Appendix 5.7-1 Traffic Impact Analysis

Appendices

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TRAFFIC IMPACT ANALYSIS

FOR THE PROPOSED

LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT - RIVERSIDE

Prepared for

ALVORD UNIFIED SCHOOL DISTRICT
&
PLACEWORKS

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I.
INTRODUCTION AND STUDY METHODOLOGY

This report summarizes the results of a traffic impact analysis that was conducted for the track and field improvement project proposed by Alvord Unified School District at La Sierra High School, which is located at 4145 La Sierra Avenue in Riverside. The high school campus is bounded by La Sierra Avenue on the west, a residential tract and Collett Elementary School on the north, a row of houses that front onto Jones Avenue on the east, and a row of houses that front onto Cochran Avenue on the south. The school's track and field facility and an adjacent baseball field are located on the north end of the campus adjacent to the residential tract.

The proposed project involves the construction of new home and visitor bleachers at the stadium to provide an overall capacity of 2,800 seats. The existing track and field facility does not have bleachers. The project also includes new stadium lighting at the field as well as a new concessions/restroom/ticketing building, a team room, a PA system, and a scoreboard.

A location map showing the location of the school is provided on Figure 1 and the site plan for the proposed project is shown on Figure 2. The existing baseball field and tennis courts would be relocated to the east and south, respectively, to provide space for the proposed project. The project would not result in a change in the number of students attending the high school. The stadium would provide the opportunity for La Sierra High School to have home games and other major events at its own campus instead of using the fields at another Alvord Unified School District high school campus.

An analysis has been conducted to evaluate the traffic and parking impacts of the proposed project. The methodology for the traffic study, in general, was to 1) establish the existing baseline traffic conditions on the streets that provide access to the school site, 2) project the future baseline traffic conditions for the target year of completion for the proposed project (year 2026), 3) estimate the levels of traffic that would be generated by the stadium for a capacity-level event, 4) conduct a comparative analysis of traffic conditions with and without the stadium, 5) evaluate the parking supply and demand during a stadium event, and 6) present recommended improvements/mitigation measures for any significant impacts that are identified. The stadium analysis is based on Friday evening traffic conditions on the streets and intersections in the proposed project vicinity.

The traffic analysis addresses the impacts at six intersections in the vicinity of the school site, as shown on Figure 3. The study area intersections and the type of traffic control at each intersection are listed in Table 1. All of the intersections are in the jurisdiction of the City of Riverside.

TABLE 1
STUDY AREA INTERSECTIONS

Intersection	Traffic Control
La Sierra Avenue/Collett Avenue	Traffic Signal
La Sierra Avenue/Spaulding Road/School Driveway	Traffic Signal
La Sierra Avenue/Cochran Avenue	Traffic Signal
La Sierra Avenue/Magnolia Avenue	Traffic Signal
Collett Avenue/Jones Avenue	Stop Sign on Jones Avenue

Cochran Avenue/Jones Avenue	4-Way Stop Signs

The traffic impact analysis is based on an evaluation of the levels of service at the affected study area intersections. Level of service (LOS) is an industry standard by which the operating conditions of a roadway segment or an intersection are measured. LOS is defined on a scale of A through F with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS A is characterized as having free flowing traffic conditions with no restrictions on maneuvering or operation speeds, where traffic volumes are low and travel speeds are high. LOS F is characterized as having forced flow with many stoppages and low operating speeds. According to the City of Riverside standards, LOS A through D represents acceptable conditions, while LOS E and F represent congested, over-capacity conditions. The levels of service at the study area intersections were determined by using the Highway Capacity Manual methodology, which is consistent with the guidelines for traffic impact studies from the City of Riverside "Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment" (July 2020).

The levels of service for the intersections in the vicinity of the proposed project were analyzed for the following scenarios: existing conditions (2024), existing conditions plus the proposed project, future baseline conditions without the proposed project for the target year of 2026, and future conditions with the proposed project. The year 2026 was used for the future target year as that is anticipated to be the year of completion for the proposed project.

In addition to the intersection level of service analysis, the study addresses the transportation issue areas of the CEQA environmental checklist, which includes an evaluation of the project's impacts on 1) transit, roadway, bicycle, and pedestrian facilities, 2) vehicle miles traveled (VMT), 3) safety hazards, and 4) emergency access.

II.
EXISTING AND FUTURE BASELINE TRAFFIC CONDITIONS

The roadway network in the vicinity of the school, the existing traffic volumes, and the levels of service at the affected study area intersections are described below.

Street Network

The streets that provide access to the proposed project area include La Sierra Avenue, Collett Avenue, Spaulding Road, Cochran Avenue, Magnolia Avenue, and Jones Avenue. The following paragraphs provide a brief description of the characteristics of these streets. A figure showing the study area street network and the roadway characteristics is provided as Figure 3.

La Sierra Avenue

La Sierra Avenue is a four lane north-south street with a raised median that abuts the west side of the school campus. It has bike lanes and sidewalks on both sides of the street with no on-street parking. There are three driveways on the east side of La Sierra Avenue that provide access to school parking lots. The speed limit on La Sierra Avenue is 45 miles per hour (mph), but with a reduced school speed limit of 25 mph when children are present.

Collett Avenue

Collett Avenue is a four lane east-west street located approximately 850 feet north of the school campus. West of La Sierra Avenue, it has bike lanes and sidewalks on both sides of the street with no on-street parking. East of La Sierra Avenue, it has sidewalks and on-street parking on both sides of the street except for a short one-block no parking zone immediately east of La Sierra Avenue. The speed limit on Collett Avenue is 45 mph west of La Sierra Avenue and 40 mph east of La Sierra Avenue, but with a reduced school speed limit of 25 mph when children are present.

Spaulding Road

Spaulding Road is a two lane east-west street that intersects with La Sierra Avenue in alignment with the school's middle driveway. It has parking and sidewalks on both sides of the street and the speed limit is 25 mph.

