. Archaeological or paleontological resource monitoring during construction would neither be needed nor required. However, the presence of such resources in the surrounding area provides for the possibility, however remote, that unrecorded resources could be encountered during grading activities.

Mitigation Measures

- IV.D-1 In the event any cultural resources or remains are encountered during grading, excavation and site preparation, the project shall be halted and a qualified archaeologist and/or paleontologist with expertise in the area shall be immediately consulted in order to assess the nature, extent and significance of any cultural materials that are encountered. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology – Cal State University Northridge, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA qualified archaeologist to assess the resources and evaluate the impact.
- IV.D-2 Upon review of the resources by the archaeologist and/or paleontologist, and consistent with CEQA Guidelines §15064.5(f), construction work on project elements

that do not pose a threat to the encountered resources may resume. Project elements that threaten the resources may resume when the impact to the resource is mitigated to the satisfaction of the project archaeologist and/or paleontologist.

IV.D-3 Unless otherwise so specified by the archaeologist and/or paleontologist, items shall be removed in a professional manner for further laboratory examination. Any significant fossils shall be either displayed or properly stored at the school for educational purposes, or donated to a public non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. The institution selected must be capable of curating the specimens, field notes, geologic maps and stratigraphic sections as well as allowing for retrieval of specific specimens by researchers in the future.

IV.D-4 In the event of discovery of Native American remains or of grave goods, §7050.5 of the Health and Safety Code, and §5094.98 and §5097.99 of the Public Resources code apply. No further disturbance shall occur until the County of Los Angeles Coroner has made the necessary findings as to origin and disposition.

Level of Significance after Mitigation

The project site has a low cultural resource sensitivity and development of the secondary school would not have a significant impact to known cultural resources. Although no significant impacts are anticipated, implementation of mitigation measures, as appropriate, would further ensure that significant cumulative or project-specific unmitigated impacts to archaeological and/or paleontological resources would not occur.

GEOLOGY AND SOILS

Environmental Impacts

Approximately 19,800 cubic yards of materials would be excavated to prepare the site for construction, of which, approximately 12,500 cubic yards would be exported. Proposed grading would consist of excavating (removals) natural soils to establish desired elevations, temporary cuts for the retaining walls, backfilling retaining walls, and the removal and replacement of existing earth fills as compacted fill. In addition, foundation excavations would be made for the support of new structures and retaining walls. All permanent retaining walls will be designed by the registered structural engineer in accordance with all applicable City of Los Angeles Building and Safety Code requirements. Nevertheless, mitigation is warranted to ensure that any impacts would be reduced to a less than significant level.

No evidence of geologic instability was encountered during the geotechnical investigations for the site and construction of the school structures is considered feasible. However, artificial fill and natural soils deposits are not considered suitable for foundation support, as the materials possess adverse deformational characteristics requiring engineering mitigation. Therefore, such impacts would be considered significant prior to implementation of mitigation measures.

The fill materials encountered at the site may be subject to creep. Site soils are considered to possess a low potential for expansion. However, slopes would be eliminated by the project, thus, creep is not expected to have any impact on the proposed development.

Settlement of the proposed structures would occur. However, some settlement is considered normal. Differential settlement of the proposed structures is expected to be within the normal range, although additional future settlement due to long term deformation and natural occurrences is still possible. Therefore, appropriate drainage and maintenance mitigation is warranted to reduce the risk of future structural hazards. Such impacts would be considered significant prior to implementation of proposed mitigation measures.

No known active faults, or faults that could result in ground rupture, traverse the site. Therefore, no significant impacts would occur on the site from potential surface fault rupture. The probability that a maximum credible earthquake would occur at a minimum credible distance from the project site during the time the proposed structure would exist on the site is incredibly low. Furthermore, estimates of peak acceleration represent a force only momentarily imposed and not repeated during any earthquake. It is reasonable to design structures to resist peak accelerations due to maximum probable earthquakes. Potential impacts from groundshaking would be reduced through proper engineering design and conformance with current City and State seismic, building and development code requirements. Consequently, no significant impacts from groundshaking would occur as a result of the proposed project.

Mitigation Measures

- IV.E-1 Prior to commencement of work, a pre-grading meeting shall be held. Participants at this meeting will be the contractor, the owner or his representative, and the soils engineer. The purpose of this meeting is to avoid any misunderstanding of any recommendations set forth in the geotechnical investigations that could cause delays in the project.
- IV.E-2 Prior to the commencement of grading a surveyor should be retained to layout proposed grading. This should, as a minimum, consist of locating all proposed keys, tops of cuts, toe of fills, stability fills, setbacks, easements and areas requiring over excavation of the cut portions of any building pads. All staking shall be setback from the proposed grading area at least five feet.
- IV.E-3 Sidehill fills should have a key placed at the toe of the proposed fill slope. This key should be cut a minimum of three feet into the older alluvium. The base of the key shall be sloped back into the hill. The key should be a minimum of twelve feet wide. Where slopes are steeper than 5:1, horizontal benches shall be cut into older alluvium in order to provide both lateral and vertical stability.
- IV.E-4 Sidehill fills shall have backdrains installed at the compacted fill/older alluvium contact to prevent future porewater pressure buildup. Backdrains shall be placed in accordance with the subsequent "Backdrains" mitigation measures specifications.
- IV.E-5 All areas to receive compacted fill, including all removal areas, keys, and benches, shall be reviewed and approved by the soils engineer or his representative prior to placing compacted fill.
- IV.E-6 The grade that is determined to be satisfactory for the support of the filled ground shall then be scarified to a depth of at least six inches and moistened as required. The scarified ground should be compacted to at least 90 percent of the maximum laboratory density.

- IV.E-7 Materials excavated uphill from where fills are to be placed, shall not be cast over the slope into the fill area. Materials shall be channeled down a ramp to the area to receive compacted fill and then spread in horizontal layers. As compacted fills are placed, this ramp will be trimmed out to expose the dense, tight materials approved by the soils engineer. The minimum vertical height of bench in approved materials shall be three feet. This will maintain the proper benching, as fill is placed up the slope. The ramp will be shifted periodically during the grading operations to allow for complete removal of the loose fill materials and for the proper benching.
- IV.E-8 The fill soils shall consist of select materials approved by the project soils engineer or his or her representative. These materials may be obtained from the excavation areas and any other approved sources, and by blending soils from one or more sources. The material used shall be free from organic vegetable matter and other deleterious substances, and shall not contain rocks greater than eight inches in diameter nor of a quantity sufficient to make compaction difficult.
- IV.E-9 The suitable fill material shall be placed in approximately level layers six inches thick, and moistened as required. Each layer shall be thoroughly mixed to ensure uniformity of moisture in each layer. When the moisture content of the fill is three percent or more below the optimum moisture content, as specified by the soils engineer, water shall be added and thoroughly mixed in until the moisture content is within three percent of the optimum moisture content. When the moisture content of the fill is three percent or more above the optimum moisture content, as specified by the soils engineer, the fill material shall be aerated by scarifying or shall be blended with additional materials and thoroughly mixed until the moisture content is within three percent or less of the optimum moisture content. Each layer shall be compacted to 90 percent of the maximum density, as determined by the latest version of ASTM D 1557, using approved compaction equipment.
- IV.E-10 Review of the fill placement should be provided by the soils engineer or his representative during the progress of grading. In general, density tests will be made at intervals not exceeding two feet of fill height or every 500 cubic yards of fill placed.
- IV.E-11 The contractor shall be required to obtain a minimum compaction of 90 percent out to the finish face of 2:1 fill slopes. Compaction on slopes may be achieved by over building the slope and cutting back to the compacted core or by direct compaction of the slope face with suitable equipment. Direct compaction on the slope faces shall be accomplished by back-rolling the slopes in three foot to four foot increments of elevation gain.
- IV.E-12 During the inclement part of the year, or during periods when rain is threatening, all fill that has been spread and awaits compaction shall be compacted before stopping work for the day or before stopping because of inclement weather. These fills, once compacted, shall have the surfaces sloped to drain to an area where water can be removed. Work may start again, after the rainy period, once the site has been reviewed by the soils engineer and he has given his authorization to resume. Loose materials not compacted prior to the rain shall be removed and aerated so that the moisture content of these fills will be within three percent of the optimum moisture content. Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompacted prior to placing additional fill, if deemed necessary by the soils engineer.

IV.E-13 To minimize the potential for future porewater pressure buildup behind the proposed compacted fill backdrains shall be installed at the compacted fill/older alluvium contact. Backdrains shall consist of four inch perforated pipes; placed with perforations down. The pipe should be encased with at least one foot of gravel around the pipe. The minimum cover on the pipe should be one foot. The gravel should consist of three-quarter inch to one inch crushed rock. The first drain shall be placed no higher than three feet above the front cut of the key excavation. Additional backdrains shall be placed at intervals roughly equivalent to five feet of vertical rise in elevation or where deemed necessary by the project soils engineer.

Each drain shall be placed into a trench excavated along the back of a horizontal bench at the compacted fill/older alluvium contact. The trench bottom shall slope downward to each exit drain with a minimum gradient of two percent. The exit pipe shall consist of a four-inch diameter non-perforated pipe. This pipe need not be encased in gravel. It shall exit at a minimum gradient of two percent to the finish face of the fill slope. Exit drains shall be placed at intervals not exceeding one hundred feet. A cutoff wall consisting of concrete or soil cement shall be placed at the junction of the perforated pipe and the exit drains to stop seepage and force the water being removed into the perforated pipe.

IV.E-14 Prior to placement of fill, all vegetation, rubbish, and other deleterious material shall be disposed of off site. The proposed structures shall be staked out in the field by a surveyor. This staking shall, as a minimum, include areas for over-excavation, toes of slopes, tops of cuts, setbacks, and easements. All staking shall be offset from the proposed grading area at least five feet.

IV.E-15 Proposed construction areas shall be excavated down to the older alluvium.

IV.E-16 The natural ground, which is determined to be satisfactory for the support of the filled ground, shall then be scarified to a depth of at least six inches (6") and moistened as required. The scarified ground should be compacted to at least 90 percent of the maximum laboratory density.

IV.E-17 It is recommended that the proposed structures and retaining walls be supported by foundations extending into the older alluvium.

IV.E-18 All earth materials derived from the excavations of foundations shall be removed from the site or placed as certified compacted fill. Fill temporarily stockpiled on-site should be placed in a stable, away from slopes excavations and improvements. Earth materials shall not cast over any descending slopes in an uncontrolled manner.

IV.E-19 The minimum continuous footing size is 12 inches wide for one-story structures, 15 inches wide for two-story structures and 18 inches for three-story structures. Pad foundations shall be a minimum of 24 inches square. All depths of embedment for footings are to be measured from the lowest adjacent grade or into the specified bearing material. All footings shall be designed to meet the foundation design values specified by Subsurface Design Inc.'s geotechnical investigations for the property dated November 29, 2004 (and contained in the Draft EIR as Appendix G), unless otherwise so specified by the City of Los Angeles Department of Building and Safety.

- IV.E-20 All continuous footings shall be reinforced with a minimum of four #4 bars, two placed near the top and two near the bottom. Reinforcing recommendations are minimums and may be revised by the structural engineer.
- V.E.-21 Lateral loads may be resisted by friction at the base of the foundations and by passive resistance within the older alluvium. For the gymnasium, the coefficient of friction shall be used between the base of the foundation and the recommended bearing material. When combining passive and friction for resistance of lateral loads, the passive component should be reduced by one-third. For isolated poles, the allowable passive earth pressure may be doubled. For the education building, a coefficient of friction of 0.35 may be used between the foundations and the recommended bearing material. The passive resistance may be assumed to act as a fluid with a density of 300 recommended bearing material. The passive resistance may be assumed to act as a fluid with a density of 300 pounds per cubic foot. A maximum passive pressure of 2,500 pounds per square foot may be assumed.
- IV.E-22 All footing excavation depths will be measured from the lowest adjacent grade of recommended bearing material. Footing depths will not be measured from any proposed elevations or grades. Any foundation excavations that are not the recommended depth into the recommended bearing materials will not be acceptable to project geotechnical engineer.
- IV.E-23 For the gymnasium, floor slabs should be reinforced with minimum #3 reinforcing bars, placed at 16 inches on center each way. Floor slabs may be supported directly on the older alluvium. Although precautions can be taken, the recommendations are not intended to stop movement, only to reduce cracking as a result of expansion and contraction of the soil.
- IV.E-24 For the education building, pursuant to the City of Los Angeles Ordinance No. 171,939, floor slabs placed on compacted fill should be reinforced with minimum #4 reinforcing bars, placed at 16 inches on center each way. In addition, floor slabs should be underlain by four inches of crusher-run base, compacted into place by mechanical means, supported directly on the certified compacted fill.
- IV.E-25 For crack control in secondary concrete slabs, the maximum control joint spacing should be eight feet. A closer control joint spacing would provide greater crack control. Additional control joints at curves and angle points are recommended.
- IV.E-26 Where there are floors which may be affected by moisture, they should be protected by a polyethylene plastic vapor retarder. This retarder should be covered with a one inch layer of sand to prevent punctures in the vapor retarder and to aid in the cure of the concrete. It should be noted that this type of barrier will not preclude moisture damage to wood floors or vapor sensitive flooring. Further, if this type of vapor retarder is used, the minimum thickness should be 10 millimeters.
- IV.E-27 Prior to the placement of concrete slabs, the expansive soils encountered on the subject property shall be pre-moistened until the moisture content reaches at least 120 percent of the optimum moisture content to a depth of 12 inches. The pre-moistened soils should be tested, and verified to be 120 percent of optimum moisture content, prior to the placement of the sub-grade. Following our testing and verification of

