

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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Governor's Office of Planning & Research

March 08 2024

March 15, 2024

STATE CLEARINGHOUSE

Julian Capata
Los Angeles Unified School District Office of Environmental Health and Safety
333 S. Beaudry Ave, 21st Floor
Los Angeles, CA 90017

RE: Canoga Park High School Major
Modernization Negative Declaration
(ND)
SCH # 2024020612
GTS # 07-LA-2024-04457
Vic. LA-27/14.172

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed Project is designed to address the most critical physical concerns of the buildings and grounds at the campus through building replacement, renovation, modernization, and reconfiguration on the campus to provide facilities that are safe, secure, and better aligned with the current instructional program. The Los Angeles Unified School District Office of Environmental Health and Safety is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facility is SR-27. After reviewing the project's ND, Caltrans has the following comments:

- The city's determination that this project is presumed to have less than significant VMT impact is consistent with the OPR SB 743 Technical Advisory's recommendation. Caltrans is in support of this project that helps achieve state planning priorities contained in state law and meets state policy goals on transportation, VMT reduction, GHG emissions reduction, and/or betterment of the environment and human health.
- Due to the project's proximity to SR-27 (Topanga Canyon Blvd.), a Caltrans encroachment permit may be needed for any landscape work and SR-27 improvements that intersect along Bassett St. and Vanowen St.
 - According to the Los Angeles Unified School District: Standard Conditions of Approval T-3 (LAUSD: SC-T-3) of the Initial Study, Caltrans expects that a study will be conducted, and the lead agency will ensure that the existing

signal and traffic operation on SR-27 and all major intersections can accommodate the additional project trips.

- For any traffic signals and curb ramps upgrade, the Project would be responsible for payment of applicable fees as required related to the transportation system, and Caltrans is not responsible for any fair-share contribution to the improvements.
- Due to the project's proximity to SR-27, Caltrans requests that additional trips and food trucks for workers, on-site and/or off-site parking, equipment/materials delivery, and storage areas do not conflict with Caltrans R/W. Due to the 48-month construction period, Caltrans recommends any closures/realignments to vehicular or pedestrian facilities should consider semi-permanent solutions over temporary ones.
- Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To reach this goal, Caltrans expects the Lead Agency to comply with the Safe Routes to School (SR2S) Program, as stated in Section SC-T-3. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics.
 - These methods include constructing physically separated facilities such as ADA compliance, Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.
 - Visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.
 - Reduce parking whenever possible. The Canoga Park High School Major Modernization Project is designed in a way that induces demand for unnecessary vehicle trips.
 - If the proposed project results in new sidewalks and intersection improvements, it is expected to reconstruct the sidewalk along property frontage per the latest state standards, as well as to construct ADA curb ramps to meet the current Caltrans Standard Plans. Please refer to the link below for further reference:

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020348_complete-streets-elements-toolbox-a11y.pdf

- Caltrans recommends the following during the construction stage:
 - Caltrans requests a detailed Construction Management Plan (CMP) including street closure information, a detour plan, haul routes, and a staging plan be prepared and submitted to the City and Caltrans for review and approval, before issuance or demolition, grading, and building permits and commencement of construction.
 - Work with Caltrans Office of Permits, Multi-Modal Unit, for a designated truck route for construction trucks to transport construction equipment to and from the construction sites.
 - Construction vehicles/equipment should use alternative routes to avoid congested state facilities, especially during peak hours.
 - Cover construction trucks with tarpaulin to avoid debris spillage onto State facilities.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04457.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse