
IV. ENVIRONMENTAL IMPACT ANALYSIS

G. LAND USE

EXISTING CONDITIONS

Existing Land Uses

The East Campus occupies an approximate 4-acre (162,914 square feet) parcel situated at the northeast corner of Rinaldi Street and Shoshone Avenue. The East Campus site is currently developed with approximately 60,000 square feet of church and school-related uses including: classrooms, administration offices, a church, gymnasium building and other ancillary facilities. The existing East Campus property is currently operating under a Conditional Use Permit for use as a private school facility (Kindergarten through 12th grade) with a maximum permitted student capacity of 800.¹

The West Campus project site is comprised of an approximately 5.5-acre (239580 square feet) irregular shaped corner lot situated at the northwest corner of Rinaldi Street and Shoshone Avenue. The West Campus site is currently developed with three single-family residential homes; two fronting Shoshone Avenue and one positioned at the corner of Rinaldi Street and Shoshone Avenue. Hillcrest Christian School and Church owns all three residential properties on the West Campus site and currently leases these properties to private individuals. A majority of the West Campus site, west of the existing residential structures, remains vacant and is characterized by mature trees and invasive ground cover. The vacant portions of the site are routinely disked and weeded for fire suppression measures.

Surrounding Land Uses

As depicted in Figure IV.G-1, on page 152, the area surrounding the project site is comprised of single-family residential and other school-related uses. All of the immediate adjacent northerly, westerly and easterly properties are within the RA-1 Zone and have been improved with single family dwellings.

¹ City of Los Angeles Case No. ZA 96-0054 (CUZ)(ZV), dated April 17, 1996 as amended by Case No. ZA 96-0054 (CUZ)(ZV)(PAD), dated October 22, 1997.

Figure IV.G-1 Land Use Designations and Zoning Map

To the south of the subject property, across Rinaldi Street and west of Encino Avenue, the zoning designation is RA-1. This area includes a residential tract that has been developed with single family dwellings. The area south of the project site and east of Encino Avenue is zoned PF-1 (Public Facilities, Height District 1). This large property is a former Los Angeles Unified School District (LAUSD) elementary school, which is presently being used as Rinaldi Adult Center.

Regulatory Framework

City of Los Angeles Planning and Zoning Code

Development Guidelines for properties within the City of Los Angeles are established by the City of Los Angeles Municipal Code (LAMC) Planning and Zoning Code (July 2000 Edition, Published by the City of Los Angeles).

The East Campus property is located in the A1 (Agriculture) Zone. The Hillcrest Christian Church was constructed on the site in 1965 in accordance with the authority granted under Case No. ZA 17065. Since that time the Hillcrest Christian School and Church expanded operations to include private school services for grades kindergarten through 12th grade. Currently the East Campus is operating under the authority of a modified Conditional Use Permit (Case No. ZA 96-0054 (CUZ)(ZV)), which permits a maximum student capacity of 800 students.

The proposed West Campus site is located in an A1-1-K zone (Agricultural, Height District 1, Equine Keeping District). There are three main buildings and associated ancillary buildings on the project site which were constructed as bunkhouses for the Sunshine Ranch Company in 1917. All three main buildings face Shoshone and appear to have been converted from bunkhouses into single family residences in the 1940s. The existing residential structures are consistent with the existing zoning regulations of the A1-1-K zone.

The Agricultural (A1) zone permits conditional uses, as enumerated in Section 12.24 of the Planning and Zoning Code. As provided by Section 12.24 U of the Planning and Zoning Code, Private Schools, elementary and high (kindergarten through 12th grade) are permitted conditional uses within the Agricultural (A1) zone under the authority of the City Planning Commission with Appeals to the City Council.

City of Los Angeles General Plan

The City of Los Angeles General Plan addresses community development goals and policies relative to the distribution of land use, both public and private. The Plan integrates the citywide elements and community plans, and gives policy direction to the planning regulatory and implementation programs.

Land Use Element

The Land Use Element of the General Plan is divided into 35 Community Plans for the purpose of developing, maintaining and implementing the General Plan. These community plans collectively comprise the Land Use Element of the City of Los Angeles General Plan.

The Project Site is located within the Granada Hills-Knollwood Community Planning Area of the City of Los Angeles. The entire Granada Hills-Knollwood Community Plan Area contains approximately 9,651 acres and is generally bounded by Devonshire and Lassen Streets on the south, the Santa Susana Mountains on the north, the Chatsworth-Porter Ranch District on the west and the Golden State Freeway (I-5) and San Diego Freeway (I-405) on the east.

The General Plan Land Use designations for the proposed project site and the immediately surrounding area are depicted in Figure IV.G-1. The Granada Hills- Knollwood Community Plan Map designates the East and West Campus Properties for Very Low I (Residential) uses. The Very Low I designation corresponds to the RE 20 and RA Zone. The Community Plan map also designates Rinaldi Street as a Scenic Major Highway II. The development guidelines for designated scenic highways are contained in the Transportation Element of the General Plan (adopted September 8, 1999), as described in further detail below.