moisture content, the sub-grade, polyethylene plastic, and sand must be placed within one day.

- IV.E-28 Footing trench spoils should either be removed from the slab areas or compacted into place by mechanical means and tested for compaction.
- IV.E-29 All open excavations shall be protected from inclement weather. This is required to keep the surface of the open excavation from becoming saturated during rainfall. Saturation of the excavation may result in a relaxation of the soils which may result in failures.
- IV.E-30 All hillside excavations shall be covered during the rainy seasons. Stakes, ropes, and sandbags, along with plastic may be employed to help facilitate the coverage of the excavations. Coverage of the open excavations shall over-extend from the edges of the excavations in all directions.
- IV.E-31 The project Civil Engineer shall be consulted for the limits of coverage. If possible, slopes around the open excavations shall be trimmed to slope away from the open excavation, so water runoff will not drain into the excavation. Any trees or planters that might cause failure around the open excavations, due to the saturated hillside, shall be anchored safely.
- IV.E-32 After the rain has ceased, the excavations shall be reviewed by the project soil engineer and geologist for safety prior to recommencement of work.
- IV.E-33 No water shall be allowed to pond or saturate open trenches. All open trenches shall be covered with plastic and sandbags. Areas around trenches shall be sloped in such a way that water will not runoff into the trenches. After the rain has ceased, trenches shall be reviewed by project soil engineer for safety prior to recommencing work. All footing excavations must be reviewed by the project soil engineer again, prior to pouring concrete.
- IV.E-34 During the inclement part of the year, or during periods when rain is threatening, all fill that has been spread and awaits compaction shall be compacted before stopping work for the day or before stopping because of inclement weather. These fills, once compacted, shall have the surfaces sloped to drain to one area where water may be removed.
- IV.E-35 Work may start again, after the rainy period, once the site has been reviewed by the project soils engineer. Loose materials not compacted prior to the rain shall be removed and aerated so that the moisture content of these fills will be within three percent (3 percent) of the optimum moisture content.
- IV.E-36 Surface materials previously compacted before the rain, shall be scarified, brought to the proper moisture content, and re-compacted prior to placing additional fill, if deemed necessary by the Soils Engineer.
- IV.E-37 Additionally, it is suggested that all stock-piled loose fill materials, not compacted prior to anticipated rainfall, shall be covered with plastic. This action will keep the loose fill from being saturated with water, and will allow the grading to resume when the rain

stops. It is always easier and less time consuming to increase moisture content of the fill than to aerate the fill to achieve optimum moisture.

- IV.E-38 All of the above recommendations shall be considered as part of the erosion control plan for the subject property. However, these recommendations shall and will not supersede, nor limit any erosion control plans produced by the project Civil Engineer.
- IV.E-39 Excavations that are higher than ten feet in height, and all loose surficial material, shall be trimmed back at a gradient of 1:1. This should be verified by the geotechnical engineer and the Department of Building and Safety during construction so that modifications can be made if variations in the soil occur.
- IV.E-40 Soil exposed in the proposed cuts should be kept moist, but not saturated, to reduce the potential for raveling and sloughing that may occur during construction.
- IV.E-41 All excavations should be stabilized within 15 days of initial excavation. If this time is exceeded, the project soils engineer must be notified, and modifications, such as shoring or slope trimming may be required. Water should not be allowed to pond on top of the excavation, nor to flow toward it. All excavations should be protected from inclement weather. The top of the excavations should be barricaded to ensure that no vehicular surcharge be allowed within five feet of the top of cut.
- IV.E-42 Construction methods shall meet the requirements of the Construction and General Industry Safety Orders, the Occupational Safety and Health Act, California OSHA in addition to other public agencies having jurisdiction.
- IV.E-43 Retaining walls shall be designed to resist an active earth pressure such as that exerted by compacted backfill. Retaining walls should be designed to resist an active earth pressure such as that exerted by compacted backfill. Retaining walls should be designed to resist an active earth pressure such as that exerted by compacted backfill or retained alluvium. Retaining walls up to fifteen feet in height may be designed (per assumptions identified in the geotechnical investigation dated November 29, 2004, prepared by Subsurface Designs, Inc. and included as Appendix G to the Draft EIR).
- IV.E-44 All excavations shall be reviewed by the geotechnical engineer to ascertain if there are any conditions encountered that are different from those observed in explorations and modeled by the engineer's calculations. If changes are observed, additional recommendations will be made at that time. All excavations must be stabilized within 15 days or less.
- IV.E-45 All loose material shall be cleaned from foundation excavations. Water shall not be allowed to pond or drain into or through the footing trench excavations. Proper compaction of the backfill is recommended to provide lateral support to adjacent properties.
- IV.E-46 Basement (restrained) walls for the proposed parking level should be designed to resist a trapezoidal distribution of lateral earth pressure. The lateral active earth pressure for the basement wall will be similar to that recommended for braced excavations. The "at rest" lateral earth pressure will be 65 pounds per cubic foot. Further, the maximum pressure developed should be taken as 29H. In addition to lateral earth pressure, this wall should be designed to resist the surcharge imposed by

the proposed structures, footings, any adjacent buildings, or by adjacent traffic surcharge.

