IV. ENVIRONMENTAL IMPACT ANALYSIS
J. TRANSPORTATION AND CIRCULATION

This section of the EIR provides an analysis of potential impacts associated with traffic, parking and access and is based on the Traffic Impact Study for Proposed Buckley School Campus Enhancement Plan (Traffic Study), prepared by Crain & Associates, dated March 2006, and included as Appendix L. The Los Angeles Department of Transportation (LADOT) reviewed the Traffic Study and approved its content prior to circulation of this EIR.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Local Street System

The project site is located in the southern portion of the San Fernando Valley within the City of Los Angeles. Streets and freeways within the project vicinity are under the jurisdictions of the City of Los Angeles and the California Department of Transportation (Caltrans). The project site is well served by a grid of arterial streets. Surface street access within the project vicinity is provided primarily by the following streets: Ventura Boulevard, Valley Vista Boulevard, Van Nuys Boulevard, Beverly Glen Boulevard, Stansbury Avenue, Camino de la Cumbre, Hazeltine Avenue, Woodman Avenue, and Benedict Canyon Drive. A description of these streets is provided below.

Ventura Boulevard, located approximately 0.5 mile north of the project site, is designated as a major highway. This east-west roadway is generally 80 feet in width and provides two to three through lanes and left-turn channelization in each direction. The average daily traffic volume on Ventura Boulevard is approximately 50,000 vehicles per day (VPD). This daily volume includes a significant amount of regional traffic traveling through the study area on Ventura Boulevard to avoid congestion on the nearby 101 Freeway. Within the project vicinity, traffic signals exist on Ventura Boulevard at its intersection with Beverly Glen Boulevard, Van Nuys Boulevard, Hazeltine Avenue, and Woodman Avenue.

Valley Vista Boulevard is designated as an east-west designated secondary highway extending from Ventura Boulevard to Sepulveda Boulevard and a collector street west of the San Diego Freeway. Near the project site, this roadway is generally 40 feet in width and provides one lane in each direction. The daily traffic volume on this roadway is approximately 4,500 VPD east and west of Stansbury Avenue.

Van Nuys Boulevard, located west of the project site, is a north-south major highway north of Ventura Boulevard with two lanes in each direction and left-turn channelization. South of Ventura Boulevard, Van Nuys Boulevard is designated as a secondary highway that terminates at Valley Vista Boulevard.

Beverly Glen Boulevard is a north-south secondary and scenic highway that extends over the Santa Monica Mountains from Ventura Boulevard in Sherman Oaks to Pico Boulevard in West Los Angeles. Beverly Glen Boulevard also connects to Mulholland Drive, an east-west scenic highway that travels across the Santa Monica Mountains. Beverly Glen Boulevard provides one lane of traffic in each direction in the project vicinity.

Camino de la Cumbre is a narrow, winding local street that forms the immediate western boundary of the project site. This north-south street extends southerly from the intersection of Greenleaf Street and Stansbury Avenue, and winds its way upward to serve a residential hillside area. Secondary access to The Buckley School is also provided on from this street. A turn restriction posted on Valley Vista Boulevard prohibits westbound vehicles on Valley Vista Boulevard from turning left onto Camino de la Cumbre from 7 A.M. to 9 A.M., except during weekends.

Stansbury Avenue is designated as a north-south collector street between Ventura Boulevard and Valley Vista Boulevard, and a local street south of Valley Vista Boulevard. South of Ventura Boulevard, the roadway width is 36 to 40 feet with one lane of traffic in each direction. Stop signs control traffic on Stansbury Avenue at its intersection with Ventura Boulevard and Valley Vista Boulevard. The average daily traffic volumes on Stansbury Avenue are approximately 2,500 VPD north of Valley Vista Boulevard and 3,500 VPD south of Valley Vista Boulevard. Primary access to the project site is provided at the southern terminus of Stansbury Avenue.

Hazeltine Avenue is a north-south secondary highway from Ventura Boulevard to Covello Street and a local street from Ventura Boulevard to Davana Road. North of Ventura Boulevard, this street generally provides two lanes in each direction with left- and right-turn channelizations at major intersections. This roadway is approximately 65 feet wide just north of Ventura Boulevard. To the south, Hazeltine Avenue provides one lane each way and includes residential permit parking restrictions.

Woodman Avenue is a north-south major highway north of Ventura Boulevard and a local street from Ventura Boulevard to Valley Vista Boulevard. South of Ventura Boulevard, this street generally provides one lane in each direction with left turn channelization at its intersection with Ventura Boulevard.

Benedict Canyon Drive is a short north-south collector street, extending from south of Ventura Boulevard from Woodman Avenue to Valley Vista Boulevard, and provides one lane in each direction.

(2) Regional Transportation System

Regional access within the project vicinity is provided by the San Diego (I-405) and Ventura (US-101) Freeways. The San Diego Freeway (I-405) is a north-south oriented freeway located approximately 2 miles west of the project site. This freeway typically provides four mainline travel lanes and one high-occupancy vehicle (HOV) lane per direction, although additional auxiliary lanes are present in the project area between some sets of on- and off-ramps. The San Diego Freeway provides a west side alternative route across the Santa Monica Mountains and interchanges with the Ventura Freeway (US-101) northwest of the project site. Northbound on- and off-ramps are available on Sepulveda Boulevard south of Ventura Boulevard. Additionally, northbound and southbound on-ramps on Ventura Boulevard are also available west of Sepulveda Boulevard. Further south, southbound on-and off-ramps are provided on Sepulveda Boulevard and on Fiume Street just west of Sepulveda Boulevard, respectively. Based on the most current Caltrans 2004 data available, traffic volumes along the San Diego Freeway segment between Mulholland Drive and the Ventura Freeway interchange are approximately 282,000 VPD with peak-hour volumes of approximately 17,600 vehicles per hour (VPH).

The Ventura Freeway (US-101) is the primary east-west regional freeway in the San Fernando Valley. This freeway, which is located less than one mile north of the project site, provides a contiguous route from beyond Ventura County to the Hollywood Freeway, where it diverges and continues eastbound as State Highway 134 and southbound as US-101. Five travel lanes in each direction are provided along the freeway segment in the study area. Average daily traffic volumes on the Ventura Freeway segment between Van Nuys Boulevard and the San Diego Freeway interchange are approximately 310,000 VPD with peak-hour volumes of approximately 20,500 VPH. Full sets of freeway ramps are located at Van Nuys Boulevard and Woodman Avenue. These generally are the freeway access locations that are the most used by regional traffic accessing The Buckley School.

(3) Public Transit and School Transit

The Los Angeles County Metropolitan Transportation Authority (MTA) operates several bus routes that serve the project area. Current regional transit information available through

MTA indicates that three bus routes provide service within somewhat reasonable walking distance (approximately one mile) of The Buckley School campus: Metro Rapid Route 750, Metro Route 150-240, and Metro Route 158. These routes are available for use by students or employees traveling to and from the project site.

Several transfer opportunities are available from these three routes. When such transfer opportunities are considered, much of the Los Angeles metropolitan area can be accessed via public transportation to and from the project site. However, due to the absence of bus stops closer than those on Ventura Boulevard and the absence of sidewalks on some of the adjacent streets, public transit is not widely used to access the project site. Currently, The Buckley School contracts with an independent school bus service provider to provide pick-up point service to and from the campus. Eight bus routes with one bus per route are provided, which serve the following areas: (1) Pacific Palisades/Brentwood/Bel Air Estates/Sherman Oaks; (2) Los Angeles/Beverly Hills; (3) Coldwater Canyon/Summit/Deep Canyon; (4) Westwood/Beverly Glen; (5) Los Angeles/Hancock Park; (6) Studio City; (7) Woodland Hills/Tarzana/Encino; and (8) Calabasas/Northridge. Six buses seat approximately 32 students each and two buses seat approximately 48 students each. Approximately 116 students were enrolled in the bus program for the 2005 – 2006 school year. In addition, approximately 300 day passes were sold to students for the buses throughout this year. The bus program experiences a somewhat higher ridership in the morning than in the afternoon, due to student participation in after-school extracurricular activities. To prevent on-campus extracurricular activities from becoming an impediment to the bus program enrollment, "late bus" service is also provided to accommodate students who remain on campus for such activities. This "late bus" provides service Monday through Thursday at 5:30 P.M. for Middle and Upper School students. Friday bus departures operate one hour earlier, similar to student class instruction hours.

(4) Access and Queuing

Two driveways currently provide direct access to The Buckley School. The main entrance/exit driveway is located at the southern terminus of Stansbury Avenue, south of Valley Vista Boulevard. A secondary driveway, located on Camino de la Cumbre, provides gated access for minimal School personnel use during the day, and serves as an exit for some faculty, staff, and other vehicles after school hours and when the main entrance/exit is closed.

Due to inadequate queuing area on site at some times during student drop-off and pick-up, vehicles queue along Stansbury Avenue and wait to enter the driveway of the School. To expedite morning and afternoon arrivals and departures, parking attendants and security personnel on The Buckley School campus and on Stansbury Avenue direct traffic flow into and out of the site at the Stansbury Avenue gate during the A.M. and P.M. peak hours. Staff members also help load and unload students during peak periods to improve the efficiency of the drop-off area and to reduce vehicle queues on Stansbury Avenue.

(5) Parking

Approximately 214 marked parking spaces are available on site for student carpools, faculty and staff, and visitors to the School. The School has leased an additional 100 parking spaces at the Sherman Oaks Fashion Square parking lot, located at the southwest corner of Riverside Drive and Woodman Avenue, approximately one mile north of campus. Students who park in this lot are required to have registered permission with the School and are shuttled to campus via a shuttle bus operated by the School's contracted bus service provider. The shuttle is provided within approximately 20-minute intervals to coincide with peak arrival and departure periods. A "good neighbor" policy has been adopted by the School, which prohibits on-street parking on neighboring streets by students or faculty. Students who are found to be parking in the neighborhood are subject to detention and/or suspension of driving privileges.

b. Analysis of Existing Traffic Conditions

(1) Study Intersections

As recommended by LADOT, an analysis of current traffic conditions was conducted at the following ten study intersections in the project vicinity:

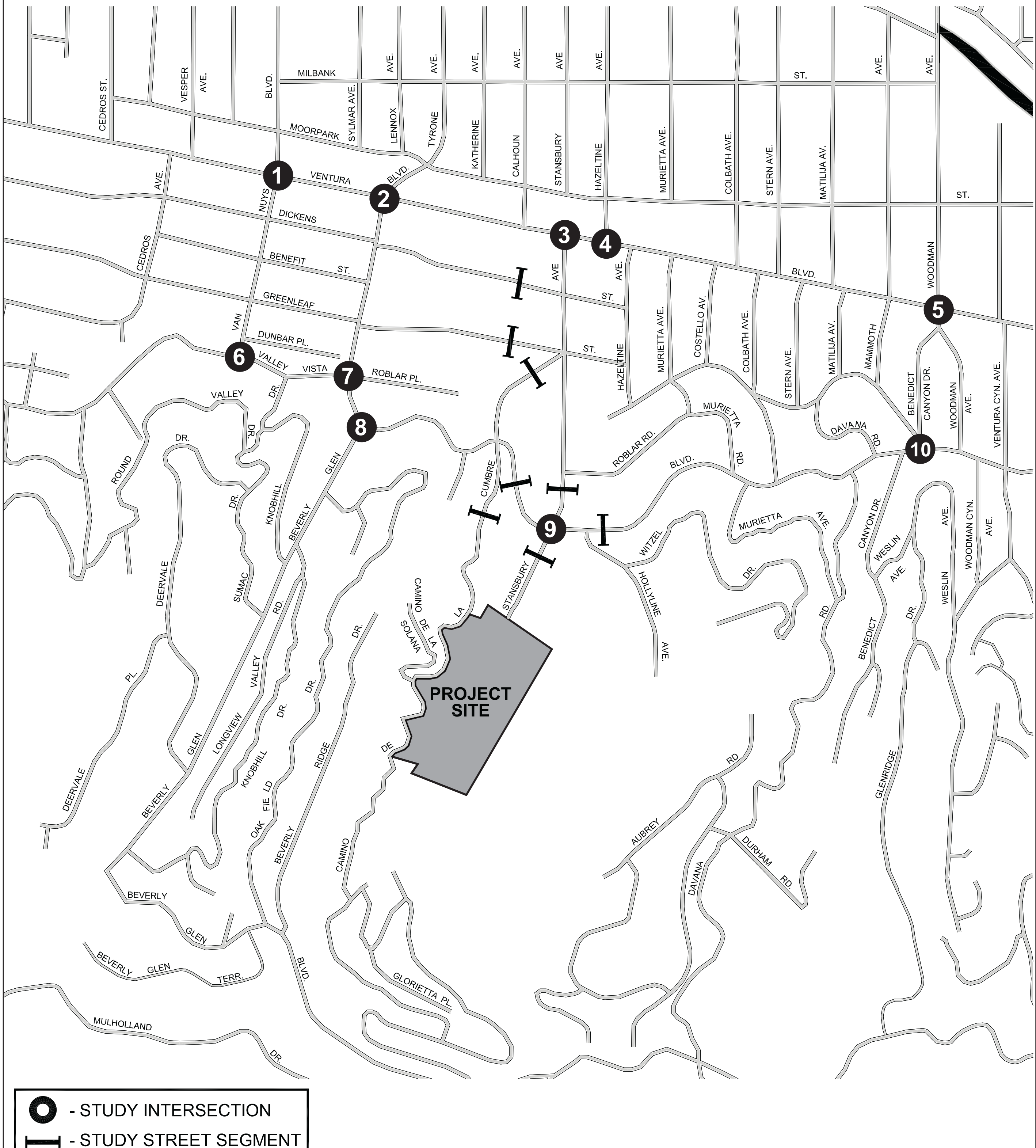
1. Ventura Boulevard and Van Nuys Boulevard
2. Ventura Boulevard and Beverly Glen Boulevard/Tyrone Avenue
3. Ventura Boulevard and Stansbury Avenue
4. Ventura Boulevard and Hazeltine Avenue
5. Ventura Boulevard and Woodman Avenue
6. Valley Vista Boulevard and Van Nuys Boulevard
7. Valley Vista Boulevard/Roblar Place and Beverly Glen Boulevard
8. Valley Vista Boulevard (south) and Beverly Glen Boulevard
9. Valley Vista Boulevard and Stansbury Avenue
10. Valley Vista Boulevard and Benedict Canyon Drive

The locations of these study intersections are shown in Figure IV.J-1 on page 338. Intersection Numbers 3, 6 and 8 above currently operate as two-way stop-controlled intersections while intersection Number 9 operates as an all-way stop-controlled intersection. To evaluate existing traffic conditions, traffic counts were conducted in October 2004 for each of the ten study intersections while school was in full session during a typical school week. These weekday counts were collected manually during the A.M. peak period (7:00 A.M. to 9:00 A.M.), the School P.M. peak period (2:00 P.M. to 4:00 P.M.) and the P.M. peak period for commuter traffic (4:00 P.M. to 6:00 P.M.). Traffic counts were collected by counting the number of vehicles crossing each of the study intersections, while noting the number of vehicles making each possible turning movement. The peak-hour traffic volume for each study intersection was then determined for analysis purposes by finding the four highest consecutive 15-minute volumes for all traffic movements combined. This method provides a "worst case" scenario as it calculates the peak hour for each intersection independent of all other intersections. In addition, for purposes of this analysis, a growth factor of two percent compounded annually was applied to these October 2004 counts to reflect existing (2006) peak-hour traffic volumes per standard LADOT methodology.

Existing and future operations at each study intersection were analyzed in the Traffic Study based on procedures outlined in Circular Number 212 of the Transportation Research Board. In its discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the "Level of Service" (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term LOS describes the quality of traffic flow. LOS A to C operate quite well. LOS D is recognized as the satisfactory level of service in the City of Los Angeles. LOS E represents volumes at or near the capacity of the highway, which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at each of the study intersections was obtained by identifying the CMA value at the study intersection. The CMA values were calculated by adding together the critical movement volumes obtained through the traffic counts and then dividing that summation by the appropriate capacity value for the type of signal control present.[152] The values indicated in Table IV.J-1 on page 339 were used to determine the applicable LOS for signalized intersections. In addition, a capacity of 1,000 VPH and 1,200 VPH was utilized for

[152] *"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table IV.J-1. A capacity of 1,000 VPH and 1,200 VPH was utilized for all-way (i.e., intersection 9) and two-way (i.e., intersection Nos. 3, 6, and 7) stop-sign controlled intersections, respectively.*



Not to scale

Figure IV.J.1
Study Intersections

Source: Crain & Associates, 2006

Table IV.J-1

Critical Movement Volume Ranges [a]
for Determining Levels of Service

	Maximum Sum of Critical Volumes (VPH)		
LOS	**2 Phases**	**3 Phases**	**4+ Phases**
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	N/A	N/A	N/A

N/A = Not Applicable

[a] *For planning applications only (i.e., not appropriate for operations and design applications).*

Source: Crain & Associates, March 2006.

all-way and two-way stop-sign controlled intersections (i.e., intersection Nos. 3, 6, 8 and 9). The resulting CMA values were then compared with the range of CMA values and corresponding LOS identified in Table IV.J-2 on page 340. The CMA values and corresponding LOS for existing (2006) A.M., School P.M., and commuter P.M. peak-hour conditions at each of the study intersections are summarized in Table IV.J-3 on page 341.

As shown in Table IV.J-3 on page 341, five study intersections operate at adverse conditions (LOS E or F) during either one of the peak hours. Specifically, the intersection of Ventura Boulevard and Van Nuys Boulevard operates at LOS E during the School P.M. peak hour and LOS F during the A.M. and commuter P.M. peak hours. The intersection of Ventura Boulevard and Stansbury Avenue operates at LOS F during the A.M. peak hour and LOS E during the commuter P.M. peak hour. The intersection of Valley Vista Boulevard/Roblar Place and Beverly Glen Boulevard operates at LOS E during the A.M. peak hour. The intersection of Valley Vista (South) and Beverly Glen Boulevard operates at LOS F during the School and commuter P.M. peak hours. In addition, the intersection of Valley Vista Boulevard and Stansbury Avenue operates at LOS E during the A.M. peak hour. It should be noted that all traffic generated by the current enrollment at the School is reflected in the existing base data information.

(2) Residential Street Segments

In order to address project impacts on the residential streets in the project vicinity, twenty-four hour traffic counts were conducted at the following eight street segments in October 2004 to determine the amount of traffic utilizing each segment.

Table IV.J-2

Level of Service as a Function of CMA Values

LOS	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.600
B	Same as above.	0.601–0.700
C	Light congestion; occasional backups on critical approaches.	0.701–0.800
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	0.801–0.900
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.901–1.000
F	Forced flow with stoppages of long duration.	> 1.000

Source: Crain & Associates, March 2006.

1. Stansbury Avenue, north of Valley Vista Boulevard
2. Stansbury Avenue, south of Valley Vista Boulevard
3. Valley Vista Boulevard, east of Stansbury Avenue
4. Valley Vista Boulevard, west of Stansbury Avenue
5. Greenleaf Street, west of Stansbury Avenue
6. Dickens Street, west of Stansbury Avenue
7. Camino de la Cumbre, west of Stansbury Avenue
8. Camino de la Cumbre, south of Valley Vista Boulevard

With the exception of the street segment on Stansbury Avenue, south of Valley Vista Boulevard, the counts at these locations were increased by 2 percent per year (compounded annually) to reflect existing 2006 counts, which are shown in Table IV.J-4 on page 342. No growth factor was applied to the traffic volume on Stansbury Avenue, south of Valley Vista Boulevard as this segment is not a through street, and therefore, not expected to experience an increase in traffic volume due to through traffic. As shown in Table IV.J-4, average daily traffic (ADT) volumes at these street segments range from 977 to 4,609 vehicles.

(3) School Peak Hours and Existing Average Vehicle Ridership

To determine the School peak traffic hours, twenty-four hour traffic counts were also collected at the two existing driveway locations on Stansbury Avenue and Camino de la Cumbre.

Table IV.J-3

CMA and LOS Summary Existing (2006) Intersection Traffic Conditions

No.	Intersection	A.M. Peak Hour		School P.M. Peak Hour		Commuter P.M. Peak Hour	
		CMA	LOS	CMA	LOS	CMA	LOS
1.	Ventura Blvd. & Van Nuys Blvd.	1.004	F	0.968	E	1.064	F
2.	Ventura Blvd. & Beverly Glen Blvd./Tyrone Ave.	0.634	B	0.765	C	0.815	D
3.	Ventura Blvd. & Stansbury Ave.	1.072	F	0.868	D	0.940	E
4.	Ventura Blvd. & Hazeltine Ave.	0.717	C	0.611	B	0.656	B
5.	Ventura Blvd. & Woodman Ave.	0.785	C	0.735	C	0.839	D
6.	Valley Vista Blvd. & Van Nuys Blvd.	0.611	B	0.438	A	0.517	A
7.	Valley Vista Blvd./Roblar Pl. & Beverly Glen Blvd.	0.920	E	0.625	B	0.641	B
8.	Valley Vista Blvd. (South) & Beverly Glen Blvd.	0.877	D	1.339	F	1.390	F
9.	Valley Vista Blvd. & Stansbury Ave.	0.954	E	0.482	A	0.479	A
10.	Valley Vista Blvd. & Benedict Canyon Dr.	0.301	A	0.234	A	0.281	A

Source: Crain & Associates, March 2006.

These counts included vehicles exiting and entering the School for a three-day average period during normal School operating hours. A concurrent count of student-operated vehicles was also conducted at the off-site Sherman Oaks Fashion Square parking lot. These off-site student trips were added to the on-site traffic in order to determine the actual School peak hours. The results of the analysis indicate that the School's A.M. peak hour occurs from 7:45 A.M. to 8:45 A.M., the School's P.M. peak hour occurs from 3:00 P.M. to 4:00 P.M., and the roadway P.M. peak hour for commuters occurs from 4:15 P.M. to 5:15 P.M.

Based on the observed traffic data, a total of 686 vehicle trips, consisting of 380 inbound and 306 outbound vehicle trips, were observed at both driveways during the A.M. peak hour. In

Table IV.J-4

Residential Street Segments—Existing (2006) ADT

No.	Street Segment	Existing ADT
1.	Stansbury Ave. north of Valley Vista Blvd.	3,427
2.	Stansbury Ave. south of Valley Vista Blvd.	2,366
3.	Valley Vista Blvd. east of Stansbury Ave.	4,110
4.	Valley Vista Blvd. west of Stansbury Ave.	4,609
5.	Greenleaf St. west of Stansbury Ave.	1,742
6.	Dickens St. west of Stansbury Ave.	3,527
7.	Camino de la Cumbre west of Stansbury Ave.	1,189
8.	Camino de la Cumbre south of Valley Vista Blvd.	977

Source: Crain & Associates, March 2006.

addition, based on 658 passengers observed within 380 vehicles, the School is currently achieving a 1.73 AVR during the A.M. peak hour.

c. Regulatory Framework

(1) Congestion Management Program

The 2002 Congestion Management Program (CMP) is a state-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the state and diminishing the quality of life in some communities. The CMP provides the analytical basis for transportation decisions through the State Transportation Improvement Process. A countywide approach has been established by the MTA, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County.

New projects within the City of Los Angeles must comply with the CMP for Los Angeles County. The CMP monitors traffic conditions on the designated transportation network, performance measures to evaluate current and future system performance, promotion of alternative transportation methods, analysis of the impact of land use decisions on the transportation network, and mitigation to reduce impacts on the network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan. The Transportation Impact Analysis (TIA) Guidelines outlined in the 2004

CMP for Los Angeles County require that, when an EIR is prepared for a project, traffic and transit analyses shall be conducted for select regional facilities based on the quantity of project traffic expected to utilize these facilities. The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections, including monitored on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the A.M. or P.M. weekday peak hours of adjacent street traffic; and

- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the A.M. or P.M. weekday peak hours.

The intersections of Ventura Boulevard/Woodman Avenue, located one mile northeast of the project site, and Ventura Boulevard/Sepulveda Boulevard, located two miles northwest of the project site, are designated CMP monitoring intersections within the project vicinity.

(2) Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan

The Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan (Community Plan) was adopted in 1988 and last amended in 1998 to guide development in order to create a healthful and pleasant environment. The Community Plan includes goals, objectives, and policies pertaining to transportation issues. Specific transportation-related policies that are applicable to the project are:

- *Policy 11-1.1* Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., car pools, vanpools, buses, flex time, bicycles, and walking etc.)

- *Policy 11-1.3* Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

- *Policy 13-1.1* Maintain a satisfactory LOS for streets and highways that should not exceed LOS “D” for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS “E” or LOS “F” on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS “E”.

- *Policy 13-1.4* New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

- *Policy 13-2.1* No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map, or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

For an analysis of the project's consistency with other policies of the Community Plan, please refer to Section IV.H, Land Use, of this EIR.

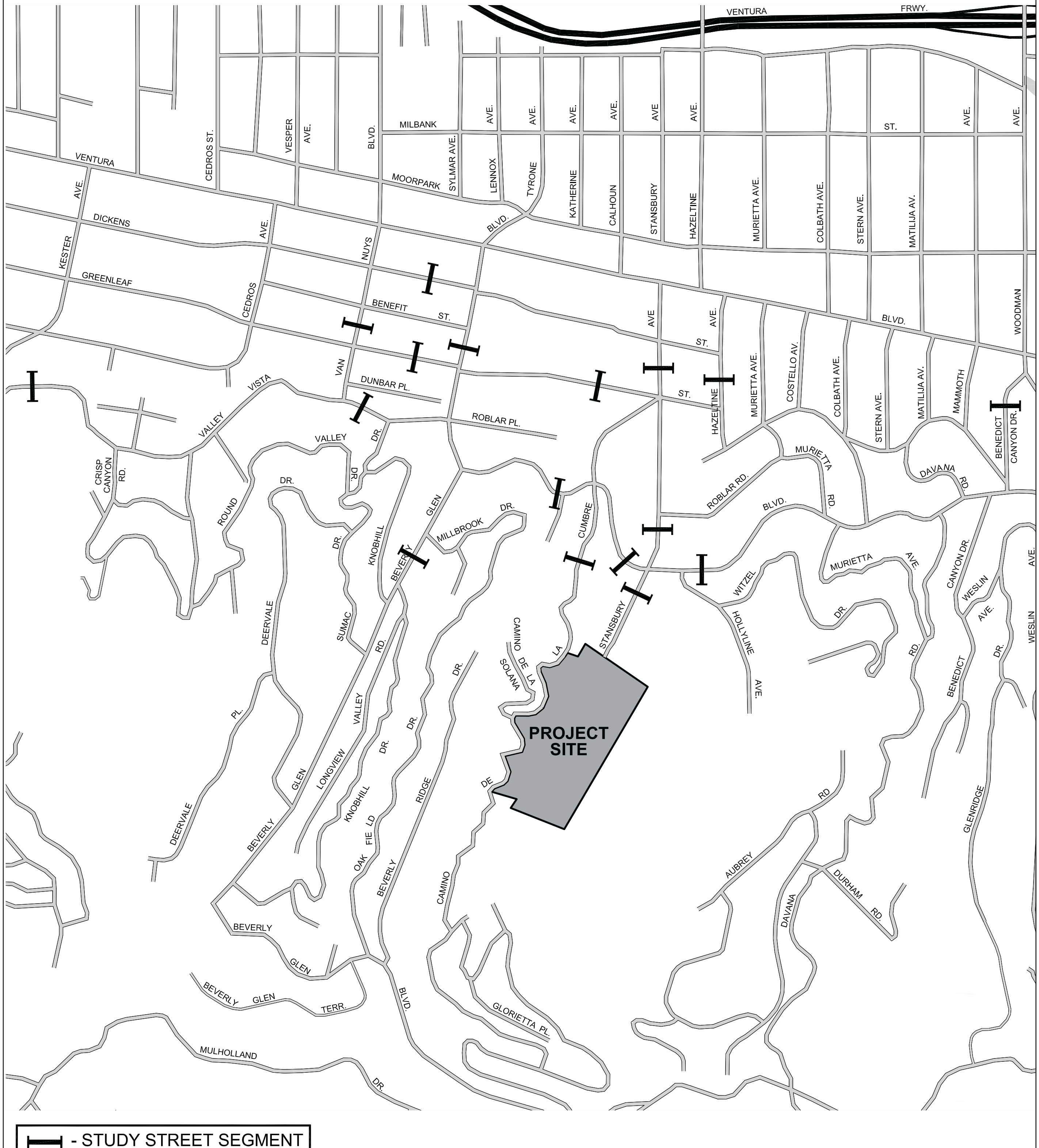
2. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Construction Traffic

