

10824 Topanga Canyon Blvd. Traffic Assessment

On February 28, 2022, it was verified with Sheila Ahorian, of the Los Angeles Department of Transportation (LADOT), in using the VMT Calculator, that 94 children will not require a traffic study. While a Traffic Study is not required, a Traffic Assessment will be prepared and submitted to LADOT. Furthermore, the applicant has volunteered the following Traffic Demand Management tool to reduce the number of TRIPS. (*Refer to Volunteered Conditions*)

- Include information in brochures, programs, and flyers advertising activities encouraging alternative transportation and offering incentives to users who use alternative means of transportation other than single-occupancy vehicles.

The applicant has also volunteered the following to reduce any potential impact on the residential streets: (*Refer to Volunteered Conditions*)

- Use due diligence in seeking additional sites for parking if other mitigation measures are found deficient.
- To reduce potential spillover parking in residential areas, place signs or notices in key locations on-site or other means presenting parking policies and warning drivers of the possibility of being towed for noncompliance with Municipal Code parking laws.
- Andora Avenue shall not be used in the center's daily operation but may be used in emergencies and two annual events. A gate shall be provided that can be closed and secured.

Pursuant to Los Angeles Municipal Code Section 16.05 and various code sections, "[a]ll new school projects, including by-right projects, must contact LADOT for an assessment ..." As per instructions, the Traffic Assessment Referral Form is submitted after the Department of City Planning has accepted an application and issues a case number. Nevertheless, the following is a cursory analysis of what will be presented.

To ensure review by LADOT, the applicant has volunteered a condition similar to that used in Case No. CPC-2016-1256-CU that "[b]efore utilizing the rights authorized, the Department of Transportation shall review and approve the driveway, parking, circulation, and access/egress."

LADOT's review considers several factors, including the school's proposed drop-off/pickup scheme and determining if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones, and school bus loading zones are needed. (*Form CP-2151.1*)

The following is a discussion of each factor listed in form CP-2151.1.

Drop-off/pickup scheme

All drop-off/pickup will only occur on-site at the entrance gate to the classroom courtyard, approximately 327 feet from Topanga Canyon Boulevard. By the usual standard, queuing of vehicles is expected to be 3-5 vehicles at any one time. There is more than enough space for vehicle queuing without blocking parking spaces.

Traffic controls

First, it should be considered that prior entitlements authorized the subject site for school uses where traffic was not an issue, nor did it become an issue. In 1976, a nursery school and elementary school for grades one and two were added to the House of Worship. In 1984, the Office of Zoning Administration approved its expansion from 30 to 150 children. In 2019, the City Planning Commission authorized Case No. CPC 2014-2144-CU permitting the operation of a private, special needs school K through 12th grade for a maximum of 40 students.