- IV.E-47 All required backfill adjacent to basement (restrained) walls should be compacted to at least 90 percent of the maximum density or backfilled with gravel. Proper compaction of the backfill is recommended to provide lateral support to adjacent properties. Even with proper compaction of required backfill, settlement of the backfill may occur because of the significant depth of the backfill. Accordingly, utility lines, footings, or false work should be planned and designed to accommodate such potential settlements. All drainage requirements listed in the RETAINING WALL section of the above referenced report shall apply.
- IV.E-48 Walls to be backfilled must be reviewed by the project Soils Engineer prior to commencement of the backfilling operation or placement of the wall backdrain system.
- IV.E-49 After the wall backdrain system has been placed and the back side of the wall has been waterproofed, fill may be placed, if sufficient room allows, in layers not exceeding four inches in thickness and compacted to 90 percent of the maximum density, as determined by the latest version of ASTM D 1557.
- IV.E-50 If the wall backfill consists of a granular free-draining material, a vertical gravel blanket at the face of the wall, or similar vertical drainage system, will not be required.
- IV.E-51 If the onsite soils are used for wall backfill, and they have an expansion index of 30 or greater, a vertical gravel drain blanket, six inches (6") thick along the back side of the wall from top to bottom, shall be required.
- IV.E-52 Where space does not permit compaction of material behind the wall, a granular backfill shall be used. This granular backfill shall consist of (½ inch to ¾ inch of crushed rock.
- IV.E-53 All granular free-draining wall backfills shall be capped with a clayey compacted soil within the upper two feet of the wall for a depth of two feet. This compacted material should start below the required wall freeboard.
- IV.E-54 Where slopes are steeper than 5:1 benching shall be required into competent materials as determined by the geotechnical engineer and the Department of Building and Safety in the field at the time of grading.
- IV.E-56 Positive pad drainage shall be incorporated into the final plans. All drainage from the roof and pad shall be directed so that water does not pond adjacent to the foundations or flow toward them. All drainage from the site shall be collected and directed via non-erosive devices to a location approved by the building official. No alteration of this system shall be allowed.

Planters should not be placed adjacent to the structures. However, if planters are placed adjacent to the structure they shall be designed to drain away from the structure. All planters shall have a sufficient number of area drains to collect water and transferring it away from the foundation. Care should be taken to not saturate the soils, i.e. leaking irrigation lines or excessive landscape watering.

- IV.E-57 A landscape architect shall be consulted regarding planting adjacent to the development. Plants surrounding the development shall be of a variety that requires a minimum of watering. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes shall be reviewed by the landscape architect.
- IV.E-58 An adequate irrigation system will be required to sustain landscaping. Any leaks or defective sprinklers shall be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems shall be adjusted for rainy seasons. A landscape irrigation specialist should be consulted to determine the best times for landscape watering and the maximum amount of water usage.
- IV.E-59 The property owner must undertake and maintain a program which eliminates or controls burrowing animals. This must be an ongoing program in order to provide protection to the slope's stability. The uncontrolled burrowing by rodents has proven to be one of the major causes for surficial slope stability problems.
- IV.E-60 Existing grade and/or fill soils shall be removed and recompacted to a depth specified by the geotechnical engineer. Soils should be brought to optimum moisture content and recompacted to 90 percent of the maximum density as determined by the latest version of ASTM D1557, unless otherwise so specified by the geotechnical engineer.
- IV.E-61 Paving sections shall meet the preliminary design criteria called for by the geotechnical investigations dated November 29, 2004, prepared by Subsurface Designs, Inc. (included as Appendix G to the Draft EIR), unless otherwise so specified by the City of Los Angeles Department of Building and Safety.
- IV.E-62 Base course should consist of crusher-run base or decomposed granite. The base course should be brought to optimum moisture content and re-compacted to 95 percent of the maximum density as determined by the latest version of ASTM D 1557.
- IV.E-63 Additional field and laboratory testing will be required, near the completion of grading, to determine the engineering characteristics of the material located at grade in the areas to receive paving. The results of this work, along with the required paving sections shall be provided in letter form.

Level of Significance after Mitigation

Any potential hazards from underlying soil and seismic conditions would be mitigated through implementation of the identified mitigation measures. After mitigation, the proposed project would not expose people or structures to unstable geologic conditions or seismically related geologic hazards, nor would it accelerate an existing hazard or create a new hazard. Mitigation measures would also provide for a thorough erosion control plan and prevent any potential erosion from creating new instability. No significant prominent geologic or topographic features would be altered by the project, as the site is neither uniquely situated nor prominent in its topography. Compliance with mitigation measures would ensure that all engineering practices are soundly employed and meet accepted public safety standards. Although the project site could be subject to severe groundshaking in the event of a major earthquake, any risks from such hazards would not be greater than those present throughout the Chatsworth community and the Southern California region as a whole. Thus, less than significant impacts would occur.

HYDROLOGY AND WATER QUALITY

Environmental Impacts

Water Quality

The project applicant would be required to submit a local Storm Water Pollution Protection Plan (SWPPP), which would require preparation of a temporary erosion control plan identifying erosion control devices and other Best Management Practices (BMPs) to address potential water quality impacts during construction of the proposed project. Implementation of these BMPs would serve to minimize sedimentation, reduce or eliminate pollutants in storm water runoff, and reduce or eliminate non-storm water discharges. Underground clarifiers and catch basin inserts would be utilized to provide first flush treatment of all runoff prior to discharging to the storm drain system in Rinaldi Street. With adherence to these requirements, construction of the project would not create pollution, contamination, or nuisance, or result in the violation of regulatory standards. Thus, water quality impacts during construction of the project would be less than significant.

Operation of the project could result in the discharge of pollutants that would likely be limited to trash and debris, with some vehicle-related discharges such as oil and grease. Adherence to regulatory requirements, including incorporation of BMPs during operation of the project, would ensure that operation of the project would not create pollution, contamination, or nuisance, or result in the violation of regulatory standards. As such, water quality impacts during operation of the project would be less than significant.