Cochran Avenue

Cochran Avenue is a two lane east-west street located approximately 150 feet south of the school campus. It is separated from the school site by a row of houses that front onto Cochran Avenue. It has parking and sidewalks on both sides of the street and the speed limit is 25 mph.

Magnolia Avenue

Magnolia Avenue is a six lane east-west street with a raised median that intersects with La Sierra Avenue approximately one-third of a mile south of the school campus. It has bike lanes and sidewalks on both sides of the street with no on-street parking. The speed limit on Magnolia Avenue is 40 mph.

Jones Avenue

Jones Avenue is a two lane north-south street located approximately 125 feet east of the school campus. It is separated from the school site by a row of houses that front onto Jones Avenue. It has parking and sidewalks on both sides of the street and the speed limit is 25 mph.

Existing Traffic Volumes

Manual traffic counts were taken at the six study area intersections during the Friday evening peak period on March 1, 2024. The peak hour for this analysis refers to the one-hour time period prior to the beginning of an event at the stadium (e.g., a football game) when patrons are traveling to the stadium. The traffic analysis addresses the pre-event time period because the ambient traffic volumes are substantially higher during the pre-event period (generally between 6:00 and 7:00 p.m.) as compared to the post-event period (after 9:00 p.m.). Most high school football games in this district begin at 7:00 p.m. The existing peak hour traffic volumes and turning movements are shown on Figure 4.

Existing Intersection Levels of Service

To quantify the existing baseline traffic conditions, the six study area intersections were analyzed to determine their operating conditions during the Friday evening peak hour. Based on the hourly traffic volumes, the turning movement counts, and the existing number of lanes at each intersection, the average vehicle delay values and corresponding levels of service have been determined for each intersection, as summarized in Table 2.

TABLE 2
EXISTING AND FUTURE INTERSECTION LEVELS OF SERVICE

Intersection	*Delay Value (seconds/vehicle) & Level of Service Friday Evening Pre-Event Peak Hour*	
	Existing Conditions	*2026 Without Project*
La Sierra Avenue/Collett Avenue	16.5 – B	16.8 – B
La Sierra Avenue/Spaulding Road/School Driveway	5.8 – A	5.8 – A
La Sierra Avenue/Cochran Avenue	8.5 – A	8.6 – A
La Sierra Avenue/Magnolia Avenue	24.2 – C	25.4 – C
Collett Avenue/Jones Avenue	12.5 – B	12.8 – B
Cochran Avenue/Jones Avenue	7.5 – A	7.5 – A

The levels of service shown in Table 2 are based on the average vehicle delay values that were calculated for each intersection using the Highway Capacity Software. The relationship between the average delay values and levels of service is shown in Table 3.

As shown in Table 2, all six of the study area intersections currently operate at acceptable levels of service (LOS A through D) during the Friday evening peak hour. Three intersections operate at LOS A, two intersections operate at LOS B, and one intersection operates at LOS C. It should be noted that the delay and LOS values for the intersections with traffic signals and 4-way stop signs represent the average for the entire intersection while the delay and LOS value for the intersection

with a stop sign only on the side street (Collett Avenue/Jones Avenue) represent the approach to the intersection that has the stop sign.

TABLE 3
RELATIONSHIP BETWEEN DELAY VALUES & LEVELS OF SERVICE

Level of Service	*Delay Value (seconds) Signalized Intersections*	*Delay Value (seconds) Unsignalized Intersections*
A	0.0 to 10.0	0.0 to 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

Future Baseline Traffic Conditions

As the proposed project is expected to be completed in the year 2026, the existing (2024) traffic volumes were expanded by a growth factor of four percent to account for general regional growth and the cumulative impacts of traffic associated with other development projects in the area. This growth factor represents a two percent annual growth rate for two years. The projected traffic volumes for the year 2026 without the proposed project are shown on Figure 5.

Based on the projected peak hour traffic volumes, the turning movement counts, and the existing lane configuration, the future baseline levels of service were calculated for each study area intersection, as summarized in Table 2.

For the target year of 2026, all six of the study area intersections are projected to operate at acceptable levels of service (LOS A through D) as three of the intersections would operate at LOS A, two intersections would operate at LOS B, and one intersection would operate at LOS C. These traffic conditions represent a Friday evening pre-event peak hour.

III.
TRAFFIC IMPACT ANALYSIS

This section summarizes the analysis of the proposed project's impacts on study area traffic conditions. First is a discussion of project generated traffic volumes. This is followed by an analysis of the impacts of the proposed project on traffic volumes and intersection levels of service. Then the impacts associated with non-motorized transportation (pedestrians and bicycles), public transit, vehicle miles traveled (VMT), parking, safety, and emergency access are presented.

Standards of Significance

According to the City of Riverside standards, the City considers the following intersection criteria when identifying operational deficiencies:

For projects in conformance with the General Plan (which is the scenario for this school project):

a) LOS C is to be maintained at all street intersections,

b) LOS D is to be maintained at intersections of Collector or higher classification.

As La Sierra Avenue, Collett Avenue, and Magnolia Avenue are classified as Arterials in the General Plan, the intersections along these streets (five of the six study area intersections) would be significantly impacted if the project would result in a change in the level of service from an acceptable LOS A, B, C, or D to an unacceptable LOS E or F. For the intersection of Jones Avenue and Cochran Avenue, which is the intersection of two local streets, it would be significantly impacted if the project would result in a change in the level of service from an acceptable LOS A, B, or C to an unacceptable LOS D, E, or F.

If an intersection is operating at LOS E or F without project traffic, the intersection would be significantly impacted if the project would increase the delay value by two or more seconds for an intersection operating at LOS E or by one second if the intersection is operating at LOS F.

With regard to the CEQA thresholds of significance, Appendix G of the CEQA Guidelines state that a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,

T-2 Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT),

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or

T-4 Result in inadequate emergency access.

Project Generated Traffic

The volumes of traffic that would be generated by the stadium for a capacity-level event (2,800 spectators) were determined in order to estimate the impacts of the proposed project on the study area streets and intersections. The trip generation rates and the anticipated volumes of traffic that would be generated by the stadium are shown in Table 4 for a capacity-level event.

The trip generation rates shown in Table 4 reflect the assumption that the stadium would generate a demand of one vehicle for every four seats (for vehicles that remain parked at the site) and that an additional ten percent of the vehicles arriving at the stadium would drop passengers off then leave. The rate of one vehicle for every four seats is based on the parking requirements in the City of Riverside Municipal Code. The Municipal Code indicates that the parking requirement for stadiums is one space per four fixed seats.

TABLE 4
PROJECT GENERATED TRAFFIC

Facility	*Evening Hour – Pre-Event*			*Daily Traffic*
	Inbound	*Outbound*	*Total*	
TRIP GENERATION RATES				
Stadium (vehicle trips per spectator)	0.275	0.025	0.30	0.60
GENERATED TRAFFIC VOLUMES				
Stadium at Capacity (2,800 spectators)	770	70	840	1,680
Stadium – Average Game (1,000 spectators)	275	25	300	600

Table 4 indicates that a capacity-level event with 2,800 spectators would generate an estimated 840 vehicle trips during the peak hour (770 inbound and 70 outbound) and 1,680 daily trips. A capacity-level event would occur only a few times each year for football games and special events, such as a homecoming football game, a graduation ceremony, and a band/color guard major competition. The stadium would generate fewer vehicle trips for non-capacity football games, track and field events, soccer matches, etc. A game with an average attendance of 1,000 spectators would generate an estimated 300 peak hour trips and 600 daily trips. The traffic impact analysis is based on a capacity-level event to represent the worst-case scenario.

To quantify the increase in traffic at each intersection resulting from a capacity-level event at the project site, the project generated traffic shown in Table 4 was geographically distributed onto the street network using the directional percentages shown on Figure 6. This distribution assumption is based on the layout of the existing street network, the school attendance boundaries, and the anticipated geographical distribution of the event patrons. The volumes of site generated traffic that would be added to each study area intersection by a capacity-level event at the 2,800-seat stadium are shown on Figure 6.

The volumes of traffic for the existing conditions scenario plus the project generated traffic are shown on Figure 7 and the total volumes of traffic projected for the year 2026 scenario with the proposed stadium are shown on Figure 8. These projected traffic volumes are for the Friday evening pre-event peak hour.

Intersection Impact Analysis

The impact analysis for the six study area intersections was conducted by comparing the delay values and levels of service (LOS) for the "without project" and "with project" scenarios. For the existing conditions scenario, the analysis compares the existing conditions to the conditions with the proposed project. Similarly, for the year 2026 scenario, the analysis compares the year 2026 baseline conditions without the proposed project to the year 2026 scenario with the proposed project. The year 2026 was used as the target year for future conditions as that is anticipated to be the year that the proposed project would be completed. The peak hour for the analysis represents the time period during which the project site would generate the heaviest volumes of traffic (typically between 6:00 and 7:00 p.m.), which does not coincide with the peak period for the ambient traffic volumes, which generally occurs between 4:00 and 6:00 p.m.

The comparative levels of service at the study area intersections for the existing conditions scenario are summarized in Table 5 for the Friday evening peak hour. The table shows the before and after delay values and the levels of service that would occur at each study area intersection. Also shown are the increases in the delay values that would occur as a result of the proposed project. The last column in Table 5 indicates if the intersections would be significantly impacted by the project generated traffic.

The intersection of La Sierra Avenue and Collett Avenue, for example, would operate with an average delay value of 16.5 seconds per vehicle and LOS B for existing conditions and with an average delay value of 24.6 seconds and LOS C for the existing plus project scenario, which represents an increase in average delay of 8.1 seconds per vehicle. This impact would be less than significant according to the criteria outlined above because the intersection would operate at an acceptable LOS C. Table 5 indicates that none of the study area intersections would be significantly impacted by the traffic that would be generated by the proposed project for a capacity-level event for the existing conditions baseline scenario.

TABLE 5
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE
EXISTING CONDITIONS AS BASELINE

Intersection	*Delay Value & Level of Service*		*Increase In Delay Value*	*Significant Impact*
	Existing Conditions	*Existing plus Project*		
La Sierra Avenue/Collett Avenue	16.5 – B	24.6 – C	8.1	No
La Sierra Avenue/Spaulding Road/School Driveway	5.8 – A	14.6 – B	8.8	No
La Sierra Avenue/Cochran Avenue	8.5 – A	10.8 – B	2.3	No
La Sierra Avenue/Magnolia Avenue	24.2 – C	24.6 – C	0.4	No
Collett Avenue/Jones Avenue	12.5 – B	13.3 – B	0.8	No
Cochran Avenue/Jones Avenue	7.5 – A	8.2 – A	0.7	No

The comparative levels of service for the year 2026 analysis scenario are shown in Table 6. Table 6 indicates that none of the study area intersections would be significantly impacted by the traffic that would be generated by the proposed project for a capacity-level event for the year 2026 baseline scenario.