Transportation Element

The purpose of the Transportation Element is to present a guide to the further development of a Citywide transportation system. While policy statements regarding scenic highways are primarily directed towards activities associated with the design and alignment of the scenic roadway itself, rather than development adjacent to the designated roadway, some policies may be applicable to the proposed project. In reviewing the guidelines established for Scenic Highways, the following policies may be applicable to the proposed project site:

Policy 3.c. Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.

Policy 5 a. To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within 500 feet of the center line of a scenic Highway shall be placed underground.

Policy 5.b. Where undergrounding of such utilities is not feasible, all such new or relocated utilities shall be screened to reduce their visibility from a Scenic Highway.

Regional Plans

Generally speaking, land use development is guided and permitted by the respective local agency (i.e., City of Los Angeles) in which the project site is located. As the project site is within the city limit of the City of Los Angeles, the City is primarily responsible for land use decisions concerning the site and the surrounding area. However, more prominent in recent years is the influence of regional policies and programs on local land use matters. The following discussion includes regional agencies and applicable plans and policies that govern regional development within the project area.

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) serves as the Metropolitan Planning Organization (MPO) required to establish regional land use and transportation policy. As the designated MPO, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. SCAG is comprised of six regional planning subareas. The proposed project site is located within the Los Angeles Subregion.

In 1994, SCAG adopted the 1994 Regional Comprehensive Plan and Guide (RCPG) that sets forth the umbrella for regional policy. The 1994 RCP was a major overhaul of previous regional plans and sought to develop a strategic approach for the integration of land use and regional transportation infrastructure planning that would facilitate attainment with required air quality, mobility and economic goals. The plan addresses the future development of the of the region through the year 2015, and contains chapters on Strategy, the Economy, Growth Management, Mobility (transportation), Air Quality, Housing, Human Resources and Services, Finance (draft as of this writing, to be adopted 3/7/95), Open Space and Conservation, Water Resources, Water Quality, Energy, Hazardous Waste Management, Integrated Solid Waste Management and Plan Implementation. SCAG reviewed the NOP for this project and determined that it is not regionally significant per Areawide Clearinghouse criteria.² Therefore, no further analysis of consistency with the RCPG is warranted within the scope of this EIR.

South Coast Air Quality Management District (SCAQMD)

The proposed project is also located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for

² *Written correspondence addressed to Jimmy C. Liao, City Planner, City of Los Angeles Department of City Planning from J. David Stein, Manager, Performance Assessment and Implementation, Southern California Association of Governments, July 11, 2000.*

formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAB area. Air quality impacts of the proposed project and consistency of the project impacts with the AQMP is analyzed in greater detail in Section IV.B. of this Draft EIR.

Congestion Management Program

The Congestion Management Plan (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements) cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP. The project's Traffic Impact Analysis, which is presented in greater detail in Section IV. J., Transportation, Circulation and Parking of this Draft EIR, was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) Guidelines.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

The analysis of land use impacts considers both the compatibility of proposed uses with adjacent land uses and consistency of the project with adopted plans and policies that govern land use on the project site. The significance criteria employed in this analysis was based on a review of the factors identified in the City of Los Angeles L.A. Draft CEQA Thresholds Guide. For purposes of this analysis, a significant land use impact would occur if any of the following circumstances occur:

- The project is substantially inconsistent with the planned uses for the site as established in the City of Los Angeles General Plan;
- The project does not comply with the development requirements of the City of Los Angeles Planning and Zoning Code; or

- The interface of physical and operational characteristics of the project are substantially incompatible with the surrounding land uses.

Project Impacts

The Hillcrest Christian School and Church West Campus Expansion Plan proposes to increase the existing maximum permitted student capacity of 800 students in grades Kindergarten through High School (K-12th grade) to a total of 1,200 students and will expand the Hillcrest Campus to include the adjacent West Campus site. The proposed West Campus Expansion Plan will allow for separation of the elementary and secondary grades into two separate campuses, with the elementary grades operating on the East Campus and the secondary grades operating on the West Campus.

No structural improvements are proposed for the East Campus. The only physical modifications proposed for the East Campus will involve (a) landscaping improvements as needed to provide for additional tree re-location and (b) a minor modification to the existing driveway configuration to improve the alignment of the east driveway on Rinaldi Street with the Encino Avenue intersection.

The West Campus site will be developed with a 75,000 square foot, three-story educational building. The proposed structure will be set back from the property line and will be terraced with one and two-story roof elevations along the street frontages, with the third story positioned towards the back of the structure. The proposed Site Plan and floor Plan diagrams are provided in Section III, Project Description. Development of the West Campus is proposed to occur in two Phases to allow for the temporary use of modular classroom trailers during the construction phase. For purposes of this land use analysis all impacts addressed the full buildout phase.

Consistency with the Planning and Zoning Code

As indicated previously, the East Campus property is located in the A-1 (Agriculture) Zone. The current school and church uses on the East Campus are currently authorized under the authority of an existing Conditional Use Permit.

The proposed development for the West Campus will require demolition of the existing residential structures on the site. The site will then be redeveloped as a secondary school campus. The Planning and Zoning Code establishes the maximum FAR for properties in the A1-1 zone at 3:1. The proposed 75,000 square foot education building will have a FAR of approximately 0.44. As such the FAR is consistent with the Planning and Zoning Code.

The maximum height for structures in Height District 1 is 45 feet. The proposed two-and three-story education building will be a maximum of 44 feet high. Therefore, the proposed structure will be consistent with the height requirements of the Planning and Zoning Code.

The following discussion describes the various discretionary approvals that may be needed to complete the development of the Hillcrest Christian School and Church West Campus Expansion Plan.

Conditional Use Permit

To authorize a conditional use under the authority of the LAMC to increase the existing maximum student capacity of 600 students, but in no event shall the maximum student enrollment for both Campuses exceed 1,200 students in kindergarten through twelfth grade.

Zone Variance

To grant a reduced parking variance under the LAMC to provide 124 parking spaces on the West Campus in lieu of 285 as required by Code, based on a parking demand analysis. This issue is discussed in further detail in Section IV.J.2 Parking.

Variance(s) As needed

For the development of a surface parking lot on the West Campus observing a 5-foot set back from the southerly side of Rinaldi Street where a 25-foot building line set back is currently established through Ordinance No. 100,145. A variance will also be sought to permit retaining walls on the order of 20 feet high in the rear and side yards, where the code currently permits rear and side yard walls to a maximum of eight feet.

Oak Tree Permit

To provide for the removal and or replacement of up to 10 oak trees on the West Campus in accordance with the City of Los Angeles Oak Tree Ordinance (Ordinance No. 153478). This issue is discussed in greater detail in Section IV.C. Biological Resources.

Other Permits

Other Permits, ministerial or otherwise, may be necessary, as the City finds appropriate, in order to execute and implement the project. Such approvals may include, but are not limited to: Site Plan Approval in accordance with the LAMC; Department of Public Works permits for driveways/curb cuts; approval by the Bureau of Street Tree Maintenance and Advisory Committee for the removal and mitigation for the loss of street trees, approval of Landscape Plan; approval by the LADOT for off-site

street dedications and improvements; storm water discharge permit; issuance of permits from the Department of Building and Safety that may include permit approvals for grading, approval of the haul route for the export of demolition debris and import and export of soils, issuance of demolition permit, approvals for foundations, retaining walls, and structural improvements; vacation of existing Department of Water and Power easements; approval of temporary utilities and modular classrooms for the initial phase, installation and hookup approvals for public utilities and related permits. Additional ministerial review and action may include sewer and water hook-up permits and Fire Department Site Plan Review.

With procurement of the necessary entitlement actions, the proposed project will be consistent with the Planning and Zoning Code.

Consistency with Applicable General Plan Policies

Table IV.G-1 on page 160 presents a discussion of all of the applicable General Plan Policies as they relate to and may be affected by the proposed project.

**Table IV.G-1
Granada Hills/Knollwood Community Plan Project Consistency Analysis**

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
Objectives of the Plan	
<p>4. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community.</p> <p>5. To preserve well-maintained residential neighborhoods of single and multiple-family housing, and to rehabilitate areas of deteriorated housing.</p>	<p>The proposed project will result in the demolition of old and deteriorated residential structures and the removal of a historic structure. The proposed project will, however, be designed and constructed to be compatible with the adjacent and existing East Campus property and surrounding residential properties. The proposed education building includes a number of design features to preserve views and reduce the scale and massing along Shoshone Avenue. In addition, an extensive Landscape Plan is proposed to enhance the perimeter of the site with trees and vegetation which will act to buffer the school site from adjacent residential roadways and residential uses. As such the proposed school expansion will have a less than significant impact upon the adjacent residential neighborhoods.</p>
<p>6. To encourage the following in hillside residential areas:</p> <p>a) Minimize grading so as to retain the natural terrain and ecological balance;</p> <p>b) Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.</p>	<p>The proposed project will require grading of hillside areas in order to develop the site. To the maximum extent feasible, the project has been designed to retain the natural topographic features with plan elevations decreasing towards the south. Retaining walls are planned on the order of 20 to 40 feet that will generally follow the natural contours of the site. Hillside areas north of the site, above Ridgeway Road and off-site, will not be affected by the proposed project.</p>
<p>7. To promote economic well-being and public convenience through the allocation and distribution of commercial lands for retail, service, and office facilities in quantities and patterns based on current planning principles and standards.</p>	<p>The expansion of the Hillcrest Christian School will provide additional student capacity for a private school which has demonstrated a successful service to the community. The proposed expansion will improve the school's ability to accommodate growth and demand for quality education in the Granada Hills area. As such, the proposed project will be consistent with this objective.</p>
<p>9. To make provision for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p>Hillcrest School does not use private bus services as part of their daily operations. Hillcrest does, however, encourage students and families to carpool. The proposed project is not anticipated impact the local transportation system operating in the area. The proposed project includes a number of traffic improvements to the area (Refer to Section V.J.</p>