Hydrology

The completed project site would use the Rinaldi Street storm drainage system as a means of conveyance. Thus, the flows from the site would not be diverted to other off-site areas, as is currently the case. Storm water runoff from the project site would be collected via a combination of surface flows, gutter flows, roof gutters, catch basins, and an underground storm drainage system, and all concentrated drainage would be outlet to the Rinaldi Street storm drainage system. The post-development peak discharge flows would be 1.4 cubic feet per second (cfs), or nine percent, greater than the pre-development flows from the site. However, the post-development flow would still be 9.1 cfs less than the design capacity for the system. Thus, the project would not substantially reduce or increase the amount of surface water in a water body or would not result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current direction of the water flow. Impacts associated with these thresholds would be less than significant.

Mitigation Measures

No Mitigation Measures would be required.

Level of Significance after Mitigation

Water Quality

Mandatory compliance with regulatory requirements pertaining to water quality during construction and operation of the project would ensure that the project would not create

pollution, contamination, or nuisance, or result in the violation of regulatory standards. As such, no unavoidable significant water quality impacts would occur.

Hydrology

The project would not substantially reduce or increase the amount of surface water in a water body or result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current direction of the water flow. Furthermore, the project would not cause flooding during the projected 50-year development storm event that would have the potential to harm people or damage property or sensitive biological resources. Therefore, no unavoidable significant hydrology impacts would occur.

LAND USE

Environmental Impacts

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 less than significant.

As the project does not require a zone change (and approval of a CUP and Vesting CUP must be in harmony with the General Plan), no significant land use impacts would occur in relation to existing zoning. Furthermore, 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. 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. In sum, the project would be consistent with the General Plan, the Community Plan, the General Plan Framework, and the Porter Ranch Land Use and Transportation Specific Plan. The project would also comply with the Rinaldi Street Scenic Highway standards and the Guide to Existing and Proposed Equestrian Trails and Major Equestrian Trails and Hiking Trails. Thus, impact associated with land use consistency would be less than significant.

Mitigation Measures

No Mitigation Measures would be required.

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.

NOISE

Environmental Impacts

Construction

Construction activities require the use of numerous pieces of noise-generating equipment, such as jackhammers, pneumatic impact equipment, saws, and tractors. Worst-case construction noise levels from these sources at each of the identified receptor locations were calculated. Incremental increases in noise levels at the single-family residences north of Rinaldi Street and on De Soto Avenue would be below the significance threshold of five decibels over the existing ambient noise levels. However, the incremental increases in noise levels at the proposed Sierra Canyon Secondary School classroom building, the single-family residences on Lurline Avenue, and single-family residences south of Rinaldi Street would be above the significance threshold. Therefore, a significant construction noise impact at these three locations would occur prior to implementation of recommended mitigation measures.

Operation

The predominant noise source in the project vicinity, as with most urbanized areas, is vehicular traffic. The extension of Rinaldi Street along the south and east of the project site, which is currently under construction, is expected to greatly contribute to the vehicular traffic noise in the immediate project area. Project-related traffic would further increase ambient noise levels in the vicinity of the project site. Over a 24-hour period, vehicular noise at sensitive receptors would range from 68 to 76 dBA (CNEL) under “with project” conditions. The proposed project is anticipated to incrementally increase noise levels by approximately one dBA at the proposed classroom building and the residences south of Rinaldi Street and by less than one decibel at the residences north of Rinaldi Street and on De Soto Avenue as compared to the “no project” condition. The project would incrementally increase noise levels at the residences on Lurline Avenue by two dBA (CNEL). All of these increases are below the significance thresholds. Thus, 24-hour noise impacts at these receptor locations would be less than significant.

Ambient noise levels during the AM peak hour would range from 62 to 77 dBA (Leq) at the sensitive receptors, representing an incremental increase of one dBA (Leq) at all receptors when compared to the “no project” condition. This increase would not exceed the significance threshold and impacts would, thus, be less than significant.

Noise from the proposed parking level would include car alarms car radios, car doors slamming, tire squeals, and people talking, shouting, and laughing. Among these sources, the car alarm would be the loudest potential source. These alarms can emit a noise level of approximately 100 dBA at a distance of five feet. Thus, car alarms could emit a single-event noise level of approximately 72 dBA at the nearest residences. This noise would occur infrequently and sporadically. Furthermore, although the residences south and north of Rinaldi Street and on Lurline Avenue would be able to hear the car alarms when in use, they would not emit noise often enough to incrementally increase the aggregate hourly noise levels by five dBA or more. Thus, no significant impacts to the surrounding sensitive receptors would occur as a result of operation of the parking level.

The exterior noise level at the proposed classroom building is anticipated to be approximately 72 dBA (CNEL) under “with project” conditions. Therefore, it is likely that the interior noise level in proposed classrooms would exceed the City of Los Angeles interior noise standard of 45 dBA

(CNEL). Thus, noise insulation features would be required in the design of the proposed classroom building. Prior to implementation of such measures, impacts would be significant.

The public address system would likely be used primarily for special events and school assemblies. When the exterior public address system is being used, ambient noise levels at the residences south of Rinaldi Street are anticipated to incrementally increase by approximately two dBA (L_{eq}), which is below the five dBA (L_{eq}) significance threshold. Thus, impacts would be less than significant.

Noise generated by use of the equestrian trail could be a nuisance to students when school is in session. However, the noise-sensitive uses on the project site (i.e., classrooms and library) would be located approximately 170 feet east of the equestrian trail. Given this distance, it is not likely that noise from the trail would incrementally increase ambient noise levels at the proposed classrooms or library, or would pose any disturbance to a quiet learning environment. Thus, impacts would be less than significant.

Special events, such as athletic events, school dances, and graduation, are likely to increase noise levels on the project site and in the surrounding area. Special events would be held at various locations on the project site, including at the performing arts center, athletics center, aquatics center, and campus plaza. Although events at the proposed athletic center and performing arts center would occur indoors, it is likely that some activities may occur outside of these buildings. These activities have the potential to emit noise levels that could be audible at nearby residences and could be considered a nuisance. Thus, prior to mitigation, the noise generated outside of these buildings during special events would be potentially significant.