TABLE 6
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE
YEAR 2026 AS BASELINE

Intersection	*Delay Value & Level of Service*		*Increase In Delay Value*	*Significant Impact*
	2026 Without Project	*2026 With Project*		
La Sierra Avenue/Collett Avenue	16.8 – B	25.5 – C	8.7	No
La Sierra Avenue/Spaulding Road/School Driveway	5.8 – A	14.8 – B	9.0	No
La Sierra Avenue/Cochran Avenue	8.6 – A	10.9 – B	2.3	No
La Sierra Avenue/Magnolia Avenue	25.4 – C	25.8 – C	0.4	No
Collett Avenue/Jones Avenue	12.8 – B	13.6 – B	0.8	No
Cochran Avenue/Jones Avenue	7.5 – A	8.2 – A	0.7	No

Tables 5 and 6 indicate that the proposed project would not have a significant impact at any of the study area intersections during the evening peak hour based on the significance criteria presented previously because the intersections would continue to operate at LOS D or better during a capacity-level event such as a homecoming football game. As the analysis indicates that a capacity-level event with 2,800 spectators would not result in a significant traffic impact, it is concluded that a football game with an average attendance of 1,000 spectators and a soccer match or a track and field event with an attendance of 200 spectators would likewise not result in a significant traffic impact.

The traffic impacts associated with the project would not occur on a daily basis but would occur only when a major event were to be held at the facility, which is typically a high school football game. Such events would occur on a Thursday or Friday evening or on a Saturday afternoon on approximately 10 occasions throughout the year. The analysis addresses the Friday evening scenario because the ambient traffic volumes would typically be higher on Friday as compared to Thursday evening or Saturday afternoon.

In addition to the capacity-level high school events that would be held at the project site in the fall (primarily football games), the project site would also be used for track and field events, cross country events, soccer matches and practice, and band/color guard activities. As the attendance at these activities would be substantially lower than the capacity-level events that were addressed in the traffic analysis above, it is concluded that such activities would result in a less than significant traffic impact. The project also involves minor relocations of the existing baseball field and tennis courts. This is not anticipated to result in an increase in traffic volumes.

Non-Motorized Transportation and Transit

The proposed project would generate a demand for non-motorized travel as some event spectators and participants would travel to and from the school as pedestrians or on bicycles. The streets adjacent to the school have sidewalks along both sides of the street and the intersections along La Sierra Avenue are equipped with painted crosswalks and traffic signals with pedestrian crossing phases. In addition, the unsignalized intersection of Collett Avenue and Jones Avenue has a

painted crosswalk across Jones Avenue. Bike lanes are provided on both sides of La Sierra Avenue, both sides of Magnolia Avenue, and both sides of Collett Avenue west of La Sierra Avenue and bike racks are provided at the school.

With regard to public transit, the Riverside Transit Agency (RTA) operates Route 15 adjacent to the school site on La Sierra Avenue. Bus stops for this route are located on both sides of La Sierra Avenue at Collett Avenue, Cochran Avenue, and Magnolia Avenue. RTA also operates Route 1 on Magnolia Avenue south of the school site. Bus stops for this route are located on both sides of Magnolia Avenue at La Sierra Avenue. The proposed project would not adversely affect the performance of these transit or non-motorized transportation facilities.

The proposed project would be consistent with policies supporting alternative transportation because busing would typically be provided from the opposing schools during football games, bike lanes are in place adjacent to the school, and bike racks are currently provided at the school. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Circulation & Community Mobility Element of the City of Riverside General Plan includes various objectives and policies that outline the objective of building and maintaining a transportation system that combines a mix of transportation modes and transportation system management techniques while minimizing the transportation system's impacts on air quality, the environment, and adjacent development. The proposed project is consistent with the objectives and policies presented in the Circulation & Community Mobility Element and would not conflict with any goals or programs of the General Plan.

Vehicle Miles Traveled (VMT)

As stated in the "Technical Advisory on Evaluating Transportation Impacts in CEQA" (California Office of Planning and Research, December 2018) and the "Vehicle Miles Traveled – Focused Transportation Impact Study Guide" (Caltrans, May 20, 2020), projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact and can be screened from a CEQA VMT analysis because they fall into the small project category.

While a football game at the stadium would result in substantially higher site-generated trip levels than the CEQA threshold of 110 trips per day, the project can be screened from a VMT analysis because the project would result in a decrease in the distance traveled to the events. The CEQA Guidelines state that projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. The major events and activities that would occur at the proposed project site are currently held at Norte Vista High School, which is approximately three miles north of the project site and outside the attendance area of La Sierra High School. The vehicle trips that would be generated by the stadium would occur regardless of the status of the project because the vehicles would be traveling to Vista High School instead of La Sierra High School.

The proposed project at La Sierra High School is located within the attendance area of the school. As such, the proposed project would result in shorter travel distances for most of the people who would be attending games, practices, events, and other activities at the stadium. Major events at

the proposed project would, therefore, result in a reduction in total vehicle miles traveled and would have no adverse impacts relative to VMT.

In addition to the State of California screening methodology outlined above, the City of Riverside "Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment" state that a project can be screened from requiring a CEQA VMT analysis if the project is a local-serving type of land use. As the guidelines specifically state that a local-serving K-12 school falls into this category, the proposed project can be screened from any further VMT analysis.

The conclusion relative to VMT impacts is that the project can be screened from any further CEQA VMT analysis and would not result in a significant impact relative to VMT.

Traffic Hazards and Incompatible Uses

Access to the project site would be provided by three existing driveways at La Sierra High School, all of which are on La Sierra Avenue. The increased levels of traffic, number of pedestrians, and number of vehicular turning movements at the school entrances and at the nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. These impacts would not be significant, however, because the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic on a daily basis. The proposed project's new stadium and lighting would be compatible with the design and operation of a high school, and the proposed project would not result in any major modifications to the existing access or circulation features at the school.

All of the streets in the vicinity of the school site have sidewalks on both sides of the street and the intersections along La Sierra Avenue have painted crosswalks and traffic signals with pedestrian crossing phases. These features enhance pedestrian safety and facilitate pedestrian access to the school. The proposed project would not, therefore, substantially increase hazards due to a geometric design feature or incompatible uses.