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
	Traffic/Circulation). The proposed project will expand the southbound approach of Shoshone Avenue to provide a separate right turn lane. The project also includes a number of roadway improvement to improve school related traffic ad circulation on adjacent roadways. As such the proposed project will be consistent with this objective.
10. To encourage open space for recreational uses, and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.	The proposed project will provide a landscaped athletic field/grass play area for students. This area will provide additional open space for emergency use by expanding Hillcrest’s property which already serves as a designated Red Cross Evacuation area. Hillcrest maintains a good relationship with several community organizations and permits, from time to time, special groups (such as local soccer or touch football teams) to utilize their outdoor facilities. As such, the proposed use would be generally consistent with the intent of this objective to promote and encourage recreational uses. With regard to the preservation of views, please see Section IV.A.. Aesthetics Views.
Land Use-Housing	
Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to more appropriate zones.	The proposed site is zoned Agricultural (A1) zone, which permits private school uses on a conditional approval. No zone variance will be required. Thus the project will be consistent with this objective.
The intensity of land use in the mountain and hillside areas, and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria: 1. The adequacy of the circulation system, both within the area and in peripheral areas, to accommodate traffic generated by existing development and by the potential development of the plan.	The proposed project will be developed under the maximum density allowed for the property. The project proposes a 75,000 square foot education building on a 5.46 acre site. The proposed floor area ratio (FAR) is 0.32. The proposed project traffic mitigation measures will ensure no significant circulation impacts will occur on the surrounding circulation system. Therefore, this project would be consistent with this objective.
2. The adequacy of sewers, drainage facilities, fire protection services and facilities, and other necessary public services to serve the area at the existing level of development and at the potential development of the plan.	No significant impacts upon drainage facilities or fire protection services or any other public and facility would occur as a result of the proposed project (see Section IV.F Hydrology and IV.I Public Services, and V.A, Impacts Determined to be Less Than Significant). Therefore the proposed project would be consistent with this objective.
3. The steepness of the topography of the various parts of the area, and the suitability of the geology of the area for development.	The proposed site is located in a Hillside Area and will involve grading into the existing slope. Retaining walls on the order of 20 feet will be required. The grading plan and will conform to the recommendations provided

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
	<p>by the geotechnical report (see Section V.D. Geotechnical Hazards) and will be subject to City approval. Development of the site has been determined to be feasible from a geotechnical safety standpoint. Therefore the proposed project would be consistent with this objective.</p>
<p>4. The compatibility of the proposed development with permitted land uses and existing development on adjacent properties.</p>	<p>The proposed site is zoned Agricultural (A1) zone, which permits private schools by conditional use approval. The proposed school expansion would be consistent with the surrounding residential community and the existing and adjacent Hillcrest Campus. Therefore the proposed project would be consistent with this objective.</p>
<p>Land Use-Hillside Development</p>	
<p>In hillside areas new residential development shall be further limited in accordance with the following criteria:</p> <p>1. Ridgelines, shall be protected, preserved, and retained in their natural state to the greatest extent possible. Ridgelines are characterized as being prominent backdrops where development should not occur.</p> <p>Ridgelines located north of Sesnon Boulevard have irreplaceable scenic value. To assure that the design and placement of buildings and other improvements preserve, complement and enhance views from other areas, in reviewing subdivisions located north of Sesnon Boulevard, the Advisory Agency shall establish lot elevations so that buildings and structural heights will be 50 feet below adjacent ridgelines. Additionally, to protect ridges, environmentally sensitive areas, and to prevent erosion associated with development, grading and density shall be limited to prevent visual interruption of the ridge profile.</p>	<p>The project does not involve any residential development and is not located to the north of Senson Boulevard.</p> <p>All grading on the West Campus site will be below Ridgeway Road (which defines the western and northern property line). The ridge way above the project site, north of Ridgeway Road, is developed with residential properties and will not be affected by the proposed project. The proposed project will be developed with retaining walls and will include drainage and landscaping plans that will effectively minimize erosion processes. Therefore, the proposed project would be substantially consistent with this objective.</p>
<p>2. To the extent possible, natural topography shall be preserved through discretionary review of the site plans and consideration shall be given to retaining an ecological balance with respect to the natural vegetation, soils, slopes and drainage.</p>	<p>The proposed Site Plan elevations have been designed to integrate the proposed campus with the ascending topography of the project site. The proposed Landscape Plan will replant desirable trees lost during construction on a 1 to 1 basis in accordance with the Landscape Ordinance. Therefore, the project would be consistent with this objective.</p>
<p>3. Fire, flood, erosion, or other hazards to public safety shall not be created or increased.</p>	<p>The proposed project will improve public safety with respect to the existing fire hazard designation of the</p>