Mitigation Measures

- IV.H-1 Construction contracts shall specify that all construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- IV.H-2 All residential units within 600 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed Project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- IV.H-3 A “noise disturbance coordinator” shall be appointed. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. Upon receipt of any complaints, the disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint. The noise disturbance coordinator shall respond to the complaint as soon as it has been received, and preferably within 10 minutes of the call. All notices that are sent to residential units within 600 feet of the construction site and all signs posted at the construction site shall list the telephone number for the noise disturbance coordinator.
- IV.H-4 Pursuant to the City of Los Angeles Municipal Code, Chapter IV, Section 41.40, construction shall be limited to between the hours of 7:00 AM and 9:00 PM Monday through Friday. Should construction occur on Saturdays or on a national holiday,

construction shall be limited to between the hours of 8:00 AM and 6:00 PM. Construction shall not occur at anytime on Sunday.

- IV.H-5 A temporary noise barrier, such as acoustical blankets, shall be placed along the perimeter of the construction site where there is an unobstructed line-of-sight to sensitive receptors (i.e., residences to the west, south, and east and the proposed classroom building). The noise barrier shall have a sound transmission class (STC) rating of no less than 25 and shall be tall enough to block the line of sight between activities occurring on the construction site and sensitive receptors.
- IV.H-6 Appropriate design features shall be incorporated to ensure that the interior noise levels at the proposed classrooms and library do not exceed 45 dBA (CNEL). Possible noise insulation features include, but are not limited to, installation of dual-paned windows, use of mechanical ventilation so no windows need to be opened to satisfy fresh air requirements, and additional insulation.
- IV.H-7 The sound path of school chimes shall be directed away from residential uses and school chimes shall not be placed on structures or walls of buildings that face residential uses. Similarly, both the use of chimes and any public address system shall comply with Sections 112.01 and 114.04 of the City of Los Angeles Noise Ordinance (No. 144,331). Any external speakers shall be directed inward to the school grounds and away from residential uses. Additionally, the location of speakers and chimes shall be set back sufficient distance from the property line as to ensure that noise levels from these sources do not exceed audible levels heard for a distance of greater than 150 feet from the property line for loudspeakers and 200 feet for chimes. In the event that audibility at these distances is exceeded, the school would be considered in violation of the Ordinance and sound levels from these sources would have to be adjusted downward to achieve compliance. Additionally, the project shall also be subject to Section 114.02, 114.04, and 114.06 of the Noise Ordinance regulating vehicle theft alarm noise, horns, and radios. Non-compliance (i.e., any vehicle theft alarm system that does not become automatically and completely silenced within five minutes) would result in an infraction under the Noise Ordinance in the LAMC enforceable by the Los Angeles Police Department. Furthermore, violators shall be penalized by the school by having their vehicular privileges revoked.
- IV.H-8 When special events are scheduled on campus, the school shall provide residents within 600 feet of the project site a telephone number for residents to register complaints pertaining to such events. Personnel with the authority to control student activities, such as the school head of operations or headmaster, shall cease activities that are related to the complaints, as feasible, or adjust the hours of activities, as needed.

Level of Significance after Mitigation

Construction

With implementation of mitigation measures, ambient noise levels would range from 62 to 76 dBA at sensitive receptors during construction of the project. As a result, ambient noise levels at all of the receptor locations would incrementally increase by less than one to three dBA, which would not exceed the significance threshold of a five dBA or more increase over the existing ambient noise level. Thus, the significant construction noise impacts at the proposed

Sierra Canyon Secondary School Classroom Building, the single-family residences on Lurline Avenue, and the single-family residences south of Rinaldi Street would be reduced to less than significant levels. Mitigation Measures IV.H-2 through IV.H-4 would further ensure that construction-related noise impacts would be less than significant.

Operation

The proposed project would not result in significant traffic noise impacts. However, Mitigation Measure IV.H-6 would further ensure that noise-sensitive uses on the project site, such as the classrooms and library, would not be exposed to excessive traffic noise. Thus, less than significant traffic noise impacts would occur.

Noise generated from the parking level would not be emitted often enough to incrementally increase the aggregate hourly noise levels by five or more dBA (L_{eq}) at nearby sensitive receptors. Thus, impacts associated with operation of the proposed parking level would be less than significant.

Implementation of Mitigation Measure IV.H-6 would ensure that the proposed classrooms and library would experience an interior noise level of no more than 45 dBA (CNEL), per the City of Los Angeles interior noise standard. With implementation of this mitigation measures, less than significant impacts associated with interior noise levels would occur.

The chimes associated with school operation and the public address system would not generate enough noise to result in a significant impact. However, Mitigation Measure IV.H-7 is proposed to ensure that noise generated by these project elements would be directed away from nearby residences and that the use of these elements would comply with the City of Los Angeles Noise Ordinance. Impacts associated with the operation of these systems would be less than significant.

Given the distance of noise-sensitive uses (i.e., the proposed classrooms and library) from the equestrian trail (approximately 170 feet east), it is not likely that noise from the trail would incrementally increase ambient noise levels at the proposed classrooms and library. Thus, impacts associated with noise from the equestrian trail would be less than significant.

Noise levels generated outside the athletics center and performing arts center during special events could increase ambient noise levels at nearby sensitive receptors. Mitigation Measure IV.H-8 would ensure that exterior noise generated during special events at these facilities would be minimized at nearby residences by addressing potential problems as they arise, thereby maintaining incremental increases in noise levels at less than five dBA (L_{eq}). Thus, less than significant impacts associated with noise from special events would occur.

The project's contribution to noise levels at the proposed classroom building, the residences on Lurline Avenue, the residences north of Rinaldi Street, and the residences on De Soto Avenue would be less than significant. However, the project's one dBA (CNEL) contribution would cause the noise levels at the residences south of Rinaldi Street to fall within the "normally unacceptable" and "clearly unacceptable" category of the Land Use Compatibility Chart. Thus, the proposed Project would contribute to significant cumulative noise impacts over a 24-hour period at this location. This impact is considered cumulatively significant and unavoidable.

FIRE PROTECTION

Environmental Impacts

A high demand for fire protection services during project construction is not anticipated. No temporary closure of traffic lanes on adjacent streets is anticipated to occur during project construction. The site is large enough to allow for staging of construction equipment on-site, and currently the terminus to Rinaldi Street is the only public street that borders the property and has a 100-foot right-of-way adjacent to the site. Therefore, access for fire units responding to emergencies would not be impeded. Implementation of standard construction practices as appropriate, such as an approved haul route, construction staging, flagmen, hours of operation, warning signs, etc., as required by the City of Los Angeles, would further reduce potential impacts. Therefore, no significant impacts to fire protection services are expected during project construction.