Emergency Access

Emergency access to the school site is provided by the three driveways on La Sierra Avenue as well as a gated maintenance/emergency access driveway on Jones Avenue. The existing access and circulation features at the school, including the driveways, parking lots, on-site roadways, and fire lanes, would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. In addition, the proposed project would be designed to accommodate emergency access to the stadium. Any modifications to the access features are subject to and must satisfy the District design requirements and would be subject to approval by the Fire Department and California Division of State Architects. Emergency vehicles could easily access the stadium and all other areas of the school via on-site travel corridors. The proposed project would not, therefore, result in inadequate emergency access.

Parking Impacts

There are two issue areas relative to the proposed project's parking impacts: 1) parking during construction and 2) parking during events at the stadium. These issue areas are presented below.

Parking during Construction

The primary parking impact that would occur during construction is the parking demand associated with the construction vehicles, including workers' vehicles, trucks, and equipment. These parking demands could result in a significant parking impact if the vehicles and equipment were to be parked and stored along the public streets in the proposed project vicinity. The contractor will be required, therefore, to park all construction-related vehicles and equipment on-site at the school. This condition will minimize the potential off-site parking impacts during construction.

Parking during Stadium Events

According to the City of Riverside Municipal Code, the parking requirement for stadiums is one space per four fixed seats. As the bleachers would have a total of 2,800 seats, the parking requirement would be 700 spaces for a capacity-level event. It is anticipated that the average attendance at a football game would be 1,000 spectators. Based on the parking requirement of one space for every four seats, an average-sized event would require 250 parking spaces.

La Sierra High School currently has 398 parking spaces within the school campus. The proposed project would result in a reduction in the number of parking spaces to 335 spaces. So the parking demand of 250 vehicles for an average event could be accommodated by using the on-site parking lots. A capacity-level event would, however, result in a surplus of parking demand that could not be accommodated in the on-site parking lots; i.e., 700 spaces are required and 335 spaces would be provided, which is a deficiency of 365 parking spaces. It is anticipated that this situation would occur several times each year for events such as a homecoming football game or a graduation ceremony.

The anticipated parking deficiency during capacity-level events could be partially accommodated by using the parking lots at Collett Elementary School and McAuliffe Elementary School and potentially by arranging for the use of the parking lots at Good News Church, The Church of Jesus Christ of Latter Day Saints, and La Petite Academy. These three facilities are located on the southwest corner of La Sierra Avenue and Collett Avenue. Collett Elementary School is located on Collett Avenue east of La Sierra Avenue and McAuliffe Elementary School is located in the residential neighborhood west of La Sierra Avenue. Patrons would also elect to park on the residential streets near the school campus. The parking impacts are not considered to be significant because capacity-level events would occur only two or three times per year.

IV.
SUMMARY OF IMPACTS AND CONCLUSIONS

The key findings of the traffic impact analysis are presented below.

- The proposed 2,800-seat stadium would generate an estimated 840 vehicle trips during the peak hour (770 inbound and 70 outbound) for a capacity-level event. The peak hour for this analysis represents the one-hour time period prior to the beginning of an event at the project site when patrons are traveling to the stadium, which would typically occur on a Friday evening between 6:00 and 7:00 p.m. for a football game. Approximately the same level of traffic would be generated at the end of an event when patrons are exiting (with the inbound and outbound traffic volumes reversed).
- An average-sized football game with 1,000 spectators would generate an estimated 300 vehicle trips during the peak hour (275 inbound and 25 outbound). A typical soccer match and a track meet would result in an estimated attendance of 100 to 200 spectators, which would generate 30 to 60 trips during the peak hour.
- An analysis of six intersections in the vicinity of the school indicates that the traffic generated by the proposed project during a capacity-level event would not result in a significant impact at any of the intersections according to the City of Riverside significance criteria. Similarly, an average-sized football game and other activities at the project site would not result in a significant traffic impact.
- CEQA threshold of significance T-1 asks if the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The analysis indicates that the impact would be less than significant because:

  - The proposed project would not adversely affect the performance or safety of any transit or non-motorized transportation facilities (pedestrians and bicycles) and would not conflict with any adopted plans, policies, or programs relative to these alternative transportation modes.

  - The Circulation & Community Mobility Element of the City of Riverside General Plan includes various objectives and policies that outline the goal of establishing and maintaining a balanced, multi-modal mobility network including transit, bicyclists, pedestrians, and motor vehicles. The proposed project is consistent with the objectives and policies presented in the Circulation & Community Mobility Element and would not conflict with any objectives, policies, or programs of the General Plan.

- CEQA threshold of significance T-2 asks if the proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT). The analysis indicates that the VMT impact would be less than significant because events at the stadium would result in a reduction in total vehicle miles traveled because the proposed project would be closer to most of the homes in the attendance area of La Sierra High School as compared to the field at Norte Vista High School where the major activities currently take place. In addition, the City of Riverside's "Traffic Impact

Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment" state that a project can be screened from requiring a CEQA VMT analysis if the project is a local-serving type of land use such as a K-12 school. So the project can be screened from any further VMT analysis requirements and would have a less-than-significant impact relative to VMT.

- CEQA threshold of significance T-3 asks if the proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The analysis indicates that the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic. The proposed project would be compatible with the design and operation of a high school and the proposed project would not result in any major modifications to the existing access or circulation features at the school. The proposed project would not, therefore, substantially increase hazards due to a geometric design feature or incompatible uses.
- CEQA threshold of significance T-4 asks if the proposed project would result in inadequate emergency access. The existing access and circulation features at the school, including the driveways, parking lots, on-site roadways, and fire lanes, would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. In addition, the proposed project would be designed to accommodate emergency access to the stadium. The proposed project would not result in inadequate emergency access.
- Construction activities associated with the proposed project would generate parking demands for workers' vehicles, trucks, and equipment. These parking demands could result in a significant parking impact if the vehicles and equipment were to be parked and stored along the public streets in the proposed project vicinity. The contractor will be required, therefore, to park all construction-related vehicles and equipment on-site at the school. This condition will minimize the potential off-site parking impacts during construction.
- La Sierra High School currently has 398 parking spaces within the school campus. The proposed project would result in a reduction in the number of parking spaces to 335 spaces. Based on the City of Riverside Municipal Code parking requirements, a capacity-level event for the 2,800-seat stadium would generate a parking demand of 700 spaces. As this parking demand is greater than the number of on-site parking spaces, arrangements should be made to provide off-site parking spaces to accommodate the excess demand. It is recommended that arrangements be made to use the parking lots at Collett Elementary School, McAuliffe Elementary School, Good News Church, The Church of Jesus Christ of Latter Day Saints, and La Petite Academy for overflow parking during capacity-level events at the stadium; i.e., events with an anticipated patronage of greater than 1,340 spectators. Some patrons would also elect to park on the residential street in the area near the school campus. The parking impacts are not considered to be significant because capacity-level events would occur only two or three times per year.
- The parking demand for average-level football games (1,000 spectators) and non-football events and activities at the stadium (up to 200 spectators) can be accommodated in the on-site parking lots and would not result in a significant parking impact.

