



Shadow Hills Property Owners Association

Dedicated To Preserving Rural Community

December 5, 2003

Maya Zaitzevsky, Project Coordinator
City of Los Angeles Department of City Planning
200 North Spring Street, Room 763
Los Angeles, California 90012

RECEIVED
CITY OF LOS ANGELES
DEC 09 2003
ENVIRONMENTAL
UNIT

Re: Canyon Hills Project
~~ENV-2002-2481-EIR~~
SCH No. 2002091018
October 2003

Ms. Zaitzevsky,

The Community is of the opinion that the Canyon Hills Draft Environmental Impact Report (heretofore to be referred to as the "DEIR") has sorely understated the increased traffic volume that the proposed Canyon Hills Development will add to the roads of our community. Based on the table IV-I-3, the DEIR assumes each new household to have less than 0.65 vehicles leaving at peak traffic hours of the morning and less than 0.80 vehicles returning at peak traffic hours of the evening. We must keep in mind that these homes are intended to be 4 or 5 bedroom homes with 3 car garages. From this one could easily extrapolate to the need for a two-income family resulting in a minimum of two vehicles leaving and returning at peak morning and evening hours respectively. Even in the rare instance in which a single income would suffice, a second vehicle trip might well be required to bring a child to his/her elementary or middle-school. A high school student may well provide his/her own transportation as would the occasional post-graduate student spending a few extra years in the family home while attending community college classes. All these additional potential peak hour drivers need to be considered as there is no reasonable public transportation service available. The nearest bus service is two miles away - and that is from the development entryway. The nearest of homes is still located a great distance further away along the proposed internal access way.

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Even utilizing the figures determined by Linscott, Law and Greenspan Engineers for the Traffic Impact Study Pg 13/14 and Table 2 of the Technical Appendices of the DEIR, the present-day Average Daily Traffic (ADT) on La Tuna Canyon Road is 13,081 vehicles per day. This was based on an automatic 24-hour machine traffic count conducted on La Tuna Canyon Road west of the I-210 interchange taken on two independent days. The DEIR states: "Over a 24-hour period, the proposed project is forecasted to generate 2,694 net new daily trip ends during a typical weekday." From these figures alone, the increased traffic

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volume of a 280 home development would be totally unacceptable, especially if one were to take into account any future cumulative additions. By this, I am also not referring to such things as the Taco Bell on Foothill Blvd which the DEIR lists as a source of potentially significant local cumulative traffic volume increase, but such things as the 34 unit housing development that is now under construction in the western part of La Tuna Canyon itself. We are looking at a 20.6% total increase.

$$2,694 \text{ (New ADT)} / 13,081 \text{ (pre-dev ADT)} = X\% / 100\%$$

$$X = 20.6\% \text{ increased post-development A+B ADT}$$

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And of this, 15.5% is expected to pass through the proposed single ingress/egress of Development A.

$$211 \text{ (Dev. A homes)} / 280 \text{ (total homes)} = X\% \text{ (Dev. A homes)} / 100\% \text{ (total homes)}$$

$$X = 75.4\% \text{ (of total homes are in Area A)}$$

$$20.6\% \text{ (total post-development increased ADT)} \times 0.754 \text{ (portion coming from Dev A only)}$$

$$= 15.5\% \text{ (total post-development increased ADT from Area A)}$$

The existing intersection of I-210 and La Tuna Canyon Road can already be terribly congested especially at peak traffic hours. The Canyon Hills Project is proposing to construct it's single ingress/egress for the 211 Development A homes as a north leg of the existing WB I-210 on/off-ramp and La Tuna Canyon Road (Summary I-34). No traffic signal system can possibly be expected to mitigate the vehicle queue that will develop with the peak traffic of 211 homes and this proposal would certainly further clog the WB on/off-ramps of the I-210 which are already subject to congestion at peak traffic hours. The DEIR admits to the proposed project potentially creating significant traffic impact at this location during the AM and PM peak hours with an increased v/c ratio of 0.087 (0.700 to 0.787) to an LOS C (Summary I-34). This, I feel, is grossly understated for much of the same reasons expressed above for greater AM/PM traffic volume sources. The DEIR claims that at the eight other study intersections, traffic volume would be "incremental, but not significant" (Summary I-35). How can a 20.6% increase in total traffic volume be "incremental, but not significant"?

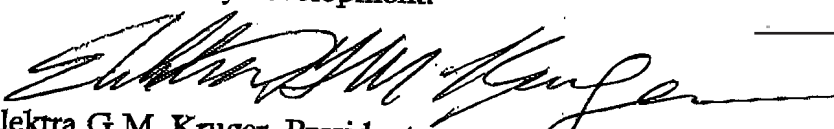
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~~Furthermore, the DEIR has given no consideration to non-resident traffic - domestic help, gardeners, pool service, delivery trucks, babysitters, guests, etc.~~

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Concern has been expressed by existing residents of Inspiration Way and Verdugo Crestline Drive. While the proposed Canyon Hills Project looks upon these as choices for the potential secondary emergency-only gated access, those gates may come down in the future at the demand of Canyon Hills residents tired of dealing with a single ingress/egress for daily traffic. This has happened before in a nearby development.

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 Elektra G.M. Kruger, President
 Shadow Hills Property Owners Association