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
<p>safety shall not be created or increased.</p>	<p>property. The project will replace a partially vacant site that is routinely disked and weeded for fire suppression measures and will redevelop the site as a landscaped campus. Water will be provided through landscaping irrigation and required hydrants designed to meet the minimum fire flow requirements. As such, wildfire hazards will decrease as a result of the proposed project. No significant impacts on drainage or fire protection services would occur. Thus, the project would be consistent with this objective. In addition, the East Campus is currently designated as a certified Red Cross evacuation area. Expansion of the West Campus would increase the evacuation area and would increase evacuation services for the surrounding community.</p>
<p>4. The proposed project should keep with the low density and rural, horsekeeping character of the area.</p>	<p>The proposed project site is located in an area surrounded by residential and other school uses. No horses or horse corrals are currently kept on any of the adjacent properties. In addition, the areas immediately surrounding the site along Shoshone have been developed with residential tract properties that do not support horse keeping or other ranch activities. As such, this policy is not applicable to the project site.</p>

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
<p>6. Hillside Grading</p> <p>a. All subdivision requests shall require a detailed grading plan to be submitted for the approval of the Deputy Advisory Agency. The grading plan shall indicate the amount and location of all cut and fill. It shall also clearly depict all existing and proposed grades, drainage facilities, and proposed building elevations and footprints.</p> <p>b. The natural terrain should be retained to the greatest extent possible, and should be the primary criteria used to determine the placement and/or alignment of houses, roads, drainage facilities, equestrian facilities, and other necessary structures. The landform grading approach and techniques as outlined in the "Planning Guidelines Landform Grading Manual" (Department of City Planning, Los Angeles) are to be utilized in site planning. The Hillside Ordinance (No. 168159) further governs development of hillside lots and establishes regulations for height, front and side yards, fire protection, lot coverage, parking, street access, sewer connections, grading, remodeling and additions. The plan encourages the use of split-level architectural design to reduce grading.</p> <p>c. Retaining Walls. This Plan discourages the use of retaining walls in subdivisions used to maximize lot and pad size or to fulfill grading requirements (as stated in Section 7). Where retaining walls are necessary, they should be limited to a maximum exposed area of 5 feet. To be aesthetically pleasing, retaining walls shall be surfaced with materials that blend into the natural terrain (such as natural or artificial stone veneer). Landscaping to mitigate the appearance of retaining walls is encouraged.</p>	<p>The proposed project does not involve a subdivision of land, therefore a Tentative Tract Map approval will not be required.</p> <p>As discussed above, no grading will occur above Ridgeway Road. The project has been designed to accommodate the ascending topography of the site with the education building being proposed at the lowest site elevations. Retaining walls on the order of 20 feet will be required to develop the site and to maximize the area for the proposed athletic field, and to allow for increased setbacks from adjacent public roadways. In addition the proposed Landscape plan integrates landscaping features into and around the retaining walls to minimize erosion processes and improve the aesthetic character of the site. All grading plans will be subject to review and approval by the City of Los Angeles Department of Engineering , Building and Safety Division. Therefore the proposed project will be substantially consistent with the intent of this objective.</p>
Features	
<p>The Plan proposes that the low density residential character of the Community be preserved, and that single-family residential neighborhoods be protected</p>	<p>The proposed project site is located in an area surrounded by residential and other school uses. Elementary and secondary schools are commonly</p>

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
<p>from encroachment by other types of uses.</p>	<p>located within residential communities. The proposed campus expansion is consistent with the built environment as it is located directly adjacent to the East Campus property. The proposed education building includes a number of design features to reduce the scale and massing of the structure along adjacent roadways. The proposed Landscape Plan (see Section V.C. Biological Resources) will include attractive groundcover and landscaping features, including street tree placement along both sides of Shoshone Avenue and along the north side of Rinaldi Street. These design features will preserve the rural character of the area and will be consistent with the intent of this objective to protect the adjacent neighborhoods from other commercial uses.</p>
<p>In the mountain and hillside areas northerly of Sesnon Boulevard all natural slopes not yet developed and generally in excess of 15% have been designated for Minimum density and the Deputy Advisory Agency has the authority, in approving divisions of land, to limit density under the slope density ordinance to protect the hillsides.</p>	<p>The proposed project site is not located north of Sesnon Boulevard. Therefore this objective is not applicable to the proposed project.</p>
<p>The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Single-family housing should be made available to all persons regardless of social, economic, and ethnic background. Additional low and moderate income housing to meet the special needs of the elderly, disabled and other designated special needs groups is needed in all parts of the City. Such housing should be located near transit routes and necessary convenience and medical services.</p>	<p>The proposed project will not be consistent with this objective. The proposed project will require the demolition of three residences. These homes are currently owned by the project applicant and leased to individual families. The leases will be terminated upon project approval and Hillcrest will coordinate with the existing tenants to provide relocation assistance. All of the existing residents are aware of the plans to demolish these residential units. Relative to the existing available housing stock in the Granada Hills community, it is anticipated that these families can readily relocate to other areas within the community. As a result, this inconsistency would be a less than significant impact.</p>
<p>Multiple residential dwelling units are proposed in proximity to commercial development. Mixed use development combining commercial and residential land uses is encouraged. Mixed use projects should be designed to mitigate potential conflicts between the commercial and residential uses such as noise, lighting, security and automobile access and provide adequate amenities for residential occupants.</p>	<p>The project does not propose any residential uses and is not located in an area designated for multiple family or commercial land uses. Thus this objective is not applicable to the proposed project.</p>