Fire flow would be provided at the project site via future water lines and public hydrants contained within the Rinaldi Street extension. The five new hydrants located in Rinaldi Street will be capable of providing the required fire flows to serve the project. Additionally, a private fire loop is proposed for the school site which will be fed from two 8-inch fire meters connected to the Rinaldi Street facilities. The private fire system would be capable of providing adequate fire flow at the school site.

The LAFD provides fire protection services to the project site, with the nearest fire station located 1.6 miles southeast of the site. The two nearest fire stations provide equipment and personnel within a 2.5-mile radius adequate to serve the project. Thus, the proposed project would not impact existing fire service and facilities necessitating the addition of a new fire station or an increase in equipment or personnel. Furthermore, the project would comply with standard design requirements in accordance with the Uniform Building Code, including fire sprinklers and fire alarm devices. Therefore, no significant impacts associated with response times and existing fire protections facilities would occur as a result of the project.

Mitigation Measures

- IV.I.1-1 The applicant shall submit a plot plan to the LAFD indicating the number and location of fire hydrants. Such fire hydrants shall be installed to the specifications and requirements of the LAFD.
- IV.I.1-2 In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems shall be installed in all proposed structures, in accordance with the Los Angeles Municipal Code, Section 57.09.07.
- IV.I.1-3 A fire lane width of no less than 20 feet shall be provided. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- IV.I.1-4 No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- IV.I.1-5 No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

IV.I.1-6 The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.

Level of Significance after Mitigation

As with any new project that involves an intensification of existing land uses, the proposed project would generate additional demand for local fire and emergency medical services. However, this demand would be offset by incorporating all applicable City and institutional fire safety requirements, providing adequate access, adding new hydrants to the site and meeting all fire flow requirements. Consequently, impacts to fire protection would be less than significant for both construction and operation of the proposed secondary school. However, in the event staffing and equipment cannot keep pace with increased demand resulting from the proposed project together with 30 related projects, a significant cumulative impact would result.

POLICE SERVICES

Environmental Impacts

In the event that construction activities do require lane closures, emergency access would remain unimpeded through the use of flagmen, and other controls, as may be required by conditions of the issuance of a building permit by the Department of Building and Safety. Therefore, access for police units responding to emergencies would not be impeded. In addition, proposed project construction is not expected to result in any population increase from construction workforce relocating to the area that would result in increased demand for services beyond existing levels. No significant impacts to police protection services are therefore expected during project construction.

The project site is served by the LAPD's Devonshire Community Police Station, which is located 5.3 miles east of the site. The project would not significantly impact congested intersections operating at a level of service of E or F, and therefore would not impact response times to the area or the site. In addition, the project would incorporate security measures, including the employment of private security, motorized keypad access gates at vehicular entries, perimeter security fencing, and security lighting, which would reduce impacts to police services. Nevertheless, the project could result in an increase in demand for police services. Mitigation measures would be required to reduce such impacts to a less than significant level.

Mitigation Measures

IV.I.2-1 The applicant shall provide project plans to the LAPD Crime Prevention Unit, to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.

IV.I.2-2 Upon completion of the project, the applicant shall provide the Devonshire Division Commanding Officer with project plans showing access routes and any information that might facilitate police response to the site.

IV.I.2-3 The project shall incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed. The applicant is referred to Design Out Crime Guidelines: Crime Prevention Through Environmental Design (CPTED) published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 North Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. The CPTED operates on three key concepts:

- Natural surveillance: The placement of physical features, activities, and people in a way that maximizes visibility.
- Natural access control: Restricting or encouraging people to come into a space through the placement of entrances, exits, fencing, landscaping, and lighting.
- Territorial reinforcement: The use of physical attributes to define ownership and separate public and private space.

Project security measures shall be approved by the Police Department prior to the issuance of building permits.

Level of Significance after Mitigation

Impacts to police protection from the proposed project would be less than significant after implementation of mitigation measures. However, given that there are no plans or provisions to provide additional staff or facilities to the Devonshire Division, a significant cumulative impact, from the 30 related projects together with the proposed project, could result from development of significant projects within the Devonshire Division service area.

TRANSPORTATION AND CIRCULATION

Environmental Impacts

Traffic generated by the proposed project (984 daily trips, 506 AM peak hour trips and 231 PM peak hour trips) would result in significant impacts during the AM peak hour at five of the eight study intersections (Rinaldi Street/De Soto Avenue; Tulsa Street/De Soto Avenue; Chatsworth Street/De Soto Avenue; Devonshire Street/De Soto Avenue; and Chatsworth Street/Mason Avenue) and at four of the study intersections during the PM peak hour (Chatsworth Street and Mason Avenue would not be impacted). These significant impacts warrant mitigation to reduce them to a less than significant level, or to the fullest extent feasible. Traffic impacts to SR-118 would be less than significant. However, the project would incrementally add to existing and future cumulative freeway congestion. The project's contribution would be less than one percent during all time periods in both directions. Measures to address such cumulative impacts are addressed by the Congestion Management Plan (CMP). The project would not result in an increase in traffic on the closest affected residential street segment in the neighborhood directly south of the site (Tulsa Street west of Lurline Avenue), which is below the 12 percent threshold and thus, would result in a less than significant impact.

Special events on the project site would generally occur in the evenings, after normal class times, and following the PM peak hour. Thus, conditions on these roadways will have returned to good levels of service at the time of the special events, and no traffic impacts are anticipated to result from a majority of the school events. The exception would be a maximum of five events per year that may start during the PM peak hour. Any event of this nature could degrade the evening peak hour traffic conditions but would be temporary in nature and occur no more than five times per year. Furthermore, the school would provide adequate management of parking by providing access information to guests and offering off-site parking with shuttles as necessary.