To evaluate potential impacts associated with construction of the proposed project, seventeen street segments, as shown in Figure IV.J-2 on page 345 and listed below, were selected for construction-related traffic analysis. These street segments were identified as those that would be most affected by construction-related traffic:

1. Dickens Street between Van Nuys Boulevard and Beverly Glen Boulevard
2. Greenleaf Street between Van Nuys Boulevard and Beverly Glen Boulevard
3. Greenleaf Street, west of Stansbury Avenue
4. Valley Vista Boulevard, east of Kester Avenue
5. Valley Vista Boulevard, east of Van Nuys Boulevard
6. Valley Vista Boulevard, west of Camino de la Cumbre
7. Valley Vista Boulevard, west of Stansbury Avenue
8. Valley Vista Boulevard, east of Stansbury Avenue
9. Van Nuys Boulevard between Benefit Street and Greenleaf Street
10. Beverly Glen Boulevard, between Benefit Street and Greenleaf Street
11. Beverly Glen Boulevard, south of Millbrook Drive



N

Not to scale

Figure IV.J.2
Construction Study Street Segment

Source: Crain & Associates, 2006

12. Camino de la Cumbre, south of Valley Vista Boulevard

13. Stansbury Avenue between Dickens Street and Greenleaf Street

14. Stansbury Avenue, north of Valley Vista Boulevard

15. Stansbury Avenue, south of Valley Vista Boulevard

16. Hazeltine Avenue between Dickens Street and Greenleaf Street

17. Benedict Canyon Drive between Ventura Boulevard and Valley Vista Boulevard

Weekday and Saturday traffic volumes on these 17 street segments were obtained from 24-hour traffic counts conducted in 2004 and 2005. Similar to the analysis of intersection impacts, a growth factor of 2.0 percent per year (compounded annually) was applied to the counts for all but one street segment to estimate existing (2006) traffic volumes. No growth factor was applied to the traffic volume on Stansbury Avenue south of Valley Vista Boulevard, as this segment is not a through street and therefore, not expected to experience an increase in traffic volume due to through traffic. For each year of construction, the existing 2006 traffic volumes were further growth factored by 2.0 percent per year. Estimated weekday and Saturday daily trips from related projects were then added to the growth-factored volumes to create the baseline traffic volumes for these street segments.

Next, the types and number of trips associated with construction of the project (i.e., construction truck trips, worker trips, etc.) were identified. These trips were calculated based on detailed construction activity information provided for each phase of construction activity. These trips were then assigned and distributed to the 17 segments, and added to the baseline traffic volumes on the segments. The resulting traffic volumes with the project were then compared with the baseline traffic volumes to determine if the project would exceed the threshold for a significant construction impact.

(2) Intersections

As discussed above in the analysis of existing conditions, the analysis of existing and future operations at each study intersection was based on the procedures outlined in Circular Number 212 of the Transportation Research Board. As discussed in greater detail below, traffic impacts were evaluated by: (1) determining the trip generation for the project based on the proposed student enrollment increase; (2) assigning these project trips to the roadway network; (3) analyzing the future (2014) "Without Project" traffic conditions (existing conditions plus ambient growth and growth from related projects); (4) evaluating the service condition of the roadways with the addition of project trips; and (5) comparing future (2014) "Without Project" conditions with the future (2014) "With Project" conditions to obtain the change in service levels caused by the project. These changes were compared to the thresholds of significance set forth by LADOT to determine whether significant impacts would occur. Where significant impacts were identified, mitigation measures were identified to reduce such impacts to less than significant levels.

(a) Project Trip Generation

Traffic volumes to be generated by the project were computed using trip generation rates derived from data collected in October 2004 at the existing School site and procedures approved by LADOT. The data counted the number of vehicles observed to enter/exit all access points (e.g., driveways) for the School and the off-site Fashion Square lot during the peak hours and were used to formulate the weekday A.M., School P.M., and commuter P.M. peak-hour trip-generation rates for The Buckley School. These rates were compared with private school trip generation rates documented in the Institute of Transportation Engineers (ITE) *Trip Generation, 7th Edition* (2003). A comparison of the two sets of rates is shown in Table IV.J-5 on page 348. As indicated in this table, the site specific trip generation values for the School are generally higher than the reported national ITE trip-generation values for the A.M. peak hour, School P.M. peak hour, and commuter P.M. peak hour. Therefore, to provide a worst-case analysis, the School's trip-generation rates were utilized to calculate the amount of new traffic to be generated by the project's proposed 80 student maximum enrollment.

(b) Trip Distribution and Assignment

Once the number of trips generated by the project was calculated, the geographic distribution of project-generated trips was determined. The primary factor affecting this trip distribution was the relative distribution of the student population. Thus, a review and analysis of the existing student population by zip code was completed and used to determine the likely student distribution for the proposed enrollment increase. Using the directional distribution that was identified, project traffic volumes were assigned to the specific routes expected to be used to access the site during the A.M., School P.M. and commuter P.M. peak hours.

(c) Future (2014) "Without Project" and "With Project" Traffic Conditions

In order to determine how project trips would affect the roadway system, future (2014) baseline traffic volumes due to ambient growth and undeveloped, related projects were estimated. Year 2014 was selected as the year for analysis as this is the year when the project's maximum 80-student increase would occur. To develop the future (2014) "Without Project" traffic conditions, a growth factor of 2 percent compounded annually was applied to the existing (2006) traffic volumes. Trips attributable to 29 related projects (i.e., future foreseeable projects

Table IV.J-5

Project Trip-Generation Rates

ITE Private School (K–12) per Student—Land Use 536	
Daily:	T = 2.48 (S)
A.M. Peak Hour:	T = 0.79 (S); I/B = 61%, O/B = 39%
P.M. Peak Hour of Generator:	T = 0.55 (S); I/B = 41%, O/B = 59%
P.M. Peak Hour of Adjacent Street:	T = 0.17 (S); I/B = 43%, O/B = 57%
Buckley School (K–12) per Student*	
Daily:	T = 4.11 (S)
A.M. Peak Hour:	T = 0.94 (S); I/B = 56%, O/B = 44%
School P.M. Peak Hour:	T = 0.59 (S); I/B = 47%, O/B = 53%
Commuter P.M. Peak Hour:	T = 0.31 (S); I/B = 36%, O/B = 64%

Where:
T = trip ends — I/B = inbound percentages
S = student — O/B = outbound percentages

* *Rates shown are based on empirical data per discussion with LADOT*

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

that are undeveloped and unoccupied as of the time of the baseline counts), as identified in Section III of this EIR, were then added to the baseline traffic volumes to form the basis for the future (2014) "Without Project" traffic conditions in the study area. The future (2014) "With Project" conditions were developed by adding the project trips to the future (2014) "Without Project" conditions. For a conservative analysis, although numerous future highway improvements have been proposed in the project vicinity, the roadway system was considered to remain unchanged from the existing conditions (i.e., without future roadway improvements).

(3) Residential Street Segments

The residential street segments analysis analyzes the effects of project traffic on the eight residential street segments listed in Table IV.J-4. Within the project vicinity, the portion of Stansbury Avenue between Valley Vista and the project site is a City-designated residential street that is located on a route used for School access. Thus, this residential street segment has been included in the analysis of the project's potential impacts on residential streets. Collector streets (i.e., Stansbury Avenue north of Valley Vista Boulevard, and Benedict Canyon Drive south of Ventura Boulevard) and secondary highways (i.e., Valley Vista Boulevard and Beverly Glen Boulevard) generally do not require a local residential street impact analysis by LADOT because of their roadway classification. Nevertheless, to address neighborhood concerns, the seven additional street segments were included in the analysis of residential street impacts. Coy Drive was not included in the residential street impact analysis due to its distance from the project site and the fact that it does not provide reasonably direct site access due to its circuitous alignment. Therefore, any project-related traffic that might use Coy Drive would be negligible.

Similar to the analysis for intersections, existing (2006) traffic volumes for all but one of the street segments were increased by a growth factor of 2 percent per year to develop the future (2014) Without Project traffic levels. No growth factor was applied to the Stansbury Avenue south of Valley Vista Boulevard as this segment is not a through street and therefore, not expected to experience an increase in traffic volume due to through traffic. The future (2014) Without Project traffic levels were then compared to the future (2014) With Project baseline traffic levels. The difference was then compared to significance thresholds to determine whether a significant impact would occur on the residential street segments.

(4) Regional Transportation System

The regional transportation system analysis identifies whether additional analysis of freeway or intersection locations would be required pursuant to CMP thresholds that establish whether such analyses are needed. If such analyses are needed, the project's traffic volumes are compared to the significance threshold to determine whether the project would result in a significant impact on CMP facilities.

(5) Public Transit and School Transit

The methodology for the analysis of public and school transit impacts includes a review of how the project would increase ridership. Based on this review, a determination is made as to whether the existing public and school transit would be affected and whether sufficient capacity exists to serve the project's increase in ridership.

(6) Access and Queuing

The methodology for the analysis of site and queuing impacts includes a review of the proposed access and circulation scheme. Based on this review, a determination is made as to whether the entry/exit operations at the project site would be adequate and whether the significance thresholds would be exceeded. Also provided is a determination of whether the project would substantially increase the potential for pedestrian/vehicle and/or bicycle/vehicle conflicts.

(7) Parking

The analysis of parking impacts identifies the demand for parking upon completion of the project. That demand is compared to the available parking spaces to determine whether the project provides a sufficient supply of parking to meet its needs. Also included is a determination of whether the project meets the LAMC parking requirements.

(8) Pedestrian/Bicycle Safety

The methodology for the analysis of pedestrian/bicycle safety impacts includes a review of the project's access and circulation scheme and a determination of whether the project would substantially increase the potential for pedestrian/vehicle and/or bicycle/vehicle conflicts.

(9) Consistency with Plans

This analysis includes a review of relevant transportation regulations, plans, and policies and a determination of whether the project would conflict with these regulations, plans, and policies.

b. Thresholds of Significance

(1) Construction Traffic

LADOT recently formulated criteria regarding the analysis of construction-related traffic impacts. These criteria are as follows:

A quantitative analysis of construction-related traffic impacts attributable to a project shall be required, provided all of the following criteria have been determined to be applicable:

- That hillside residential streets proximate to the construction site are expected to provide primary access for construction-related traffic;
- That the duration of the construction period, including site preparation, clearance and/or grading is expected to exceed 12 months;
- That an average of 120 or more construction-related trips per day (in Passenger Car Equivalents or PCE) are expected to be generated at the site driveway(s) or on the street(s) abutting the site, prior to any mitigation; and

The calculation of construction-related traffic impacts shall be made on segments of those hillside residential streets proximate to the site that are expected to provide primary access for construction-related traffic. A hillside residential street shall be deemed significantly impacted by construction-related traffic, based on the following increase in projected average daily traffic (ADT) volumes:

Projected Average Daily Traffic with Construction-Related Traffic (Final ADT in PCE)	Construction-Related Traffic Increase in ADT
0 to 999	Average of 120 or more trips of final ADT
1,000 to 1,999	Average of 12 percent or more of final ADT
2,000 to 2,999	Average of 10 percent or more of final ADT
3,000 or more	Average of 8 percent or more of final ADT

(2) Intersections

The following thresholds of significance will be applied to the proposed project's impacts on signalized intersections as set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant impact on intersection capacity if the project traffic causes an increase in the volume-to-capacity (V/C) ratio on the intersection operating condition after the addition of project traffic of one of the following:

V/C ratio increase ≥ 0.040 if final LOS* is C

V/C ratio increase ≥ 0.020 if final LOS* is D

V/C ratio increase ≥ 0.010 if final LOS* is E or F

**Final LOS is defined as projected future conditions including project, ambient, and related projects but without project traffic mitigation.*

(3) Residential Street Segments

The following thresholds of significance are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a proposed project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

ADT increase ≥ 20 trips if final ADT* < 1,000
ADT increase ≥ 12 percent if final ADT* ≥ 1,000 and < 2,000
ADT increase ≥ 10 percent if final ADT* ≥ 2,000 and < 3,000
ADT increase ≥ 8 percent if final ADT* ≥ 3,000

"Final ADT" is defined as total projected future daily volume including project, ambient, and related project growth.

LADOT has defined significance levels for project traffic impacts on local residential streets in their Traffic Study Policy and Procedures, revised March 2002. Accordingly, based on the above guidelines and the LADOT-established criteria, a local residential street would be deemed to have a significant impact based on an increase in the projected average daily traffic (ADT) volumes as follows:

Final ADT	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

(4) Regional Transportation System

The following thresholds of significance will be applied to the proposed project as set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant regional capacity impact if project traffic causes an increase in the demand-to-capacity (D/C) ratio on a CMP regulated segment or on- or off-ramp of 2 percent or more capacity (D/C increase ≥ 0.02), which causes or worsens LOS F conditions (D/C > 1.00).

The CMP requires that all freeway segments where a completed project adds 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where the completed project will add 50 or more trips during the peak hour. For the purposes of CMP and based on the guidelines above, a significant traffic impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity, causing or worsening LOS F.

(5) Public Transit

For purposes of this analysis, impacts on public transportation would be considered significant if the project were to add substantial new ridership to bus lines operating in excess of their capacity or if the project would conflict with adopted policies, plans, or programs supporting alternative transportation.

(6) Access and Queuing

The following threshold of significance is set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus project conditions.

However, in view of the sensitivity of the neighborhood to on-street queuing on Stansbury Avenue, the guideline above does not adequately address project driveway access and queuing. Neither LADOT nor the "L.A. CEQA Thresholds Guide" has established a threshold of significance regarding a project's potential impact on driveway access and on-street queuing at access driveways. Therefore, for purposes of this analysis, impacts to access and queuing associated with project operation would be considered significant if the project resulted in on-street queuing that regularly interfered with traffic flow more than as compared with existing circumstances.

