

the school would provide shuttle service from local parks upon permit, or other off-site locations. Possible locations include churches in the area that have accommodated parking for the existing elementary school. Parking would be subject to any conflicts and church approval at the time, if necessary. Church sites typically have 75 to 250 spaces from which buses could shuttle back and forth to the campus and generally are able to rent their parking spaces for such uses on a case-by-case basis (refer to Attachment A of Section III, Responses to Written Comments of this Final EIR, which includes a letter from a local church indicating their willingness to allow the applicant to rent parking spaces, if and when needed for special events at the Sierra Canyon Secondary School campus). Thus, while some parking would be available on Rinaldi Street adjacent to the project site, it is not expected that school-related parking would occur on neighborhood streets, as ample parking would be provided by the school. However, in response to this comment, and other comments concerning parking, additional mitigation has been added to this Final EIR that would require the school to prohibit any parking on residential streets and that would provide an on-site Parking Management Program (refer to Correction and Addition Nos. IV.J-11 through 13). Students and parents will be required to sign a statement at the start of each school year acknowledging that the use of residential streets for parking or loading/unloading is prohibited by the school and that the school will monitor and strictly enforce such parking and loading/unloading prohibitions. The Program also requires that Parents be informed through the Student/Parent Handbook where visitor parking is located, as would visitors upon their arrival to the campus by a driveway attendant. Additionally, conditions of approval for the project under the CUP will specifically regulate the number and types of events at the school, as well as their hours and whether any concurrent events would be permitted. Specific conditions will be volunteered by the applicant and/or imposed by the decisionmakers.

Also, see related Responses to Comment Nos. 6.07, 7.04 and 10.26 concerning school events, hours of operation and parking, as well as Alternative 3 (pages VI-18 through VI-26 ) in the Draft EIR, which addresses the impacts of a reduced enrollment project. All improvements and traffic mitigation identified in the Draft and Final EIRs (Mitigation Measures IV.J-1 through 12) will be documented and developed to the satisfaction of LADOT and the author of the comment is encouraged to follow-up with LADOT to review any engineering drawings and other technical documentation of public record. The comment is also noted for the record and will be forwarded to the decisionmakers for their consideration.

## **LETTER NO. 6**

June 6, 2005

Chatsworth Neighborhood Council  
Land Use Committee  
Teena A. Takata, Recording Secretary

### **Comment 6.01**

*Enclosed please find additional queries on the above referenced project from one of our Chatsworth Neighborhood Council Land Use Committee members.*

Questions.

1. *Can Tulsa Street be closed at DeSoto Street to stop cut-through traffic? Precedent is set at Tulsa Street and DeSoto Street on the west side.*

**Response 6.01**

The closure of Tulsa Street was considered as part of this project. However, it is anticipated that the project would not have a significant impact on this roadway. Consequently, no mitigation to the roadway was identified, or required, in the Draft EIR or by LADOT. The City does have a process by which this type of request can be considered separate from the project. The local Council office would be best able to assist with this endeavor. However, the comment is still noted for the record and will be forwarded to the decisionmakers for their consideration.

**Comment 6.02**

2. *Will the city give a definitive answer if there will be parking on Rinaldi Avenue, south of the 118 Freeway to DeSoto Street.*

**Response 6.02**

Street improvement plans for the Rinaldi Street extension, which have been approved by the City of Los Angeles, indicate that on-street parking would be provided along both sides of the roadway in the vicinity of the project.

**Comment 6.03**

3. *Will the new sound wall along Rinaldi Street be landscaped on both sides of the wall?*

**Response 6.03**

No sound wall is proposed along the north side of Rinaldi Street adjacent to the school. Any sound wall that may be planned on the south side of Rinaldi Street is beyond the scope of the proposed project as this off-site property is not under the ownership or control of the school. The currently vacant property opposite the school on the south side of Rinaldi Street is proposed for a 7-lot subdivision and is identified in the Draft EIR as Related Project No. 3. Any attenuation barriers developed on the south side of the Rinaldi Street extension within or adjacent to the proposed subdivision would have to be undertaken by that property owner (Shapell Industries) in concert with the City of Los Angeles. Any landscaping of a sound wall on the south side of the Rinaldi Street extension would not be under the control of the school. It should be noted, however, that during circulation of the Draft EIR, the applicant held community meetings with neighbors and made a presentation to the Chatsworth Neighborhood Council, and, as a follow-up to that outreach, the school indicated a willingness to increase the height of a block wall along the south side of the existing Rinaldi Street right-of-way (and to close the current opening allowing pedestrian access from the terminus of Oklahoma Avenue to Rinaldi Street), per Response to Comment No. 9.01. However, how it would be implemented has not been determined, given that the existing wall and opening are not under the control of the applicant. Should individuals choose to pursue construction of the wall extension, the school would undertake the construction pursuant to City approval (assuming the wall and opening are within the public right-of-way) and would fund the cost of that construction. However, as construction of the wall extension is not part of the project and is not a required mitigation measure, it is not analyzed in the Draft EIR. Therefore, discussion of how that improvement could be landscaped is considered premature and is beyond the scope of this project.

**Comment 6.04**

*4. Will the storm drain behind Celtic Street be secured in some manner as to discourage it from being an “attractive nuisance.” Preferably with landscaping.*

**Response 6.04**

The storm drain behind Celtic Street (it is presumed that the comment is referring to partially improved Lurline Avenue) is outside the boundaries of the project site and not under the control of the school. As such, providing security landscaping at this facility is beyond the scope of this project. Nonetheless, the comment is noted for the record and will be forwarded to the decisionmakers for their consideration.