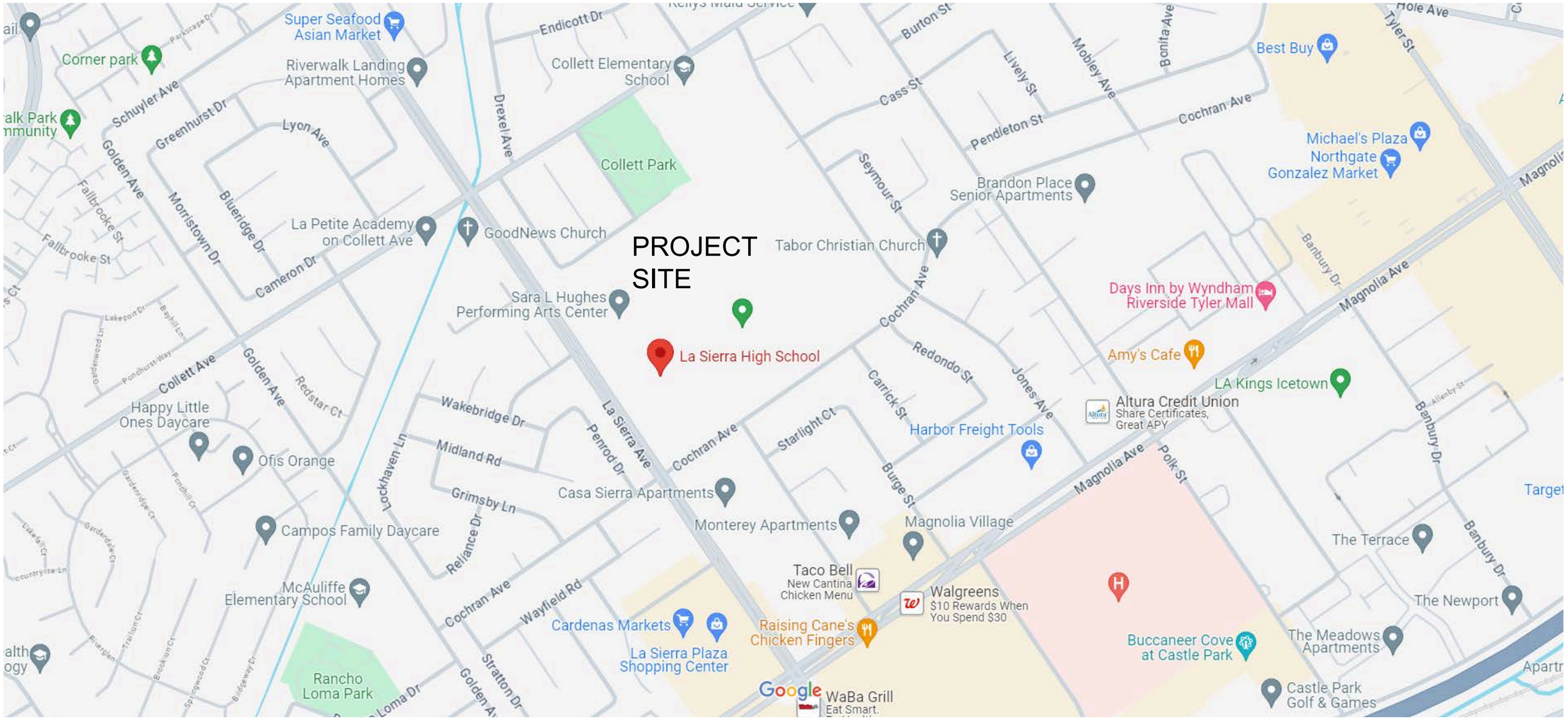
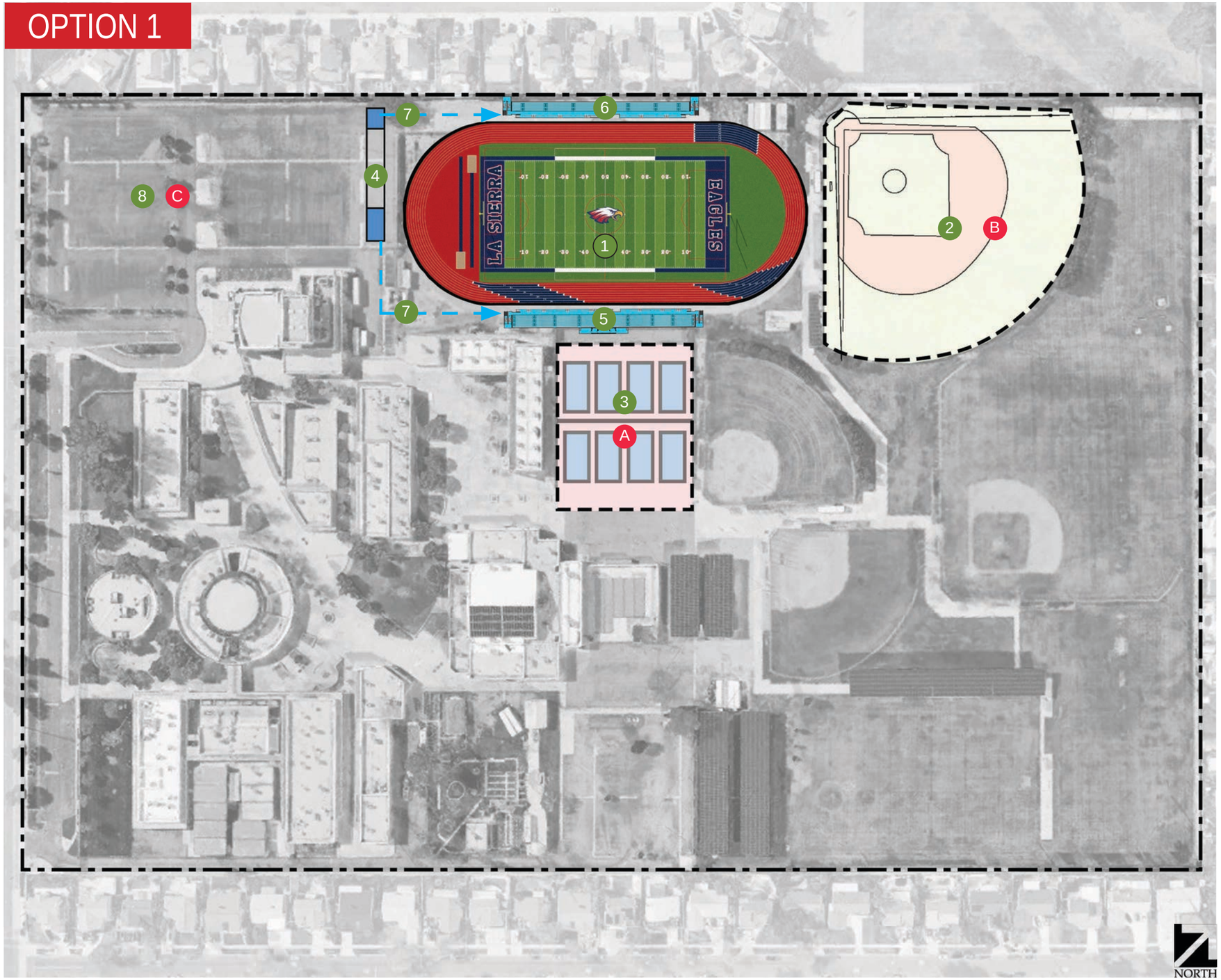