In addition, neither LADOT nor the "L.A. CEQA Thresholds Guide" has established a threshold of significance regarding a project's potential impact on emergency access. Therefore, for purposes of this analysis, project impacts to emergency vehicle access associated with project operation would be considered significant if the project resulted in regular additional interference with access by emergency service providers as compared with existing circumstances.

(7) Parking

The following threshold of significance is set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project. Therefore, for purposes of this analysis, impacts to parking would be considered significant if the project's parking demand would exceed the parking supply.

(8) Pedestrian/Bicycle Safety

The following factors are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that the determination of significance shall be on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.

- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

- The type of bicycle facility the project driveway(s) crosses and the level of utilization

- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle impacts.

Based on these factors, impacts to pedestrians and bicycles would be considered significant if the project resulted in a regular increase in pedestrian/vehicle or bicycle/vehicle conflict due to project street parking and traffic as compared with existing conditions.

(9) Consistency with Plans

The City of Los Angeles' "L.A. CEQA Thresholds Guide" does not specify a threshold of significance for a project's consistency with relevant transportation plans and policies. Therefore, for purposes of this analysis, significant impacts related to consistency with plans would result if the project would conflict with the implementation of adopted transportation programs, plans, and policies.

c. Project Features

(1) Construction

As described in Section II, Project Description, of the EIR, construction for the proposed project would be completed in three basic phases over the course of three and a half years, spread out over an 80-month period beginning in May 2009 and ending in December 2015.[153] Prior to the start of each construction phase, minor preparatory work (i.e., not involving the use of heavy–duty equipment or vehicles) may occur for approximately two months, from March to May for each phase. However, only the periods of intensive construction, during which heavy-duty equipment would be used, are reflected in this construction traffic analyses since few workers would be on-site during the two month preparatory period. Phase 1 is expected to begin in May 2009 for a duration of approximately 12 months. Phase 2 could begin in May 2010 for a duration of approximately 18 months, immediately following the end of Phase 1. Phase 2 could

[153] *Full student enrollment is expected to be achieved by the 2014–2015 school year. However, construction of all of the campus enhancement facilities would take longer to complete, hence the one-year difference in operational (2014) and construction (2015) time frames reflected in the impact analysis.*

also begin as late as May 2011, one year after the completion of Phase 1. For a conservative analysis, it is assumed that Phase 2 would begin in May 2010 with an 18-month break before the start of Phase 3. Finally, Phase 3 is expected begin in May 2013 and would occur over the course of a two-year time period. The start of the construction phases are timed to coincide with the end of each school year. Table IV.J-6 on page 356 includes an overview of the anticipated construction schedule by phase. It should be noted that the above construction schedule is tentative, and that changes may occur due to unforeseen circumstances, in which case the above phasing may need to be adjusted.

Construction would occur Mondays through Fridays from 7:00 A.M. to 5:00 P.M. and Saturdays from 8:00 A.M. to 5:00 P.M. In addition, the following project features related to construction are proposed as part of the project and supplement the Project Description:

- Construction-related vehicles shall not be permitted to arrive at the project site prior to 6:30 A.M. on weekday and 7:30 A.M. on Saturday, except for those vehicles used by persons engaged in supervisory, management or inspection duties.
- All medium and heavy duty trucks shall access the project site via Stansbury Avenue or Valley Vista Boulevard west of Stansbury Avenue. Such vehicles may use Valley Vista Boulevard east of Stansbury Avenue only in cases of emergency.
- No construction-related vehicles shall be allowed on Camino de la Cumbre, except in cases of emergency.
- All construction-related vehicles shall be parked on site or in off-site parking lots, pursuant to a Temporary Parking Plan. On-street parking of construction-related vehicles shall be prohibited on nearby local residential streets in the area.
- Construction trucks, materials and equipment shall not be staged on local or collector streets, Valley Vista Boulevard, Van Nuys Boulevard, or Beverly Glen Boulevard south of Ventura Boulevard.
- A "hot line" shall be established by The Buckley School to receive construction-related inquiries.
- A construction relations officer shall be designated by The Buckley School to serve as a liaison with the surrounding community and general public, and to respond to their construction-related inquiries.
- All construction-related vehicles shall be parked on site to the extent feasible.

Table IV.J-6

Project Construction Phases

Phase	Project Building	Approximate Time Period
1	New Library and Technology Center	May ’09 through Apr. ‘10
2	New Middle and Upper School Main Academic Building and Parking Facility	May ’10 through Oct. ‘11
3A	New Academic Building West	May ’13 through Apr. ‘14
3B	Addition and Renovation of Existing Academic Building South	May ’14 through Apr. ‘15
3C	New Outdoor Aquatic Center and Disney Pavilion Renovation	May ’14 through Dec. ‘15
3D	Lower School Renovation	May ’13 through Sep. ’13 or May ’14 through Sep. ‘14

Source: Crain & Associates, March 2006.

- Temporary Parking Plan—Temporary off-site parking shall be provided at a designated off-site location(s) such as the Sherman Oaks Fashion square parking lot or the Sunkist Building lot whenever there is insufficient space for construction workers and/or faculty/staff members to park on site. The School shall implement a parking plan involving the temporary off-site location(s) and shuttle service to accommodate either the construction workers and/or faculty/staff members.

- School Visitor Parking—The School shall make interim operational changes and reassign existing parking areas to accommodate visitor parking needs, as necessary. The School shall manage its visitation schedule during class hours so that parking demand by visitors does not occur during the student arrival and departure periods.

- Parking for After-School Activities—Parking demand associated with after-school activities shall be addressed as follows to prevent the use of street parking during construction:

  – The School shall use the athletic field and other open areas on campus, to the extent feasible, for overflow parking during its more popular non-field athletic games, with team practices that rely on the field scheduled around these game dates.

  – The School shall schedule its more heavily attended interscholastic field games at “away” sites, such as the opposing team’s home field or a nearby neutral site, whenever feasible and when on-site parking is inadequate to accommodate all users.

  – The School shall manage its calendar for after-school activities to minimize overlap of popular athletic games.

- Parking for Annually Scheduled School Functions – Parking demand associated with most active annually scheduled School functions shall be addressed as follows:

  – Construction Rescheduling and Off-Site Parking—No construction-related activity shall be scheduled during the annual Buckley School Fair or the Commencement proceedings. These two scheduled functions shall require the use of on-site parking in combination with an off-site parking program and shuttle service as is currently done.

  – Added Parking Management—A parking management program shall be undertaken for functions that are anticipated to use the combination of on-site and off-site parking in order to better manage the level of on-site parking usage that is otherwise anticipated. The parking management program will appeal to the need for families to go above and beyond their regular rideshare behavior to reduce parking demand and understand that on-street parking is prohibited on nearby streets.

(2) Operation

As discussed in Section II, Project Description of the Draft EIR, as part of the Campus Enhancement Plan, primary access to the site would continue to be provided by the main entrance at the southern terminus of Stansbury Avenue. The project would reconfigure a large portion of the existing surface parking area within the northern portion of the site to provide for a new arrival plaza. In addition, the project would include the construction of a new enclosed parking facility within the eastern portion of the campus. Primary access to the School would continue to be provided by the main driveway at the southern terminus of Stansbury Avenue. The project's new configuration would require all vehicles entering the Stansbury Avenue gate to proceed to the new arrival plaza, turn into the visitor parking lot, or enter the lower level of the new enclosed parking facility or continue straight to enter the upper level of the parking facility. Regular student, faculty/staff members, and visitors would not be permitted to travel beyond the northern portion of campus in order to facilitate the separation of pedestrians and vehicle traffic on campus. The gate at Camino de la Cumbre would continue to provide limited access for service vehicles, deliveries, some employees, athletic field access, and emergency access. The existing internal roadway through the campus would be redesigned as a pedestrian walkway only, with the exception of facilitating emergency vehicle access when necessary.

The new enclosed parking facility would include 127 parking spaces on the lower level and 113 parking spaces on the upper level for a total of 240 parking spaces, including standard, compact, and disabled-access spaces. Furthermore, approximately 66 surface parking spaces would remain throughout the campus for disabled-access, maintenance, and service vehicles. This would bring the total on-site parking capacity to approximately 306 spaces and when compared with the existing parking supply of 214 spaces, would increase the on-site parking supply by 43 percent. For the limited events on campus during which the parking demand is expected to exceed the parking supply, "stack parking", valet parking, and other methods would be used to accommodate the demand. With construction of the enclosed parking facility and the new arrival plaza on campus, traffic circulation would be improved on-site and School-related vehicles queuing on the adjacent residential street would be removed. The parking facility would provide increased vehicle queuing space on campus during the peak drop-off and pick-up periods, by utilizing both levels as needed by demand. The arrival plaza would provide the dual flexibility of bus queuing and loading space as well as overflow visitor and delivery parking during the off-peak hours. Parking attendants and security personnel would continue to direct traffic flow and student drop-off/pick-up process at the arrival plaza.

d. Analysis of Project Impacts

(1) Construction

(a) Intersections

As discussed above, construction activities would occur in three phases. Phase 1 would encompass an approximate 12-month time frame beginning in May 2009. Phase 2 would immediately follow in May 2011 and cover a period of approximately 18 months. Phase 3 would be staged over a two-year period beginning in May 2013, where Phase 3A would have a duration of approximately 12 months, after which both Phase 3B and Phase 3C would start. Phase 3B would occur over approximately 12 months, while Phase 3C would take approximately 20 months. The shortest phase, 3D, would overlap either with Phase 3A or 3B and 3C. For purposes of a "worst" case analysis, the overlapping of Phases 3B, 3C and 3D was also assumed. As discussed above, as currently planned, each construction phase would begin with an approximate two month period of minor preparatory work, with more intensive construction activities beginning in approximately May of each phase, coinciding with the end of the school year. Since few workers would be on-site during the two month preparatory period, only the periods of intensive construction, during which heavy-duty equipment would be used, are reflected in this construction traffic analysis. As also discussed above, the above construction schedule is tentative and may change due to unforeseen circumstances, in which case the above phasing may need to be adjusted. During construction, grading would require an estimated 15,674 cubic yards of cut and an estimated 15,674 cubic yards of fill, for a nearly balanced site in terms of earthwork. Some incidental import or export (i.e., less than 1,000 cubic yards) would also be required during Phase 2 and Phase 3.

Construction-related traffic would consist of trips generated by construction workers and truck trips delivering materials to the site and removing debris, soil, and other materials from the site. It is anticipated that construction workers would arrive at the site prior to 7:00 A.M. and leave by 4:00 P.M., without leaving the site throughout the day. In general, construction supervisors/managers would arrive earlier and leave later than construction workers and may make trips to and from the site during the work day. Visitors to the site are estimated to arrive between 8:00 A.M. and 5:00 P.M. Construction truck trips would arrive and depart between 7:00 A.M. and 5:00 P.M. On Saturdays, the initial arrival times to the site would be approximately one hour later. Construction workers and visitors would arrive from all over the Los Angeles region and are thereby, assumed to arrive from all directions. It is likely that most of this traffic would travel to the site via the Ventura (US-101) or San Diego Freeway (I-405).

The location where soil, debris, and other construction materials would be disposed of has not been determined. However, for purpose of this analysis, it is assumed that the Bradley Landfill in Sun Valley would receive these materials. Accordingly, it is assumed that haul trucks would travel north on Stansbury Avenue to Ventura Boulevard; east on Ventura Boulevard to Woodman Avenue; north on Woodman Avenue to the Ventura Freeway; east on the Ventura Freeway to the Hollywood Freeway; and north on the Hollywood Freeway to eventually reach the landfill. A specific staging area for construction has not been identified. However, for purposes of the traffic analysis, it was assumed that construction trucks would stage on Ventura Boulevard, which is frequently used for such purposes.

For purposes of a conservative analysis, it was assumed that all construction workers, supervisory and staff personnel, and site visitors would drive alone to the site and park their vehicles on site. In addition, haul, concrete, delivery and other heavy-duty construction truck trips were converted to passenger car equivalents (PCE) by using a multiplier factor. According to Circular Number 212 of the Transportation Research Board, truck trips would typically be converted using a PCE multiplier of 2.0. However, to ensure a further conservative analysis and to account for the effect of the hillside terrain around the site, a PCE factor of 2.5 was applied to medium duty or lighter delivery trucks, while a PCE factor of 3.0 was applied to heavy-duty delivery/hauling, concrete, bottom dump, and special use trucks.

As discussed in detail in the Traffic Study as provided in Appendix L of this EIR, construction of the project would generate a range of approximately 84 to 416 daily trips, with an average of 176 daily trips. As stated above, all of the construction trips are based on the highest daily construction-related traffic generated per week each month, rather than an average of all of the weeks each month. These trips are also based on a conservative assumption that all construction-related vehicles would park on-site throughout the construction process.

– The daily construction trips for each month of construction were then distributed and assigned to the 17 study segments evaluated, and added to the baseline volumes on those segments. The same amount of construction trips was assumed for both weekday and Saturday conditions. Based on the criteria described above, an impact assessment was made for each construction month for each study segment. This specific data is presented in the Traffic Study presented in Appendix L. The assessment indicates that all significant construction traffic impacts would occur only at the street segment of Stansbury Avenue south of Valley Vista Boulevard.

(b) Parking

All construction-related vehicles would be parked or stored in designated areas on-site to the extent possible. Once completed, the new parking facility, with approximately 240 spaces, would also be available for construction personnel parking. It is also possible that this facility could be in usable condition for construction personnel parking a few months prior to its estimated completion date of January 2011. School faculty/staff members would also park in the facility as much as possible after its completion. However, there is the likelihood that there would be occasions during construction when sufficient space is not available to park all users on-site. On those occasions, the School would implement a parking plan that provides temporary off-site parking for construction workers and, if necessary, faculty/staff and/or students. A shuttle service would be operated between the off-site parking location and the project site. Two possible locations for the off-site parking are the Sherman Oaks Fashion Square parking lot at the southwest corner of Riverside Drive and Woodman Avenue, and the Sunkist building parking lot at the southwest corner of Riverside Drive and Hazeltine Avenue. Both locations are approximately one mile from the project site. Under this parking plan, an adequate parking supply would be available to accommodate all construction- and School-related vehicles without the use of any on-street parking nearby. Therefore, no parking impacts due to construction-related activities are anticipated on the surrounding streets.