Parking would be provided in a covered at grade level containing a total of 236 spaces. This amount of parking would meet the requirements of City of the Los Angeles Planning and Zoning Code, based on a maximum site occupancy of 1,180 people (assuming simultaneous occupancy of the athletics center, performing arts center and aquatics center). Additionally, the project would provide for additional special event parking at off-site locations, with shuttle transport offered to and from the site when special events are held, if needed. Thus, no significant impacts related to parking would occur. Access to the site would be provided at two locations. These access points would be unimpeded with sufficient on-site queuing space for 16 vehicles from the easterly driveway and 17 vehicles for the westerly driveway. Queuing would be managed with a student drop-off/pick-up area and no on- or off-site queuing is anticipated. The parking level would allow for direct through circulation from one entrance to the other, as well as between and around all parking aisles. Direct pedestrian access to the plaza level would be provided from the south side of the parking level. Sufficient LAFD turnaround radius would be provided at each end of the upper (northern) parking aisle. Bicyclists would be accommodated in a dedicated lane along the curb appropriately signed and marked, alerting motorists of their presence. The bike lane would be designed on the outside of the right-turn lanes thereby minimizing any possible conflicts and would be part of an established connective bikeways plan per the Rinaldi Street designation. Thus, in sum, no significant impacts associated with on-site access or safety would occur.

Mitigation Measures

TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

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

Strategies Targeted to Students/Parents

- Promote school-facilitated rideshare arrangements such as:
 - ⇒ Sending a carpool mailer prior to each school year

- ⇒ Enacting a Carpool Express Program
 - ⇒ Providing transportation assistance via telephone
 - ⇒ Creating a dedicated school transportation website
 - ⇒ Dedicating a school handbook section for the transportation program
- Provide monitored student loading/unloading area

Strategies Targeted to Students/Parents and Faculty/Staff

- Provide an on-site Transportation Information Center that includes:
 - ⇒ Carpool "Meet-Your-Match" section
 - ⇒ Transportation coordinator contact information
 - ⇒ Availability of other amenities/services, such as preferential employee carpool parking and bike racks
 - ⇒ Map of local bus routes and bicycle routes.
 - ⇒ TDM suggestion box
 - ⇒ TDM educational material
- Distribute a quarterly mailer to the school population
- Provide sufficient bicycle facilities including lockers and showers

Strategies Targeted to Faculty/Staff

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

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

SIGNAL AND STREET IMPROVEMENTS

IV.J-2 *Rinaldi Street and De Soto Avenue.* The project shall contribute by funding a proportionate share of the cost for design and construction of the Ronald Reagan Freeway Corridor Automatic Traffic Surveillance and Control (ATSAC) System. The project's proportionate share of the cost for the Ronald Reagan Freeway ATSAC System shall be equal to the average ATSAC System cost per intersection, which currently is \$102,600. Improvements shall be guaranteed through a cash payment prior to the issuance of any building permit. Since the cost of ATSAC improvements

are reviewed and adjusted periodically, the actual cost may change depending on when payment is made. Funding of ATSAC improvements must be guaranteed before the completion of the system in order to qualify as a mitigation measure for this project. Currently, the date for the completion of the system is September 2008.

IV.J-3 *Tulsa Street and De Soto Avenue.* The westbound approach from a shared left/right turn lane shall be restriped to an exclusive left-turn and right-turn lane within the existing right-of-way. The TDM program as identified by Mitigation Measure IV.J-1 shall also be implemented to reduce the impact at this intersection. The applicant shall also modify striping of the intersection for implementation of exclusive westbound right and left turns.

IV.J-4 *Chatsworth Street and De Soto Avenue.* Per LADOT Case No. SFV 01-037, the Deer Lake Ranch project was approved, and the project requirement is to widen and improve this intersection. The existing eastbound roadway shall provide for left-turn only lanes, and shall modify the eastbound left-turn phase from a permissive operation to a protective permissive operation. The TDM program as identified by Mitigation Measure IV.J-1 shall also be implemented to reduce the impact at this intersection.

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

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

IV.J-5 *Devonshire Street and De Soto Avenue.* The project shall contribute to the City's ATSAC signal improvements systems as described by Mitigation Measure IV.J-2.

IV.J-6 *Chatsworth Street and Mason Avenue.* The existing eastbound right-turn lane shall be restriped to dual right-turn lanes and provide any necessary signal upgrades to accommodate the right-turn lanes.

HIGHWAY DEDICATION AND IMPROVEMENTS

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

SITE ACCESS AND INTERNAL CIRCULATION

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

OTHER MEASURES

IV.J-9 *Southerly Residential Streets.* The school shall provide a newsletter to students and parents that shall be updated regularly with a section addressing parking and access to the campus. Through this newsletter, the school will encourage students and parents to commute to the campus from readily available major boulevards and not utilize the neighboring residential streets. Specifically, the newsletter shall include a section directing parents to not use Tulsa Street, Nashville Street, or Lurline Avenue for student drop-off or pick-up activities (although there is no direct access to the school from any of these streets). The newsletter shall also contain a section addressing automobile and pedestrian safety on neighboring streets and rail crossings to the south and west.

IV.J-10 *Southerly Residential Streets.* The school shall require that, at the beginning of each school year, parents and student drivers sign a statement acknowledging that the use of Tulsa Street, Nashville Street, and Lurline Avenue for parking or loading/unloading is not permitted by the school, and that the school will monitor and strictly enforce such parking and loading/unloading prohibitions.

IV.J-11 *Parking Management Program.* The School shall institute a Parking Management Program for both school days and annually-scheduled school functions at the campus to prevent traffic congestion and circulation problems associated with drivers looking for and addressing parking. For daytime operation, faculty and staff shall be assigned to specific parking areas and/or spaces based on their typical scheduled arrival and departure times in order to minimize overlap of their ingress and egress with vehicle queues associated with student drop-off and pick-up process. Parents shall be informed through the Student/Parent Handbook where visitor parking is located, as shall visitors upon their arrival to the campus by a driveway attendant. Prior to annually-scheduled school functions at the campus, traffic and parking instructions shall be issued if different from those contained in the Student/Parent Handbook, in order to clarify parking restrictions such as where vehicles will be permitted to enter and exit the school and any parking procedures particular to that function. The on-site parking and circulation area shall be staffed, as needed, to accommodate the size of a given function but shall include at least one parking monitor at the driveway entrances.

Level of Significance after Mitigation

Project-generated traffic would result in significant impacts during both peak hour periods and prior to mitigation at five study intersection. Mitigation measures have been identified to reduce

the significant impacts at each of these intersections to less than significant levels. No significant impacts associated with site access, CMP locations, residential streets, or parking would occur with the proposed project.