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
<p>The Community is expected to have approximately 61,529 residents by 2010, an increase of 5,177 from the 1990 population of 56,352 persons. The Plan provides a residential capacity for about 69,296 persons, approximately 12.6% in excess of the projected 2010 population.</p>	<p>The proposed project would result in the loss of three residences in the Granada Hills/Knollwood Community Planning Area. This loss would be considered a negligible decrease to the current housing stock, given the rate of increased residential development in the surrounding area. Development of the project would not significantly impact any of the population or housing projections for the Plan area.</p>
<p>Circulation-Highway and Streets</p>	
<p>Roadways within the Community shall be developed in accordance with standards and criteria contained in the Highways and Freeway Element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate consideration.</p>	<p>The Traffic Impact Analysis was prepared in compliance with the County's Congestion Management Program (CMP) and LADOT's traffic study guidelines (see Section V. J. Traffic/Circulation). No unmitigatable significant traffic impacts will occur as a result of the proposed project. Therefore, the proposed project will not conflict with this objective.</p>
<p>Where feasible, highways and local streets shall be expeditiously improved to their greatest capacities to meet the existing and anticipated circulation needs.</p>	<p>The proposed project has incorporated several traffic circulation mitigation measures to meet the existing and anticipated traffic needs. Such measures include widening the southbound approach of Shoshone Avenue and improving roadway circulation patterns. In addition the proposed traffic mitigation includes contributing funding to the regional ATSAC System. As such, the project will be consistent with this objective.</p>
<p>Design characteristics which give street identity such as curves, changes in direction, and topographical differences should be emphasized by street trees, planted median strips, and paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation. New hillside streets shall be based upon a circulation system which follows the natural terrain.</p>	<p>No new streets or roadways are proposed as part of the proposed project. The existing alignment of Ridgeway Road will not be impacted by the proposed project. Therefore no inconsistencies with this objective will be created.</p>
<p>Any additional improvements to White Oak Avenue between Rinaldi Street and Devonshire Street shall be limited to 54 feet in width between curbs, in order that the deodar trees, designated as a cultural and historical monument, may be preserved.</p>	<p>The proposed project is located on Rinaldi Street and Shoshone Avenue. This objective is not applicable to the proposed project.</p>
<p>The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. No increase in density shall be effected by zone change or subdivision unless it is determined that the Local Streets and Major and Secondary Highways serving and in the area of the</p>	<p>The project does not require a zone change as the proposed school use is permitted in the A1 zone. As indicated in Section IV.J, Traffic and Circulation, the proposed project will not result in any unmitigatable significant traffic impacts. In addition, the proposed site plans will be reviewed and approved by the City of Los Angeles Fire Department prior to development.</p>

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
property involved are adequate to serve the traffic generated, and in mountain areas, until review and approval by the Fire Department.	Therefore, the proposed project will be consistent with this objective.
<p>The following improvements are required to mitigate traffic/ circulation impacts:</p> <ol style="list-style-type: none"> 1. In addition to the above improvement, additional turning lanes should be required at all intersections defined by secondary and major highways. At many intersections with secondary and major highways, double left-turn lanes would be necessary. For major highways, such a configuration would result in two left-turn lanes, two through lanes, and a shared through/right-turn lane on intersection approaches. For those streets with a right-of-way of 100 feet, 10-foot interior lanes and 8-foot sidewalks would be required. For secondary highways, two left-turn lanes, a through lane, and a shared through/right-turn lane should be provided. 	<p>The proposed project incorporates numerous traffic mitigation measures to improve circulation. Such improvements include adding a right turn lane to the southbound Shoshone approach to Rinaldi Street, adding both the Rinaldi/Balboa and Rinaldi/Louise intersection to the 118 Freeway Corridor Phase 1 ASTAC system, realignment of the Rinaldi/Encino intersection to incorporate the exiting driveway from the front parking into the signalized operation of the intersection (see Section V.J. Traffic/Circulation). With implementation of these mitigation measures, and additional mitigation measures proposed to improve school related traffic patterns and circulation, traffic impacts would be less than significant. As such the project would be consistent with the objectives of the plan.</p>
<ol style="list-style-type: none"> 2. The Automated Traffic Surveillance and Control System (ATSAC) should be installed throughout the Plan area. This would be a necessary capacity improvement to maintain adequate levels of service. 	See above discussion.
Features	
<p>The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector streets are shown to assist traffic flow toward Major and Secondary Highways. Sesnon Boulevard, Rinaldi Street, the Simi-San Fernando Valley Freeway(SR 118), the Golden State Freeway (I-5), the San Diego Freeway (I-405), and White Oak Avenue between Rinaldi Street and Devonshire Street which is the site of Deodar Trees Cultural Monument are all designated as scenic highways by the Scenic Highways Plan.</p>	<p>As discussed in Section IV.A Aesthetics, no significant aesthetic impacts would result with project construction. The proposed improvements would modify the existing visual character of the site to replace a partially vacant lot and three deteriorating residential structures with a proposed West Campus expansion to the existing Hillcrest East Campus. Visual impacts upon Rinaldi Street, a locally designated Scenic Highway, would be less than significant. A total of 50 trees will be planted in and around the proposed parking lot, fronting Rinaldi Street. In addition, 7 more street trees will be planted along Rinaldi Street. Such landscaping features will improve the aesthetic appearance of the site and will be compatible with the existing visual character of Rinaldi Street. Therefore, the project will be consistent with this objective to protect the scenic corridors of the Granada Hills/Knollwood Community Plan area.</p>
Environmental	
Wildlife. A detailed rare plant and wildlife survey	The site is located in a designated Mountain Fire