The School would also make interim operational changes as necessary to accommodate visitor parking needs. For example, the manner in which parking areas are currently used could be modified or reassigned, and visitor schedules could be revised to minimize overlaps with student drop-off/pick-up periods. Therefore, such interim operational changes, in conjunction with the off-site parking plan, would be expected to result in no parking impacts associated with school-day operations.

Parking demand for after-school athletic events during construction would be addressed through a combination of on-site and off-site parking, as not all of the School's student drop-off/pick-up capacity would be available nor sufficient to accommodate the parking demand of the more popular games. The School would also use its field for overflow stack parking during its more popular non-field athletic games, with team practices that rely on the field scheduled around these game dates. In addition, the School would schedule its more popular interscholastic field games at "away" sites, such as the opposing team's home field or a nearby neutral site, whenever feasible. The School would manage its calendar for after-school activities to minimize overlap of popular athletic games. Furthermore, the new parking facility would become available approximately in the middle of Phase 2, which would enhance the capability to accommodate the parking demand associated with after-school athletic events. With these features of the project construction period, no parking impacts due to School athletic events would be expected to occur.

The parking needs associated with the most active School functions during construction were also evaluated. Prior to the availability of the new parking facility proposed as part of Phase 2, the existing surface lots and field area would still be in place and could be used for organized parking as is done presently. Through implementation of organized parking, which may involve stacked parking, valet parking, or other methods, it is estimated that the campus could accommodate up to approximately 375 parked vehicles in the structure and on surface lots and areas. In addition, the project features outlined above would manage the anticipated parking demand and ensure that sufficient parking is provided on-site or at a designated parking lot off-site to prevent the use nearby street parking when annual School functions are held. Included in these project features is the provision that no construction-related activities are to be scheduled during the annual Buckley School Fair and Commencement proceedings.

Overall, with incorporation of the construction-related project features described previously, construction parking impacts would be less than significant.

(2) Operation

(a) Intersections

The analysis of project traffic impacts on the study intersections is based on a comparison of the baseline future (2014) "Without Project" traffic conditions against the future (2014) "With Project" traffic conditions. As discussed above, the future (2014) "Without Project" takes into account the effects of ambient growth and related projects. Table IV.J-7 on page 362 shows the CMA and LOS of the future (2014) "Without Project" conditions. As shown in this table, traffic conditions are expected to slightly deteriorate at all ten study intersections. Seven intersections would operate at unacceptable levels of service (LOS E or F) during one or more of the peak periods. Figure IV.J-3 through Figure IV.J-5 on pages 363 through 365 shows the future (2014) "Without Project" traffic volumes.

To calculate the incremental vehicle trips that would be generated by the project, the School's trip-generation rates for the A.M. peak-hour, School P.M. peak hour, and commuter P.M. peak-hour were applied to the proposed project's 80-student maximum enrollment increase. Based on these rates, the project would be expected to generate 329 net new daily vehicle trips as shown in Table IV.J-8 on page 366. During the A.M. peak-hour, a net increase of 75 trips (42 inbound and 33 outbound) would occur. During the School P.M. and commuter P.M. peak-hours,

Table IV.J-7

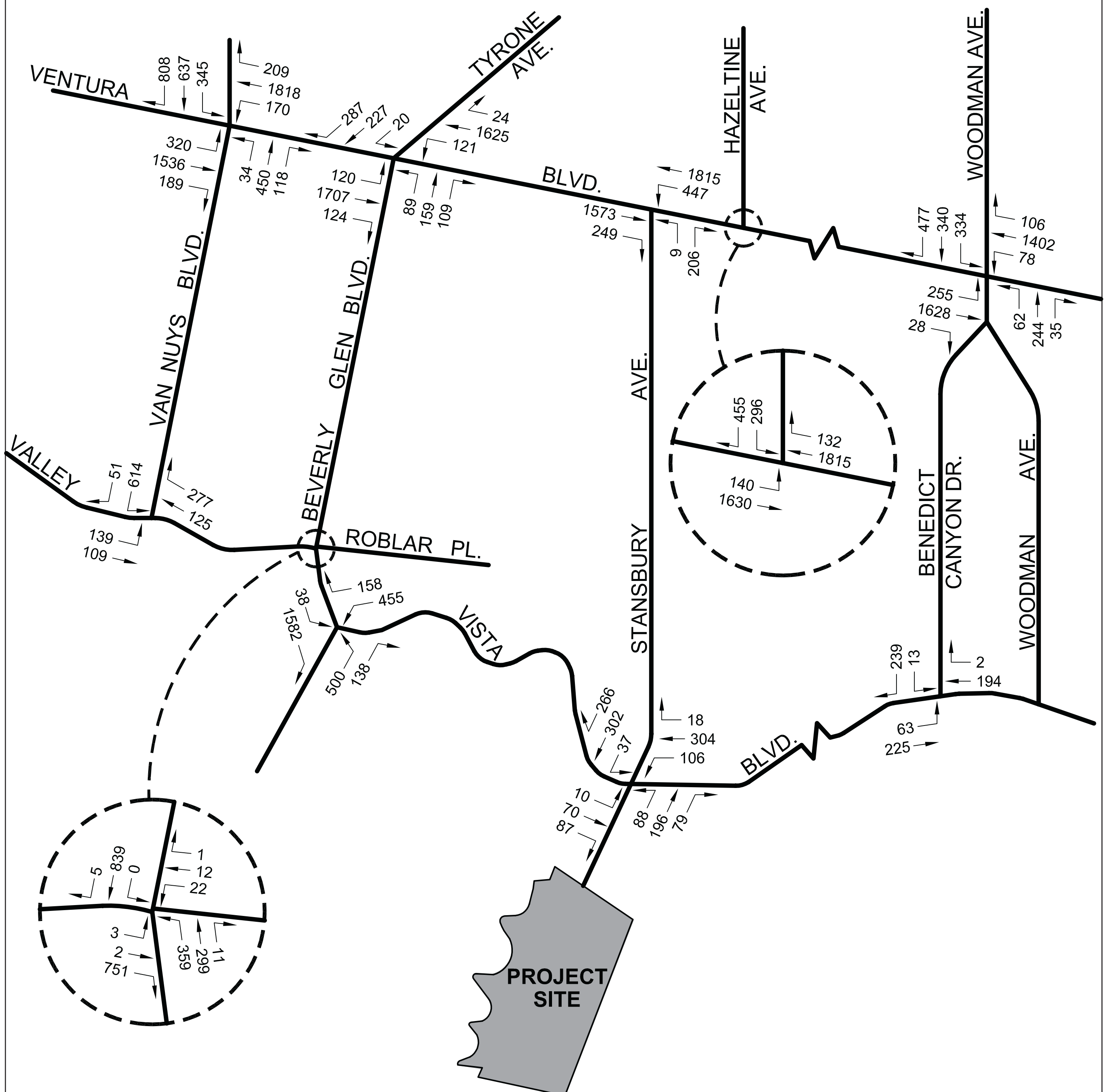
CMA and LOS Summary
Future (2014) Traffic Conditions—Without and With Project

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact
1.	Ventura Blvd. & Van Nuys Blvd.	A.M.	1.253	F	1.258	F	0.005
		School P.M.	1.301	F	1.305	F	0.004
		Commuter P.M.	1.412	F	1.414	F	0.002
2.	Ventura Blvd. & Beverly Glen Blvd./Tyrone Ave.	A.M.	0.802	D	0.809	D	0.007
		School P.M.	0.989	E	0.993	E	0.004
		Commuter P.M.	1.047	F	1.049	F	0.002
3.	Ventura Blvd. & Stansbury Ave.	A.M.	1.311	F	1.336	F	0.025*
		School P.M.	1.113	F	1.130	F	0.017*
		Commuter P.M.	1.197	F	1.205	F	0.008
4.	Ventura Blvd. & Hazeltine Ave.	A.M.	0.899	D	0.901	E	0.002
		School P.M.	0.813	D	0.815	D	0.002
		Commuter P.M.	0.865	D	0.866	D	0.001
5.	Ventura Blvd. & Woodman Ave.	A.M.	0.981	E	0.986	E	0.005
		School P.M.	0.942	E	0.945	E	0.003
		Commuter P.M.	1.068	F	1.070	F	0.002
6.	Valley Vista Blvd. & Van Nuys Blvd.	A.M.	0.732	C	0.733	C	0.001
		School P.M.	0.538	A	0.539	A	0.001
		Commuter P.M.	0.632	B	0.632	B	0.000
7.	Valley Vista Blvd./Roblar Pl. & Beverly Glen Blvd.	A.M.	1.106	F	1.109	F	0.003
		School P.M.	0.767	C	0.769	C	0.002
		Commuter P.M.	0.787	C	0.789	C	0.002
8.	Valley Vista Blvd. (South) & Beverly Glen Blvd.	A.M.	1.043	F	1.058	F	0.015*
		School P.M.	1.595	F	1.605	F	0.010*
		Commuter P.M.	1.655	F	1.661	F	0.006
9.	Valley Vista Blvd. & Stansbury Ave.	A.M.	1.131	F	1.168	F	0.037*
		School P.M.	0.590	A	0.616	B	0.026
		Commuter P.M.	0.584	A	0.594	A	0.010
10.	Valley Vista Blvd. & Benedict Canyon Dr.	A.M.	0.360	A	0.367	A	0.007
		School P.M.	0.289	A	0.293	A	0.004
		Commuter P.M.	0.342	A	0.345	A	0.003

* *Denotes significant project traffic impact, prior to implementation of project mitigation*

Note: These CMA values, excerpted from the traffic study prepared by Crain & Associates dated March 2006 (included as Appendix L), differ slightly from the CMA values presented in the Los Angeles Department of Transportation traffic assessment letter dated September 27, 2006 (Appendix L-1). The slight variations are generally attributable to differences in assumptions regarding traffic flow and capacity conditions at the study intersections, which in this case did not result in any different conclusions regarding the study intersections that would experience significant impacts as a result of the project. However, due to these minor differences, the traffic study concluded that three intersections would be significantly impacted during two peak hours (the A.M. peak hour and the School afternoon peak hour), whereas the LADOT traffic assessment letter concluded that those intersections would be significantly impacted only during the A.M. peak hour. Nevertheless, LADOT's traffic assessment letter concluded that the traffic study "adequately describes the project-related impacts of the proposed development," and therefore the Draft EIR incorporates the impact conclusions of the traffic study to provide a more conservative analysis.

Source: Crain & Associates, March 2006.