**Comment 6.05**

*5. Prior to approval of the high school building height will there be a demonstration to view its true perspective from the neighborhood?*

**Response 6.05**

Refer to Section IV.A, Aesthetics of the Draft EIR for a discussion of the visual aspects of the project (including proposed building heights) relative to the surrounding neighborhood. In addition, a scale model of the proposed project has been built to demonstrate the relative height and massing of each new building as it relates to local grades and landforms. This model is available for viewing at the site by appointment with the project applicant.

**Comment 6.06**

*6. Are there plans to discourage speeding on Rinaldi Street? It has not been discouraged with on the streets opened from Devonshire Street to Rinaldi Street into Porter Ranch.*

**Response 6.06**

Rinaldi Street improvement plans have been designed to facilitate traffic movement along this dedicated major highway. These improvement plans are not a part of this project but are a part of the Porter Ranch development. As with other major roadways in the area, speeding will be discouraged through the enforcement of traffic laws by the Los Angeles Police Department and the California Highway Patrol. Furthermore, the City of Los Angeles will be required to post a speed reduction zone with the presence of the school. Typically, school zones in the City of Los Angeles require that speeds be reduced to 25 miles per hour adjacent to any public or private school. Thus, the school will actually have a beneficial effect on speeds on Rinaldi Street.

**Comment 6.07**

*7. What are the hours of operation for the high school, with special attention to after school activities?*

**Response 6.07**

Page II-15 provides a general description of expected special events and related school activities. Events include interscholastic athletics in the gymnasium, and a variety of non-

athletic events such as admissions open houses, back to school day/night, testing, performing arts, college nights, etc., typical of a secondary school campus. This will include some weekend and weeknight use. The school expects that any weeknight activities would not start earlier than 5:00 PM and would be expected to end by 10:30 PM (athletic events ending by 8:30 PM). Weekend events would typically begin from around 8:00 to 10:30 AM on Saturday and 12:00 PM on Sunday, and would conclude from around 2:30 to 6:00 PM. Weekday operations would typically range from 6:30 AM to 8:30 PM. Additionally, conditions of approval for the CUP will address specific hours of operation for all activities and special events. Specific conditions will be volunteered by the applicant and/or imposed by the decisionmakers.

**Comment 6.08**

*8. Will the lighting, P.A. system, bell system be addressed as the building [sic] are completed. Will there be a yearly evaluation. What are the lighting requirements? Will there be glow at night from the high school?*

**Response 6.08**

Nighttime events will typically be held indoors and outdoor lighting will rarely exceed light levels produced by low-level security, walkway and exit lights. There will not be the kind of "glow" associated with nighttime outdoor sporting events. Lighting for the school will consist of indoor and outdoor systems. Indoor lighting will consist of direct and indirect fixtures as necessary to light the activities they support and meet the energy conservation requirements of Title 24. Light from these sources will be partially visible through window openings around the school perimeter during the limited weeknight and weekend events permitted under the CUP and would have minimal to no nighttime lighting impact.

The most important locations from which indoor lighting will be visible during these limited periods will be along Rinaldi Street at the Classroom Building (library level, the plaza level corridor and the science classroom level) and at the clerestory windows along the east elevation of the athletics center. Lighting at the athletics center would only be visible on nights of special athletic events. Interior lighting at all campus buildings may also be visible as a result of the operations of maintenance and janitorial staff.

Outside of this limited period when interior lighting would be visible to the neighborhood, only the outdoor lighting system will be active during nighttime hours. Outdoor lighting will consist of fully-shielded, low-level fixtures for the parking garage and exterior walkways, and surface mounted exit lights. Since all outdoor fixtures (except exit lights) will be fully shielded, they will not be visible as "point sources" and will not create a cumulative effect or glow from the campus. The only visible consequence of this lighting will be light falling on walkway, driveway or parking garage surfaces. Much of this effect will be diluted by the more important and brighter lighting provided by street lamping to be located on either side of Rinaldi Street.

With respect to the public address system and school chimes, Mitigation Measure IV.H-7 has been revised to require explicit compliance with the City of Los Angeles Noise Ordinance and applicable provisions for non-residential uses in residential zones (see Correction and Addition No. IV.H-13). The measure requires that any external speakers be directed inward to the school grounds and away from residential uses, and that the location of speakers and chimes be set back sufficient distance from the property line as to ensure that noise levels 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. Compliance with the measure would be required as soon as any of these systems are operational within the campus.

**Comment 6.09**

9. *Will there be a yearly evaluation as this project progresses?*

**Response 6.09**

It is unclear to what type of yearly evaluation the comment is referring. However, many of the mitigation measures require ongoing and regular monitoring as required by Section 15097 of the CEQA Guidelines. Refer to Section IV, Mitigation Monitoring and Reporting Program included as Section IV of this Final EIR for a complete list of the ongoing monitoring activities that will occur on the project site.

**Comment 6.10**

10. *Will DeSoto Street have no parking west of Tulsa Street to the 118 Freeway?*

**Response 6.10**

This project will not be changing the parking restrictions along De Soto Avenue.

**Comment 6.11**

11. Can the high school be encouraged to landscape with mature growth?

**Response 6.11**

As stated in Section IV.A, Aesthetics (page IV.A-14) of the Draft EIR, "...the project would utilize mature non-native ornamental species, native species where possible, and other plantings along the school perimeters to create a softened project edge and convey identity with the site's surroundings." A landscape plan will be provided for review and approval to the Los Angeles Planning Department as part of the project design process (pursuant to Mitigation Measure IV.A-3). This plan will indicate the type and location of plant materials proposed for the project site, and will incorporate mature landscaping, as feasible. Portions of the site would benefit more from mature landscaping than others, and it is these areas that will be the focus for such landscaping. The comment's request that mature growth landscaping be encouraged is noted for the record here and will be forwarded to the decisionmakers for their consideration.