Application Objectives/Policies*	Project Characteristics/Consistency Analysis
<p>should be conducted where there are existing native open spaces in the Santa Susana Mountains. Specific mitigation measures shall be developed for any sensitive species found on a given site. In developing specific mitigation measures, the following measures should be considered in descending order:</p> <ul style="list-style-type: none"> • Avoid direct or indirect impacts. • Reduce or minimize impacts to an insignificant level by preserving available portion of the population. • Compensate for the impacts by transplanting, or by habitat enhancement elsewhere, or the preservation of population elsewhere. 	<p>District and is routinely cleared and disked for fire suppression measures. As such no natural vegetation communities or plant assemblages have established on the project site. However, ten Oak Trees will be removed for the development. As required by project mitigation, and in accordance with the City's Oak Tree Ordinance, a minimum of 22 oak trees (a minimum of 48 inch box in size) will be planted on the West Campus site. Therefore impacts to biological resources would be less than significant and the project would be consistent with this objective.</p>
<p>Seismic. Development should conform to the adopted Seismic Safety Plan and requirements of the Los Angeles Municipal Code. The Seismic Safety Plan sets forth standards for geologic evaluation, existing development, new development, non-structural elements, critical facilities, emergency preparedness, post-disaster and recovery.</p>	<p>The proposed project conforms with the Seismic Safety Plan and the Los Angeles Municipal Code. As indicated in Section IV.D, Geotechnical Hazards, the site is not located over an active fault line. As such no fault line setback requirements are imposed on the subject property. The site has been determined suitable for development from a geotechnical safety standpoint. Therefore the project would be consistent with this objective.</p>
<p>Energy. The Plan encourages energy conservation through allocating and distributing the location and intensity of land uses so that higher densities; including new housing opportunities, should be supported in centers and transportation corridors. The Plan encourages efficient design and landscape techniques such as strategic planting of deciduous trees, implementation of roof overhangs and glazing on south-facing exterior walls.</p>	<p>The proposed project will be designed and developed in accordance with all applicable Title 24 regulations. The proposed structure will include energy conservation measures such as low flow toilets and energy efficient lighting and HVAC systems. The proposed landscaping plan, which includes substantial tree cover around the proposed structure will further promote energy efficiency. Therefore the proposed project will be consistent with the is objective.</p>
<p><i>* For the purposes of this analysis only those objectives and policies of the Plan which are applicable to the proposed project are listed.</i></p>	

Land Use Compatibility

The determination of land use compatibility is based on a survey of land uses in the area, in combination with the analysis of the physical development, construction and operational characteristics of the proposed project. For the most part, the compatibility of a proposed land uses is established through the environmental analysis for each of the environmental issue areas discussed under the scope

of the EIR. As previously identified, the proposed project site is located in an area surrounded by residential and other school uses. The Hillcrest Christian School and Church has been operating as a private school on the East Campus property since 1976. The project will expand the existing operations to the West Campus site. Because the sites are located directly adjacent to each other (bisected only by Shoshone Avenue), the development of the West Campus site would not serve to disrupt or physically divide an established community. In addition, the proposed expansion would be developed in a manner that is consistent with the existing operations on the East Campus.

Elementary and secondary schools are commonly located within residential communities. In this regard, the proposed school expansion would be consistent with the residential community in which it is located. However, there are potential nuisance issues inherent with school operations that compromise the compatibility between school uses and the residential neighborhoods in which they are located. Such factors typically associated with school operations include traffic congestion (during drop off and pick up peak hours and special events (i.e., open houses)), on-street parking, noise, vandalism, and aesthetics. Each of these environmental issues are discussed in further detail in their respective Sections of the Draft EIR.