Not to scale

Source: Crain & Associates

PCR

Figure IV.J.3
Future (2014) Without Project
Traffic Volumes AM Peak Hour

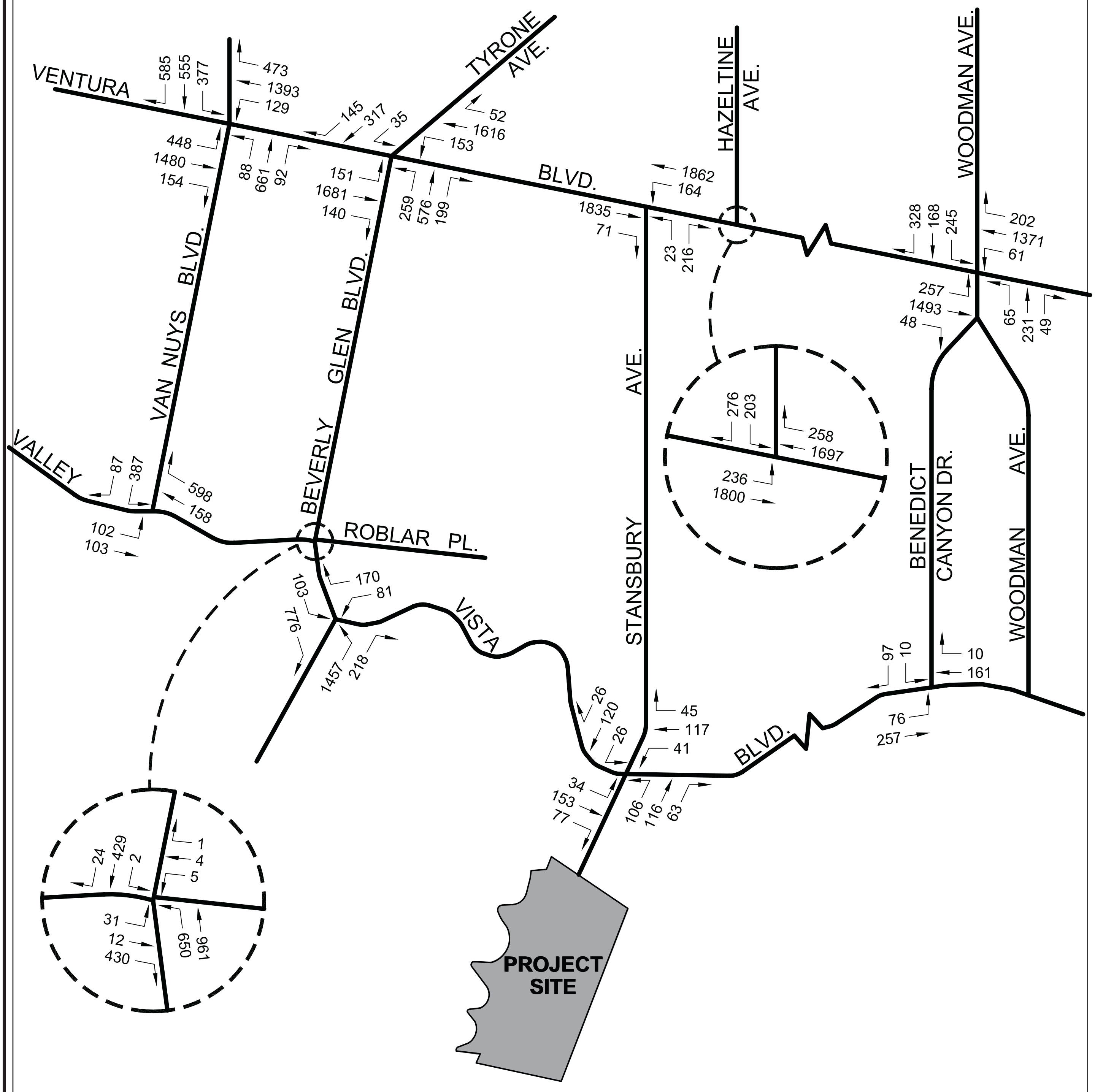
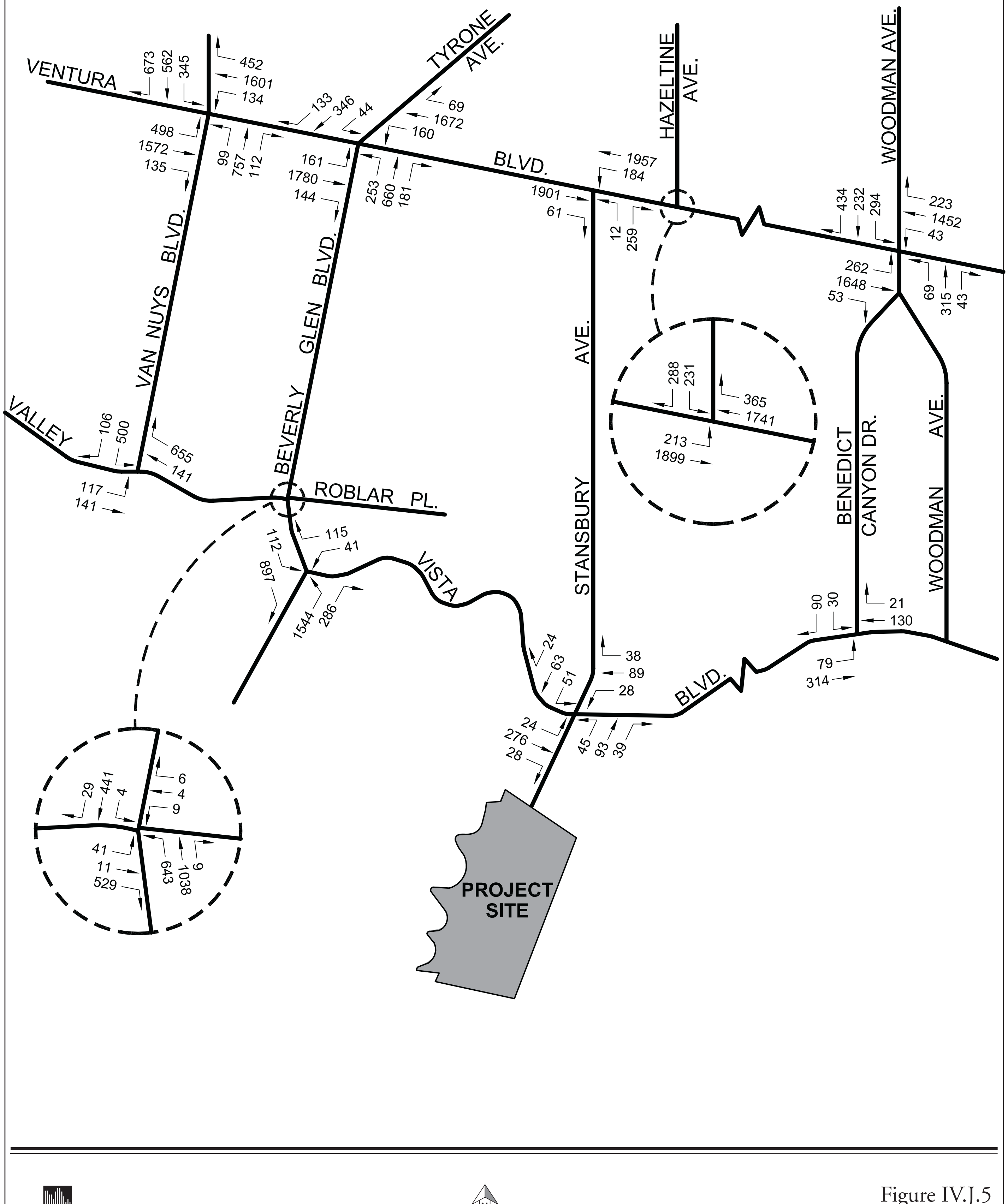


Figure IV.J.4
Future (2014) Without Project
Traffic Volumes School PM Peak Hour

Not to scale

Source: Crain & Associates, 2006

PCR



Source: Crain & Associates, 2006

Figure IV.J.5
Future (2014) Without Project
Traffic Volumes Commuter PM Peak Hour

Table IV.J-8

Project Traffic Generation

	A.M. Peak Hour			School P.M. Peak Hour			P.M. Peak Hour		
Daily	**Inbound**	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**
329	42	33	75	22	25	47	9	16	25

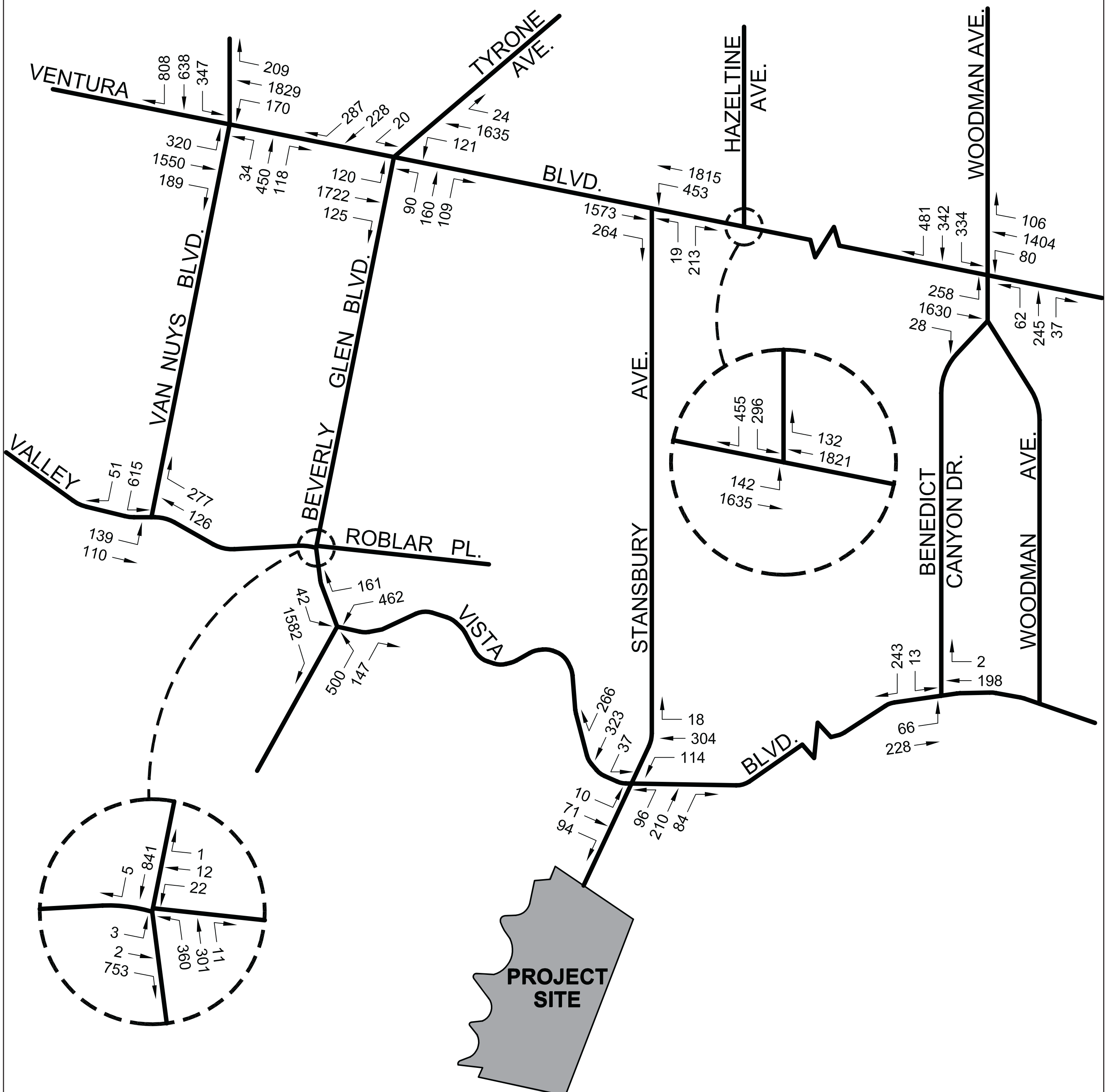
Source: Crain & Associates, March 2006.

a net increase of 47 trips (22 inbound and 25 outbound) and 25 trips (9 inbound and 16 outbound) would occur respectively.

To determine future (2014) "With Project" traffic conditions, the project trips during the peak hours described above were added to those that would occur under the future (2014) "Without Project" conditions. These future "With Project" conditions were then compared with the future "Without Project" conditions to determine the change in the V/C ratio (i.e., the CMA value) resulting from the project. This value was then compared with the threshold above to determine whether any intersections would be significantly impacted. Figure IV.J-6 through Figure IV.J-8 on pages 367 through 369 shows the future (2014) With Project traffic volumes. As shown in Table IV.J-7, while the peak-hour conditions would change only nominally with the project, the project would significantly impact three intersections: (1) Ventura Boulevard and Stansbury Avenue during the A.M. and School P.M. peak hours; (2) Valley Vista Boulevard (South) and Beverly Glen Boulevard during the A.M. and School P.M. peak hours; and (3) Valley Vista Boulevard and Stansbury Avenue during the A.M. peak hour. As described below, proposed mitigation measures would reduce these significant intersection impacts to levels that are less than significant.

(b) Residential Street Segments

Similar to the analysis of intersection impacts, the analysis of residential street impacts is based on a comparison of the baseline future (2014) "Without Project" traffic conditions against the future (2014) "With Project" traffic conditions. Table IV.J-9 on page 370 shows the forecasted traffic volumes with and without the project for the future study year 2014. Based on the thresholds provided above, impacts on the residential street segments would be less than significant with the exception of Stansbury Avenue south of Valley Vista Boulevard. As shown in this table, the project would add approximately 293 net daily trips to Stansbury Avenue south of Valley Vista Boulevard and thus, would significantly impact this residential street segment. As discussed below, a mitigation measure is proposed to reduce impacts at this street segment to a level that is less than significant.



