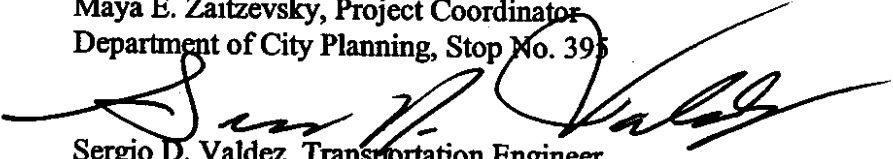


**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

I-210 Freeway & La Tuna Canyon Road
DOT Case No. SFV 03-009

Date: December 31, 2003

To: Maya E. Zaitzevsky, Project Coordinator
Department of City Planning, Stop No. 395

From: 
Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **DRAFT ENVIRONMENT IMPACT REPORT FOR THE PROPOSED 280 SINGLE FAMILY DWELLING UNITS (CANYON HILLS) AND AN EQUESTRIAN PARK AT I-210 FREEWAY AND LA TUNA CANYON ROAD. (ENV-2002-2481-EIR)**

The Department of Transportation (DOT) has completed the review of the Draft Environment Impact Report (DEIR) for the proposed 280 single-family dwelling units and an equestrian park in Tujunga. The proposed development will be constructed on approximately 887 acres of vacant land. The development will be located on approximately 202 acres, with the remaining 685 acres preserved as open space. Construction is estimated to begin in 2004, with an estimated completion in 2009. This DEIR comments are based on the traffic study prepared by Linscott, Law, and Greenspan Engineers or LLG (March 2003) contained in Appendix J of the DEIR by Christopher A. Joseph & Associates (October 2003) and the DOT's traffic assessment letter dated July 17, 2003 and August 1, 2003.

After careful review of the pertinent data, DOT has determined that the DEIR adequately describes the anticipated traffic impacts of the proposed development which is expected to significantly impact one of the nine studied intersections at I-210 Freeway westbound ramps and La Tuna Canyon Road/Future Development "A" project driveway. The impact at this intersection can be mitigated to less than significant by the developer through funding the design and installation of a traffic signal compatible with ATSAC /ATCS for this intersection.

191-1

The above transportation improvements, including all necessary dedications, widening, and signal installation, shall be guaranteed before the issuance of any building permit through the B-Permit process of the Bureau of Engineering and encroachment permit of Caltrans. Prior to setting the bond amount of the B-Permit, the BOE shall require that the developer's engineer or contractor to contact DOT's B-Permit Coordinator at (213) 580-5322 to arrange a pre-design meeting to finalize the design for the required transportation improvements. These measures shall be constructed and completed, before the issuance of any certificate of occupancy, to the satisfaction of DOT, the BOE, and Caltrans.

COMMENTS

- The second to the last paragraph on page IV.I-2 should read "The Foothill (Interstate 210) Freeway is a major freeway route that runs from the Ontario (I-15) Freeway in San Bernardino County to the east and joins..."
- Revise the following lane configurations in Figure IV.I-1:
 1. Show two-through eastbound approach lanes on Sunland Boulevard at the I-210 Freeway southbound off-ramp. (Intersection No. 1)
 2. Show two-through and one defacto right turn eastbound approach lanes on La Tuna Canyon Road at the I-210 Freeway southbound off-ramp. (Intersection No. 3)

191-2

191-3

- 3. Show two-through eastbound and one-through westbound approach lanes on La Tuna Canyon Road at the I-210 Freeway northbound off-ramp. (Intersection No. 4)
- 4. Show two-through, one-left turn northbound and two-through, one right-turn southbound approach lanes on Honolulu Avenue and Tujunga Canyon Boulevard, respectively, at La Tuna Canyon Road. (Intersection No. 6) 191-3
- 5. Show duel left-turn, one shared through/right-turn northbound and one left-turn, two-through, one defacto right-turn westbound approach lanes at Tujunga Canyon Boulevard and Foothill Boulevard. (Intersection No. 5)
- Figure IV.I-2 and Figure IV.I-3 do not appear to reflect the 2002 existing AM and PM peak hour traffic volume. Replace these with Figure 4 and 5 from the LLG's traffic study (March 2003). 191-4
- Add the following comments to the section concerning Construction Traffic on page IV.I-11:
 - a. "The equipment staging area and construction worker parking will not interfere with traffic on La Tuna Canyon Road and the I-210 ramp traffic when offsite staging/parking is necessary." 191-5
 - b. "All truck activities should be kept at minimal and restricted during the commute peak hours."
- Volumes at I-210 EB on-ramp and La Tuna Canyon Road on Figure IV.I-9 and Figure IV.I-10 should reflect the volumes on Figure 10 and 11 of the LLG's traffic study (March 2003), respectively. 191-6
- Figure IV.I-11 through Figure IV.I-16 should reflect those in Figure 12 through Figure 17 of the LLG's traffic study (March 2003), respectively. 191-7
- Project Requirements should be included on page IV.I-45 after the Mitigation Measures as follows:

PROJECT REQUIREMENTS

A. Highway Dedication and Improvements

La Tuna Canyon Road is a designated Secondary Highway in the Streets and Highways Element of the City's General Plan. La Tuna Canyon Road currently consists of a variable width roadway with predominantly unimproved sidewalk. Standard Plan S-470-0, effective November 10, 1999, dictates that the standard cross section for a Secondary Highway is a 35-foot half-roadway on a 45-foot half right-of-way. The developer shall dedicate and widen along the entire project frontage on La Tuna Canyon Road to bring the roadway and right-of-way up to the standard required by the General Plan. Relocate and modify any streetlights, curbs and gutters, trees, utilities, etc. as required. 191-8

The applicant should contact the Bureau of Engineering, Department of Public Works (BOE) to ensure compliance with these requirements of the municipal code. Furthermore, additional street improvements may be required; the applicant should contact the BOE to set up a meeting with DOT to determine the requirements.

B. Equestrian Park

Activities, including but not limited to competitions and shows, where mass gathering of spectators and participants are anticipated, shall be prohibited as land use for the equestrian park. 191-9

C. Site Access and Internal Circulation

Adverse traffic impacts could occur due to access and circulation issues. 191-10

- 1. Driveway to Future Development "A" on La Tuna Canyon Road at I-210 westbound ramps shall be aligned as the north leg of this proposed signalize intersection.
- 2. To avoid vehicles encroaching onto the public right-of-way, a minimum 40-foot reservoir space (distance between property line and first parking stall and/or gate) shall be provided at each driveway. 191-11

- 3. The proposed driveways at Development "B" south of the I-210 Freeway shall be located away from any blind curve along La Tuna Canyon Road. Queuing and merging area be provided for ingress and egress vehicles respectively. DOT recommends that minimal number of driveways be designed to serve Development "B", but the number of driveways shall be consistent with the requirement(s) of other city department. 191-12
- 4. Backing in or out on to arterial highways or collector streets is not permitted; therefore, the path and location of all trucks and vehicles with horse trailers shall be indicated on the site plan. 191-13
- 5. A minimum of two lanes in each direction with left turn channelization be provided along the project frontage on La Tuna Canyon Road. 191-14

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site/driveway plan, at a scale of at least 1" = 40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Ste. 320, Van Nuys, 91401, as soon as possible but prior to submittal of building plans for plan check by the Department of Building and Safety. 191-15

If you have any further questions, you may contact Mr. Ray Lau at (818) 374-4699.

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- Linda Arnold, BOE Land Development
- ✓ Christopher A. Joseph & Associates