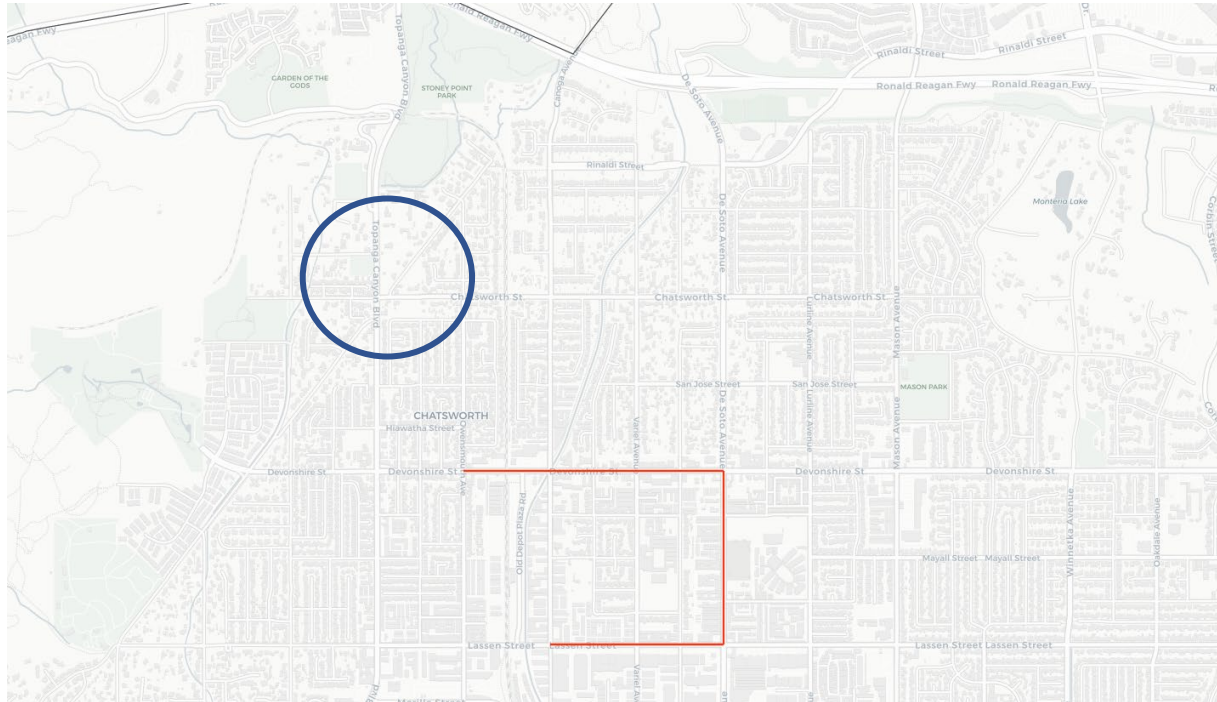
Second, it should also be considered that the property at 10854 N. Topanga Canyon Boulevard, which adjoins the subject site to the north, was denied a Conditional Use Permit (i.e., ZA 2010-0591(CU)) in 2011 to operate a House of Worship. This was due to "concerns for public safety since Topanga Canyon Boulevard is a state highway that connects with 118 Freeway carrying heavy vehicle volumes at high speeds on the downhill grade approaching Chatsworth Street. In this regard, properties to the north are heavy travelled equestrian uses. To the immediate north of the Property is RIDE-ON which deals with the use of horses for therapy mainly for children with all types of disabilities. Continuing north is Stony Point boarding stables which is owned by the city and then the most recognizable rock formation Stony Point (a Los Angeles cultural landmark) which is also owned by the city."

However, in 2016, North Valley Area Planning Commission denied an appeal. It sustained the Office of Zoning Administration in its approval of a Conditional Use Permit for the same property and use previously rejected (i.e., ZA-2014-3921-CU-1A) at 10854 N. Topanga Canyon Boulevard. The Finding made was that "Topanga Canyon Boulevard has two lanes of traffic in each direction and has a center median lane. There are clear and direct views up and down Topanga Canyon Boulevard in this location. LADOT and BOE will determine the measures necessary to ensure safe vehicular ingress and egress for the church." (*underline added for emphasis*) Condition No. 12 of that entitlement required an Approval of Plans Review two years later, where no traffic issues were discovered.

Third, Topanga Canyon Boulevard Blvd. has a center turning lane which substantially improves safety. Instead of drivers trying to beat oncoming traffic by taking turns too fast, the center lane enables drivers to position their vehicle out of the through traffic lane while waiting for a break in oncoming traffic.

The last consideration is that Topanga Canyon Boulevard Blvd. is not listed in the 2013 study of streets with a high concentration of traffic collisions that result in severe injuries

and deaths, emphasizing those involving people walking and bicycling. (*The City of Los Angeles [High Injury Network \(HIN\)](#)*)



Redline identifies high injury roadways, and the Blue circle is the location of the Property

High Injury Network: LASSEN ST, Street Name LASSEN ST, from CANOGA AVE , to DE SOTO AVE

Source: SWITRS, LADOT. January 2009 – December 2013.)

Because some may have concerns about traffic, the applicant will implement a drop-off/pickup program that reduces the number of peak hour TRIPS: (*Refer to Volunteered Conditions*)

The drop-off and pickup of daycare children shall be subject to the following:

1. The applicant shall provide one adult staff at the entrance gate to assist with drop-off.
2. The drop-offs shall be staggered between 7:00 a.m. and 9:00 a.m. for full-day children and between 8:30 a.m. and 12:30 A.m. for half-day children.

School warning and speed limit signs

No school warning signs were required in prior entitlements, nor should there be in this Project. No 2 ½ -5 age child or parent will walk to school using Topanga Canyon Blvd. There will be no street parking by parents or employees.

Further, a 45 miles per hour sign is posted on two properties north of the subject site on the east side, and one is located on the west side of Topanga Canyon Boulevard several feet above the first.

School crosswalk and pavement markings

As noted above, this should not be a requirement.

Passenger loading zones

As noted above, all drop-off/pickup will occur on-site.

Bus loading zones are needed

No buses will be used.