Not to scale

Source: Crain & Associates, 2006

Figure IV.J.6
Future (2014) With Project
Traffic Volumes AM Peak Hour

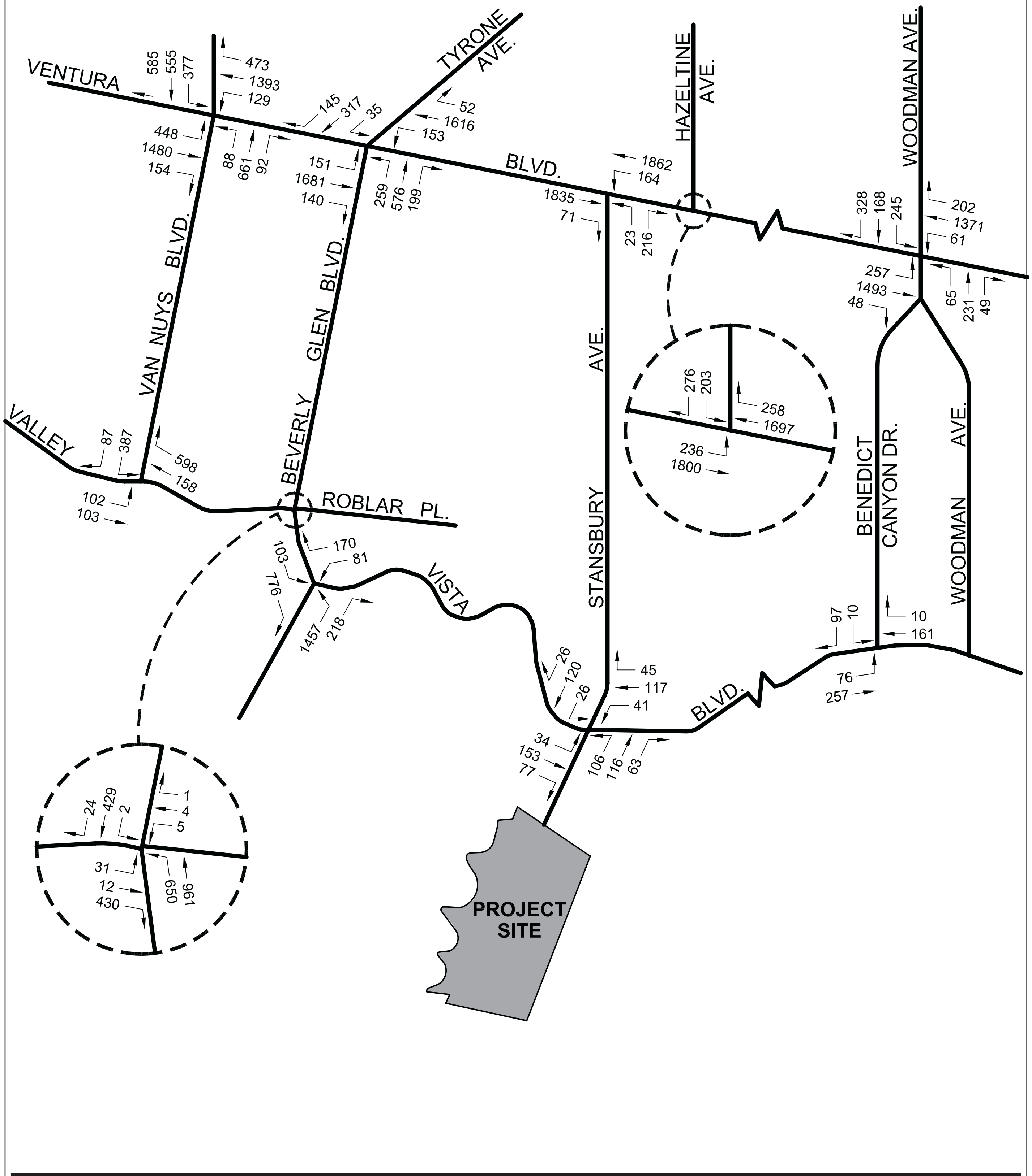
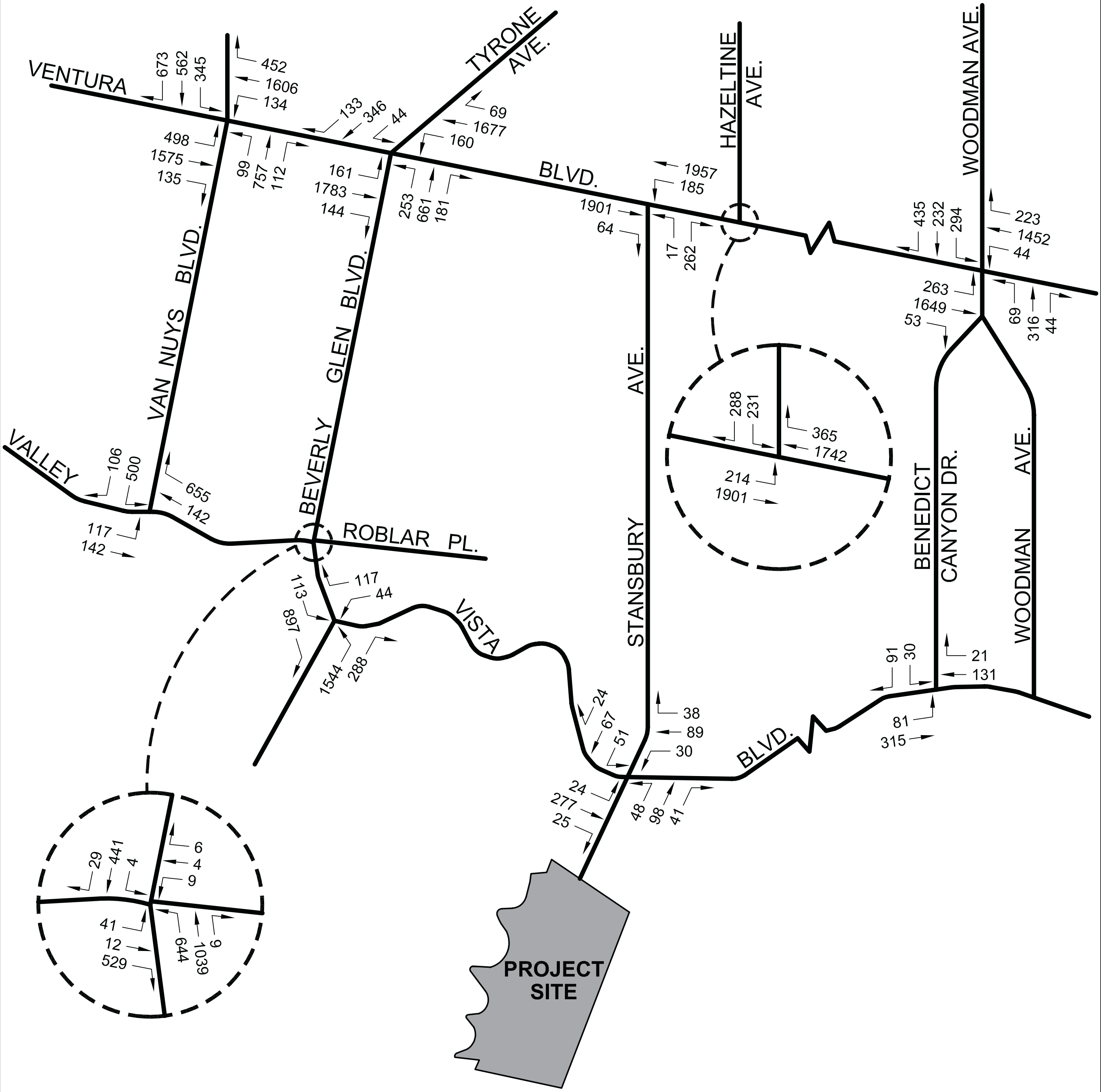


Figure IV.J.7
Future (2014) With Project
Traffic Volumes School PM Peak Hour

Source: Crain & Associates, 2006

PCR



Source: Crain & Associates, 2006

PCR

Figure IV.J.8
Future (2014) With Project Commuter Traffic Volumes PM Peak Hour

Table IV.J-9

Residential Street Traffic Impact Analysis—Future (2014) ADT

No.	Street Segment	Without Project	Project Traffic	With Project	Percent Project Traffic
1.	Stansbury Ave. north of Valley Vista Blvd.	4,253	156	4,409	3.54%
2.	Stansbury Ave. south of Valley Vista Blvd.	2,506	293	2,799	10.47%*
3.	Valley Vista Blvd. east of Stansbury Ave.	5,301	66	5,367	1.23%
4.	Valley Vista Blvd. west of Stansbury Ave.	5,787	80	5,867	1.36%
5.	Greenleaf St. west of Stansbury Ave.	2,041	0	2,041	0%
6.	Dickens St. west of Stansbury Ave.	4,132	0	4,132	0%
7.	Camino de la Cumbre west of Stansbury Ave.	1,393	9	1,402	0.64%
8.	Camino de la Cumbre south of Valley Vista Blvd.	1,145	36	1,181	3.05%

* *Denotes significant project traffic impact, prior to implementation of project mitigation.*

Source: Crain & Associates, March 2006.

(c) Regional Transportation System (CMP Impacts)

As indicated above, the intersections of Ventura Boulevard/Woodman Avenue, located one mile northeast of the project site, and Ventura Boulevard/Sepulveda Boulevard, located two miles northwest of the project site, are designated CMP monitoring intersections within the project vicinity. Based on the traffic study provided in Appendix L of this EIR, the Ventura Boulevard/Woodman Avenue intersection would experience a net increase of 18 trips during the A.M. peak hour, 11 project trips during the School P.M. peak hour, and 6 trips during the commuter P.M. peak hour as a result of the project. For the Ventura Boulevard/Sepulveda

Boulevard intersection, the project would add 25 net new trips during the A.M. peak hour, 15 trips during the School P.M. peak hour, and 8 trips during the commuter P.M. peak hour. Thus, the proposed project would not add 50 or more trips to the two CMP intersections and impacts would be less than significant. No further CMP intersection analysis is necessary.

The CMP also requires that any freeway segment where a project is expected to add 150 or more trips in any direction during the A.M. or P.M. peak hours also be analyzed. As shown in Table IV.J-8 on page 366, the maximum number of trips to be generated for a peak hour would be 42 inbound trips during the A.M. peak hour. Therefore, as the peak-hour trips expected to use the freeway network for project site access are substantially less than the freeway threshold of

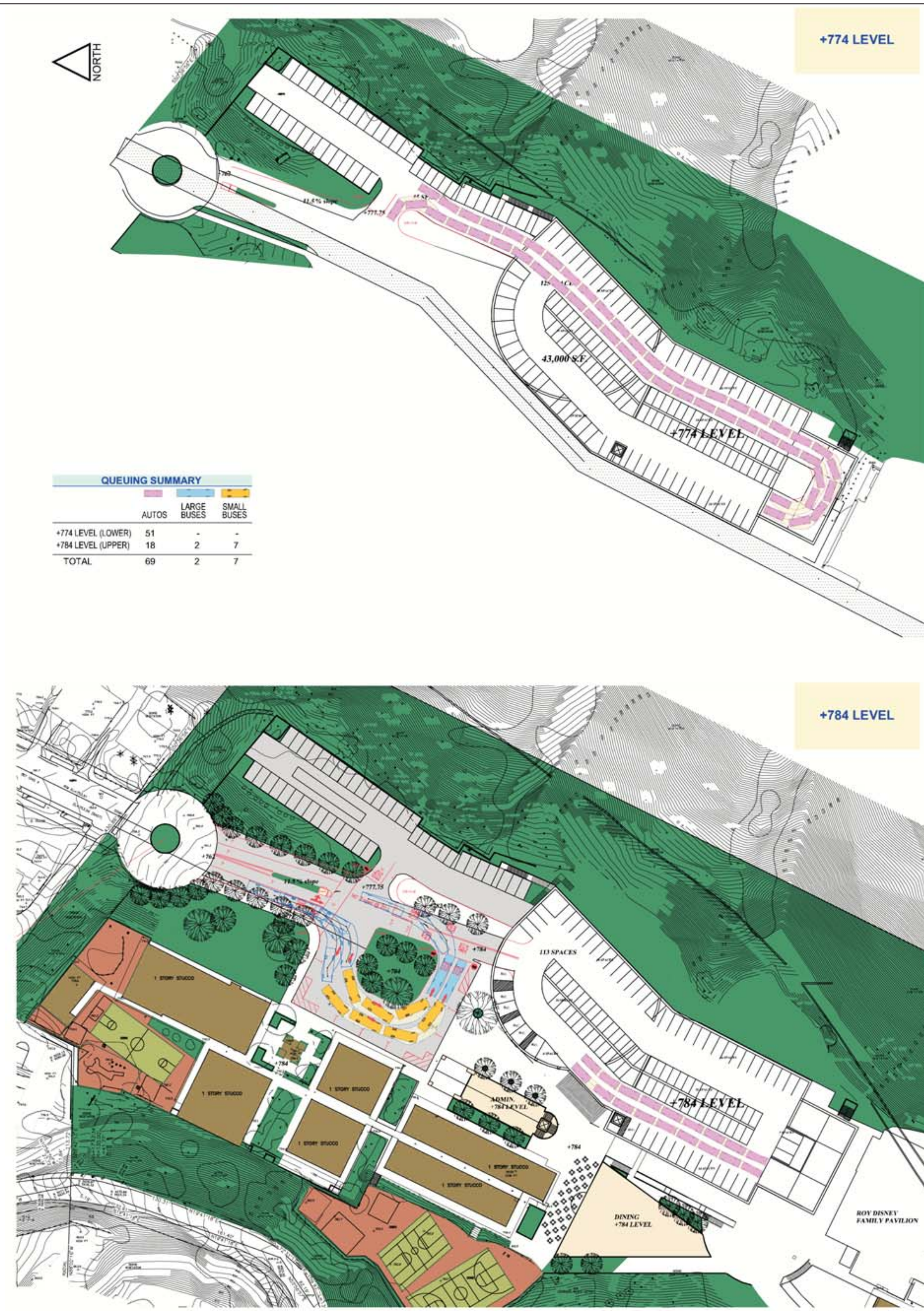
150 directional trips, impacts to the freeways would be less than significant. No further analysis of CMP freeway analysis is necessary.

(d) Public Transit and School Transit

With regard to public transit, due to the absence of bus stops closer than Ventura Boulevard and the existing use of an independent school bus provider to provide a busing program for Buckley students, it is anticipated that the use of the public bus transit systems by the School would continue to be minimal. Any increase in the use of public transit use in the project area resulting from the increased enrollment would be expected to be nominal and would adequately be accommodated by existing public transit buses and routes. Thus, the project would not cause a substantial increase on the ridership of any bus lines operating in excess of their capacity and impacts associated with public transit would be less than significant. In addition, the existing bus program operated by the School, which includes eight buses serving eight different geographic areas, has adequate capacity to accommodate any increased demand for busing generated by the project.

(e) Access and Queuing

Primary access to the School would continue to be provided via the main driveway on Stansbury Avenue. In order to eliminate the off-site vehicle queuing which typically occurs on Stansbury Avenue, the existing front parking lot at the northeastern portion of the site would be redesigned to provide adequate site access and circulation for the visitor parking lot, the enclosed parking facility, and the new arrival plaza. The project's proposed new configuration of circulation space would require all vehicles entering the Stansbury Avenue gate to proceed to the new areas arrival plaza, visitor parking area, or enter the enclosed parking facility. The new parking facility, including its access connection, will provide a queuing capacity for approximately 51 vehicles on the lower level and approximately 18 vehicles on the upper level, for a total of 69 vehicles. Vehicles in queue for peak drop-off or pick-up activities would enter campus via Stansbury Avenue and turn left to enter the lower level of the parking facility, where dual queuing lanes would form and continue to circle up the ramp to the upper level before stopping at the northwest area of the parking facility for supervised loading/unloading activities. After completing the pick-up or drop-off activities, vehicles would exit the upper level of the parking facility without interfering with entering vehicles on the lower level. Figure IV.J-9 on page 372 illustrates the access and circulation scheme proposed for the project. Parking attendants and security personnel would continue to direct traffic flow and student drop-off/pick-up process at the Stansbury Avenue driveway and on site in order to maximize the efficiency of the planned loading area and to eliminate the vehicle queues on Stansbury Avenue.



QUEUING SUMMARY

	AUTOS	LARGE BUSES	SMALL BUSES
+774 LEVEL (LOWER)	51	-	-
+784 LEVEL (UPPER)	18	2	7
TOTAL	69	2	7

PCR

Figure IV.J-9
Proposed Accessing and Queuing Scheme

Source: Crain & Associates, 2006

The new arrival plaza would also serve to maximize the vehicle queuing capacity of the campus by enabling nine buses to stage on site for student loading and unloading but outside the main vehicle circulation and queuing areas. The buses, once loaded, would have priority egress from the site, much as they do now, which would then open the bus staging area to passenger vehicle use during the off-peak period. Under the proposed project, the existing vehicle queuing on Stansbury Avenue would be eliminated. Thus, the project would improve on-site access and circulation, and impacts would be less than significant. Other access and queuing schemes for the proposed project were considered and evaluated during the preliminary design process but were rejected as the currently proposed scheme allows for increased area for vehicular movements, greater queuing capacity, and less removal of on-site parking spaces.