In designing the proposed expansion for the West Campus, the project applicant has considered all of the above referenced nuisance issues and, to the maximum extent feasible, has eliminated the incompatibility factor through project design and landscape features. To preserve the residential character of the adjoining neighborhood north on Shoshone Avenue, the applicant has proposed a two- and three-story terraced building to reduce building mass and height along Shoshone Avenue and Rinaldi Street. The proposed education building will be two stories along the outside perimeter along Shoshone and Rinaldi, with the third story situated towards the inner portions of the structure. The building footprint of the proposed structure will observe the required building setback for the A1-1 zone.

To minimize noise impacts from the proposed 124 space surface parking lot on Rinaldi Street, the applicant has proposed a 6-foot high retaining wall along the western property line along Ridgeway Road. The proposed noise abatement wall will be further buffered from the adjacent residential property with a combination of tree cover, vines and/or shrubbery to provide an aesthetically pleasing property line. In addition, tree placement on the West Campus will be concentrated in areas along Ridgeway Road to buffer the project site from adjacent residential uses. (see Section IV.C Biological Resources).

The project is situated at the corner of the Rinaldi Street and Shoshone Avenue intersection. Therefore, the development of the West Campus will not physically divide any of the existing residential neighborhoods surrounding the site. The project will, however, create a division of the existing Hillcrest Campus with the West Campus expansion. For the most part this is a desirable effect, as it

will provide the Hillcrest the opportunity to provide a physical separation between the primary school grades and the secondary school grades. From an operational and marketing standpoint, this division would create a beneficial impact. Operations on the East Campus will be re-organized to serve the elementary grade levels and the West Campus will serve the secondary grade levels. From an educational and functional standpoint the elementary and secondary grade levels operate independently from each other. For example, each campus will operate independently with separate Principals and administrative staff and will be individually served by support facilities (i.e., separate gymnasiums, cafeterias, and student stores). However, this division of the Hillcrest Campus does pose some compatibility issues associated with students crossing Shoshone Avenue on occasion. This is primarily foreseen in cases where families have children in both primary and secondary grade levels attending the school. In this situation students would be required to cross Shoshone Avenue during peak traffic hours on a daily basis, thus creating a potentially significant pedestrian/traffic compatibility impact. This issue is also addressed in Section IV.J., Traffic Circulation, where mitigation measures have been identified to reduce hazards associated with the students crossing the roadway. Specifically, the recommended mitigation measures include implementation of a crossing guard program on a daily basis when school is in session during pick-up and drop off times and at other times when students are expected to cross Shoshone Avenue. This mitigation measure should be incorporated as a condition of project approval. With implementation of the crossing guard program, this impact will be reduced to a less than significant level. (See Section IV.J., Traffic Circulation, Mitigation Measures 8 and 9.).

As further detailed in Section IV.C Biological Resources and IV.A, Aesthetics, the proposed Landscape Plan will include attractive groundcover and landscaping features, including street tree placement (and relocation) along both sides of Shoshone Avenue and along the north side of Rinaldi Street. Furthermore, as part of the entitlement process, the applicant will need to submit Site Plans and Landscaping plans to the Zoning Administrator for review and approval. Through this process it is anticipated that any potential land use inconsistency or incompatibility issues would be addressed and ameliorated through the necessary permits, variances, and conditions of approval. Upon such review, land use inconsistency impacts would be reduced to less than significant levels.

MITIGATION MEASURES

With procurement of the necessary land use entitlements and implementation of the mitigation measures identified in each of the respective environmental issue areas contained within Section IV. Environmental Impact Analysis, land use impacts associated with the proposed project would be less than significant.

CUMULATIVE IMPACTS

While not identified as a related project, the acquisition and development of one new Elementary School is proposed in the Granada Hills- Knollwood Community Plan. The Community Plan Map identifies the general location of the proposed school location on 17900 block of Mayerling Street, northeast of the proposed project site. The General Plan map notes, however, that that no specific property has been designated for acquisition. Since no specific plans or applications have been submitted for this potential school site, this potential project was considered too speculative for purposes of this analysis.

The proposed project constitutes an expansion of an existing school-related land use. In this regard, the project would not introduce a new or incompatible land use to an established community. It should also be noted that there is a demonstrated demand for additional private school services in the community. As such, the proposed project would not contribute to an over saturation of similar land uses in the project area. Development of the related projects identified in Section III. Project Description, is expected to occur in accordance with adopted plans and regulations. Based upon the information available regarding the related projects, it is reasonable to assume that the related projects under consideration in the surrounding community would implement and conform to local and regional planning goals and policies. Additionally, it is noted that none of the related projects involve private elementary or secondary school uses. Therefore, development of the proposed project would not result in a significant cumulative land use impact.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Land use impacts would be less than significant and no mitigation measures would be required. With regard to landscape compatibility impacts in general (i.e., impacts associated with Air Quality, Noise, Traffic, etc.), potential project impacts would be reduced to less than significant levels with implementation of the mitigation measures identified throughout the respective sections of this Draft EIR.