With regard to emergency access, project construction features would be incorporated to ensure adequate emergency access. Specifically, as discussed above, construction vehicles would be prohibited from traveling on Camino de la Cumbre and on Valley Vista Boulevard east of Stansbury Avenue except in cases of emergency. During operation, the project's new arrival plaza and new parking facility would enable vehicular queues associated with the daily student drop-off and pick-up activities to be contained on site, which in turn would facilitate the movement of emergency vehicles in and around the site perimeter. Furthermore, the project's proposed pedestrian walkway, which would be developed in accordance with applicable safety standards set forth in the City Code, would be available for emergency vehicle access if necessary. With the proposed access and circulation scheme, increased parking, and expanded queuing capacity, adequate emergency access would be maintained. Additionally, during emergencies, the School would implement established emergency response and/or evacuation procedures. For emergencies when evacuation of the entire campus is required, emergency evacuation procedures would be undertaken by the School. Emergency team members would be responsible for leading students to the off-campus evacuation site at Van Nuys-Sherman Oaks Park on Huston Street, just west of Hazeltine Avenue and north of Riverside Drive. School faculty and staff would also facilitate the safe crossing of the students at major intersections. Based on the above, the project's impacts on emergency access would be less than significant.

(f) Parking

Vehicle counts were conducted to calculate parking demand at the project site. Based on these counts taken on site at the campus and off-site parking lots, the maximum parking demand for the School would be 246 spaces with the increase in students and staff, which would occur at approximately 3:00 P.M. As analyzed in more detail in the Traffic Study, to provide adequate parking and ensure proper circulation, approximately 10 percent additional spaces should be provided above the 246 spaces demanded, or at least 270 parking spaces to accommodate the increase in students. As described above, a new, two-level parking facility is proposed as part of the project. The parking facility would provide 240 total parking spaces, with 127 spaces on the lower level and 113 spaces on the upper level. In addition, approximately 66 other surface parking spaces would be available throughout the campus for disabled-access and maintenance/service vehicles. Upon project completion, 306 parking spaces would be available on site. In addition, for most large functions or events on campus for which the parking demand is expected to exceed the parking supply, "stack" parking, valet parking, and/or other methods to increase on-site parking capacity would be used to accommodate the demand similar to special event parking programs at other independent schools. Two events, the Annual Fair and the Commencement proceedings, would continue to require supplemental parking off-site with shuttle service to and from the School. It is not anticipated that other School events would require off-site parking. Therefore, the project's parking supply, along with the supplemental off-site parking and shuttle service for two special events, would be sufficient to meet parking demand, and impacts on parking would be less than significant.

As discussed in the Traffic Study presented in Appendix L of this EIR, the parking demand study undertaken for the project determined a daily demand for 270 parking spaces on-site. Based on LAMC parking requirements (i.e., based on the largest assembly use for the facilities shared by the Middle and Upper Schools and one space per classroom for the Lower School), the project would be required to provide a total of 216 parking spaces; however, since this amount is less than the existing CUP parking requirement of 230 spaces, it has not been applied as the project parking requirement. To be further conservative, the Traffic Study evaluated a hypothetical parking demand based on concurrent use of two Upper School assembly spaces (i.e., the existing Disney Pavilion and the proposed multipurpose room), yielding a need for 294 spaces. As stated earlier, approximately 306 parking spaces would be provided on-site, which would provide a surplus beyond the maximum hypothetical parking demand, the actual daily parking demand, as well as the code-required parking supply. Thus, the project's proposed parking supply would be more than adequate.

(g) Pedestrian/Bicycle Safety

The planned pedestrian oriented walkway through the campus would improve on-site safety by separating students, faculty, and staff from most vehicles accessing the site. The pedestrian walkway would be developed in accordance with applicable City requirements, including those for fire safety (e.g., per Los Angeles City Fire Code requirements, the walkway would also function as an emergency fire lane). No non-emergency vehicles would be allowed to travel along the pedestrian walkway/fire road to the southerly portion of campus due to safety reasons. Furthermore, the project would provide improved access and circulation on-site, thereby minimizing the potential for pedestrian/vehicle and bicycle/vehicle conflicts. The project's impacts related to pedestrian/bicycle safety would be less than significant.

(h) Consistency with Plans

As analyzed above, the project would not add 150 or more trips to a freeway in any direction and would not add 50 or more trips to any CMP intersections during the peak hours. Thus, the project would not meet the CMP requirements that require further CMP intersection and freeway analysis. As such, the project would be consistent with the 2004 CMP for Los Angeles County. Furthermore, as shown in Table IV.J-10 on page 376, the project would be consistent with the applicable transportation policies of the Community Plan.

3. CUMULATIVE IMPACTS

The traffic models utilized in the above analysis incorporated forecasted traffic increases due to ambient growth and related projects through the future study year (2014). Furthermore, the CMP analysis presented above evaluates traffic impacts on a larger, regional scale. Therefore, cumulative impacts on intersections, residential neighborhoods, and regional transportation system as a result of the proposed project have been analyzed. Impacts pertaining to site access/queuing are localized impacts. As there are no other related projects within the immediate project vicinity, the project would not contribute to cumulative impacts for these issue areas. With regard to parking and emergency access, it is anticipated that future related projects would be subject to City review to ensure that adequate parking and access would be maintained in the project vicinity. Therefore, cumulative impacts related to these issues would be less than significant.

4. MITIGATION MEASURES

a. Construction

As analyzed above, no mitigation measures are feasible which could reduce construction traffic impacts to a level that is less than significant. However, to minimize construction-related traffic impacts and to address neighborhood concerns, the following mitigation measures are proposed:

Mitigation Measure J-1: Temporary "Truck Crossing" warning signs shall be placed in each direction in advance of the intersection of Stansbury Avenue and Valley Vista Boulevard.

Mitigation Measure J-2: A flag person or persons shall be positioned near the project site to assist truck operators in entering and exiting the project area, and to help minimize conflicts with pedestrians and other motorists.

Table IV.J-10

Project Consistency with Community Plan Policies

Community Plan Policy	Analysis of Consistency
Policy 11-1.1 – Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., car pools, vanpools, buses, flex time, bicycles, and walking etc.)	The project would continue to utilize the eight bus routes, as well as the late bus service, to transport students to and from the project site. In addition, Mitigation Measure IV.J-1 is proposed that would require the submittal of a TDM Plan to the City. The TDM plan would encourage alternatives to the automobile. Thus, the project would be consistent with Policy 11-1.1 of the Community Plan.
Policy 11-1.3 – Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.	Mitigation Measure IV.J-1 is proposed that would require the submittal of a TDM Plan to the City. The goal of the TDM plan would be to reduce trips so that there would be no increase in daily vehicle trips over existing conditions. Thus, the project would be consistent with Policy 11-1.3 of the Community Plan.
Policy 13-1.1 – Maintain a satisfactory LOS for streets and highways that should not exceed LOS “D” for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS “E” or LOS “F” on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS “E”.	As analyzed above, seven intersections are projected to operate at LOS E or F in the future year 2014 even without implementation of the project. The project would result in significant impacts to three of these intersections. However, with the implementation of mitigation measures, impacts attributable to the project would be less than significant. In addition, with the proposed mitigation measures, the project would actually improve the LOS at two of the three intersections when compared with future conditions without the project. Thus, the project would help to support Policy 13-1.1 of the Community Plan.
Policy 13-1.4 – New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.	As analyzed above, the project is designed to provide improved on-site access and circulation. A new enclosed parking facility with an expanded student pick-up/drop-off area would be constructed to provide sufficient parking and queuing capacity for vehicles on campus. The new arrival plaza would also serve to maximize the vehicle queuing capacity of the campus by enabling buses to stage on site for student loading and unloading. Thus, the project would be consistent with Policy 13-1.4 of the Community Plan.
Policy 13-2.1 – No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map, or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.	As analyzed above, prior to mitigation, the project would result in significant impacts to three study intersections and one residential segment. However, with implementation of the proposed mitigation measures, impacts would be reduced to less than significant levels. Thus, the project would be consistent with Policy 13-2.1 of the Community Plan.

Source: PCR Services Corporation, 2006.

Mitigation Measure J-3: To the greatest extent possible, the arrival and departure of construction trucks shall be minimized during peak student arrival and departure periods, and peak commuter periods.

b. Operation

As analyzed above, the project would significantly impact three study intersections and one residential street segment. The following mitigation measures are proposed to reduce such impacts to a level that is less than significant:

Mitigation Measure J-4: Transportation Demand Management (TDM) – Implement an enhanced TDM Plan that improves carpooling and bus ridership for students and achieves at least a 40 percent reduction in project daily trips (75 trips in the A.M. peak hour). The ultimate goal of the TDM Plan would be to reduce project trips so there would be no increase in daily trips above that currently generated by the site. This will result in a trip ceiling of 702 trips in the A.M. peak hour. The TDM plan shall encourage the use of rideshare/carpool, public transportation and privately operated bus shuttle services. The final TDM Plan would be refined in consultation with LADOT. This plan shall be submitted to the DOT Development Review Section for approval at the beginning of each school year. (Refer to Appendix L of this EIR for a draft of the proposed TDM Plan).

Mitigation Measure J-5: Ventura Boulevard and Stansbury Avenue – Widen Stansbury Avenue by 10 feet along the east side of Stansbury Avenue between Ventura Boulevard and the alley south of Ventura Boulevard.[154] Restripe Stansbury Avenue to provide one exclusive left-turn lane and one exclusive right-turn-only lane in the northbound direction.

Mitigation Measure J-6: Valley Vista Boulevard and Stansbury Avenue – Stripe southbound Stansbury Avenue and eastbound Valley Vista Boulevard to each provide one left-turn/through shared lane and one right-turn-only lane in the southbound and eastbound directions.[155] The removal of approximately three on-street parking spaces would be required along the west side of Stansbury Avenue north of the intersection, in addition to approximately one to two on-

---

[154] *These transportation 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 DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator to arrange a pre-design meeting to finalize the design for the required transportation improvements. Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements. Any street dedication shall be completed through the Department of Public Works, Bureau of Engineering, Land Development Group, before the issuance of any building permit for this project.*

[155] *This mitigation measure, which was required by LADOT in its traffic assessment letter (included as Appendix L-1), reflects a slight variation from the mitigation measure for this intersection recommended in the traffic study, but mitigates significant impacts at the intersection to a less than significant level to generally the same degree.*

street parking spaces along the south side of Valley Vista Boulevard west of the intersection.

Mitigation Measure J-7: Stansbury Avenue – All student drop-off and loading shall take place entirely on-site, without any on-street student drop-off. The School shall prepare a student drop-off and pick-up plan to be reviewed by the LADOT district office. The plan shall include provisions for staggered drop-off and pick-up hours so as to reduce queuing on-site. The plan shall also include provisions for penalties for parents who do not follow the drop-off and pick-up rules. The plan shall also include a site plan of the school with the drop-off and pick-up areas clearly designated.

Mitigation Measure J-8: Compliance Report - The applicant shall be required to hire a licensed traffic engineer as a consultant to conduct traffic trip counts at the school and submit a Compliance Report to DOT during the fall of each year. The applicant shall be required to submit the fall Compliance Report before the end of November of each year. If the school exceeds its trips ceiling (i.e., 702 trips in the A.M. peak hour), the school shall conduct new counts and submit a spring Compliance Report before the end of April of each year. In the event that the applicant is not in compliance with the trip ceiling in the spring Compliance Report, the applicant shall be required to pay a $1,000 (one thousand dollars) penalty to the City of Los Angeles for each A.M. trip that the school generates in excess of its trip ceiling or reduce the student enrollment for the following school year an amount equal to the number of peak hour trips exceeded during the previous year. If the project trip generation proves to be in compliance with the established trip ceiling for five consecutive years the applicant shall no longer be required to submit the Compliance Reports to DOT.

Mitigation Measure J-9: Site Access and Circulation - 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. It needs to be substantially in conformance with the design submitted to DOT on August 4, 2006 as part of the On-Site Queuing Capacity Analysis.

Mitigation Measure J-10: Site Access and Circulation - Final DOT approval shall be obtained regarding the project's driveways, internal circulation and parking schemes 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 DOT's Valley Development Review Section.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

As shown in Table IV.J-11 and Table IV.J-12 on page 380, implementation of the above mitigation measures would reduce operational traffic impacts at the three intersections and residential street segment to levels that are less than significant.

Temporary construction-related traffic impacts would remain significant even after the implementation of mitigation measures. There are no feasible mitigation measures which could reduce construction-traffic impacts to levels that are less than significant. The only reasonable alternative mitigation would be to extend the construction time frame so that there would be less construction personnel and vehicles on site at any give time. However, such a measure would be inefficient as well as costly and would prolong disruption to School operations and the surrounding neighborhood. Nevertheless, the mitigation measures above would help to minimize construction impacts to the extent possible.

Table IV.J-11

CMA and LOS Summary
Future (2014) Traffic Conditions—With Project, Plus Mitigation

			Without Project		With Project			With Project + Mitigation		
No.	**Intersection**	**Peak Hour**	**CMA**	**LOS**	**CMA**	**LOS**	**Impact**	**CMA**	**LOS**	**Impact**
3.	Ventura Blvd. &	A.M.	1.311	F	1.336	F	0.025*	1.151	F	-0.160
	Stansbury Ave.	School P.M.	1.113	F	1.130	F	0.017*	1.039	F	-0.074
		Commuter P.M.	1.197	F	1.205	F	0.008	1.113	F	-0.084
8.	Valley Vista Blvd. (S) &	A.M.	1.043	F	1.058	F	0.015*	1.052	F	0.009
	Beverly Glen Blvd.	School P.M.	1.595	F	1.605	F	0.010*	1.601	F	0.006
		Commuter P.M.	1.655	F	1.661	F	0.006	1.658	F	0.003
9.	Valley Vista Blvd. &	A.M.	1.131	F	1.168	F	0.037*	0.886	D	-0.245
	Stansbury Ave.	School P.M.	0.590	A	0.616	B	0.026	0.601	B	0.011
		Commuter P.M.	0.584	A	0.594	A	0.010	0.586	A	0.002

* *Denotes significant project traffic impact, prior to implementation of project mitigation.*

Source: Crain & Associates, March 2006.

Table IV.J-12

Residential Street Traffic Impact Analysis
Future (2014) Average Daily Traffic Conditions—With Project, Plus Mitigation

No.	Street Segment	Without Project	Project Traffic	With Project	Percent Project Traffic	With Project + Mitigation	Percent Project Traffic
2.	Stansbury Ave. South of Valley Vista Blvd.	2,506	293	2,799	10.47%	2,682	6.56%

* *Denotes significant project traffic impact, prior to implementation of project mitigation.*

Source: Crain & Associates, March 2006.