FIGURE 1
LOCATION MAP
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE

OPTION 1



NOTES

1. NEW TRACK AND FIELD
2. RELOCATED BASEBALL FIELD
3. RELOCATED TENNIS COURTS
4. NEW CONCESSION, TICKET, AND TOILET BUILDINGS
5. HOME BLEACHERS WITH PRESS BOX
6. AWAY BLEACHERS
7. PARKING ACCESS
8. EXISTING PARKING LOT

PROS

- A USING THE EXISTING LOCATION WILL REDUCE COST
- B USING THE EXISTING LOCATION WILL REDUCE THE IMPACT TO THE SITE
- C ADJACENT TO EXISTING LARGE PARKING LOT AND FRONT ENTRY TO CAMPUS
- D SEPARATION OF HOME AND AWAY

CONS

- A THE EXISTING TENNIS COURTS WILL LIKELY HAVE TO BE RELOCATED
- B THE EXISTING BASEBALL FIELD WILL HAVE TO BE RELOCATED OR
- C THE EXISTING PARKING LOT WOULD SHRINK

ESTIMATED CONSTRUCTION COST

PHASE 1+2: $16.5M

FIGURE 2
SITE PLAN
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE

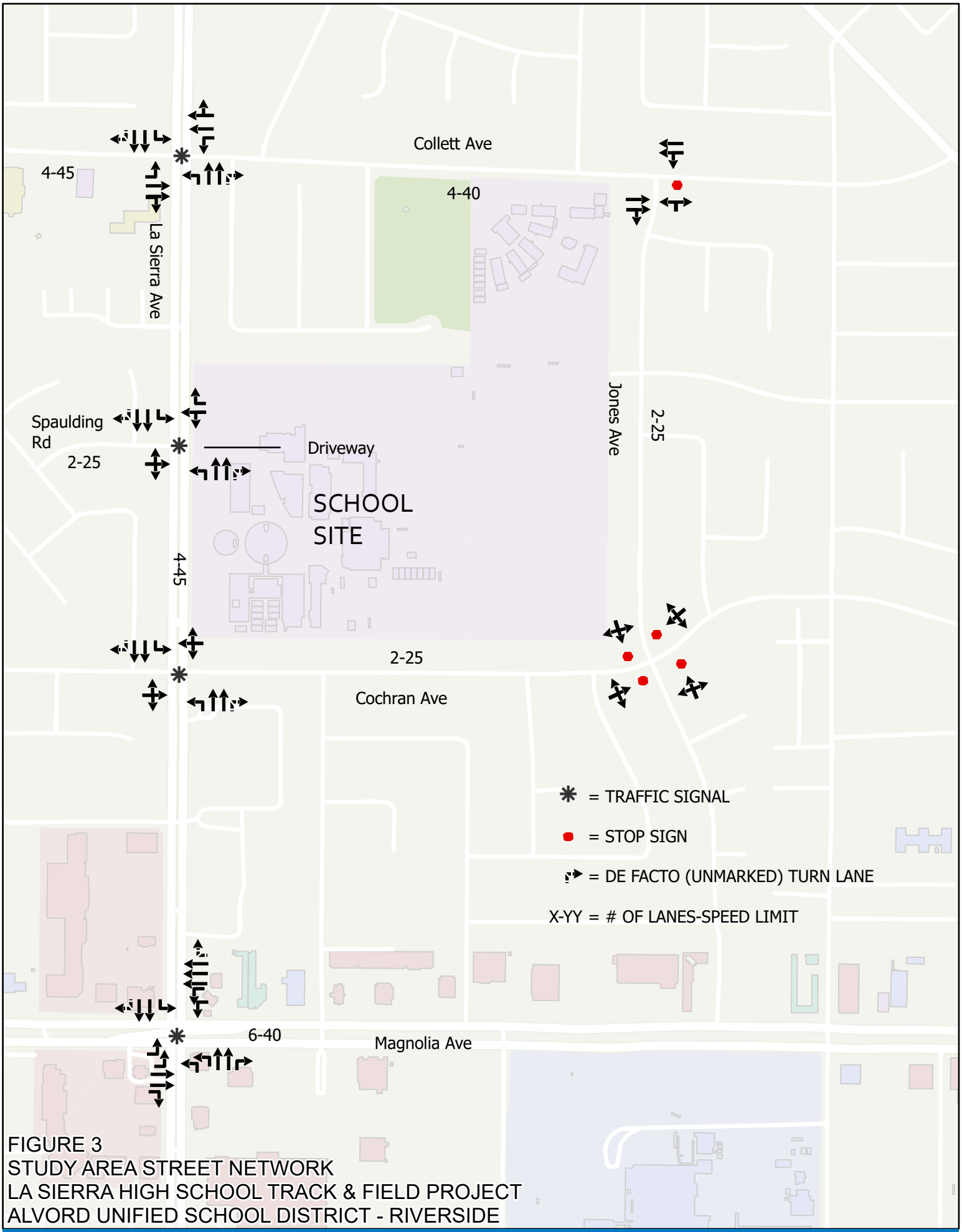


FIGURE 3
STUDY AREA STREET NETWORK
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE

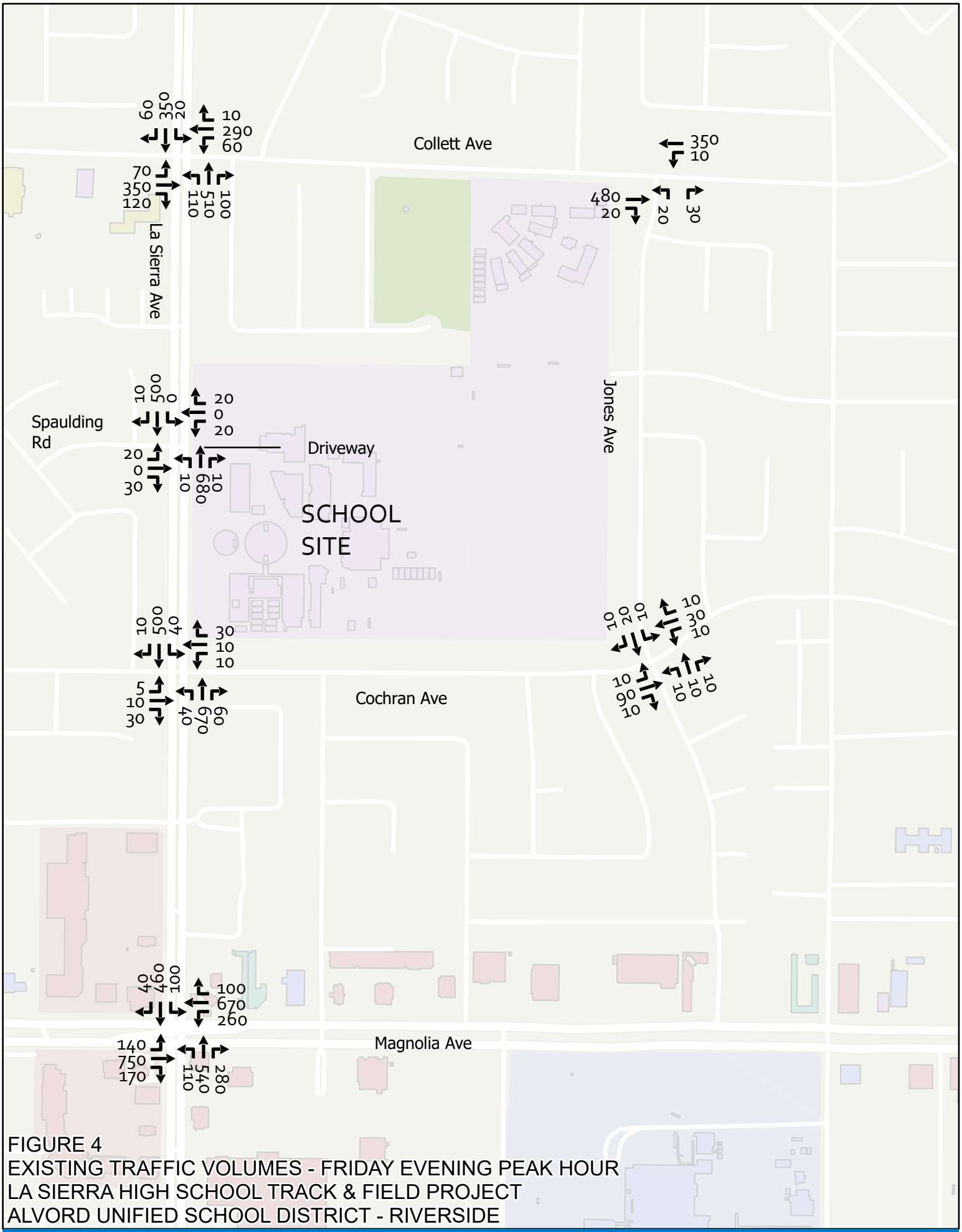


FIGURE 4
EXISTING TRAFFIC VOLUMES - FRIDAY EVENING PEAK HOUR
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE

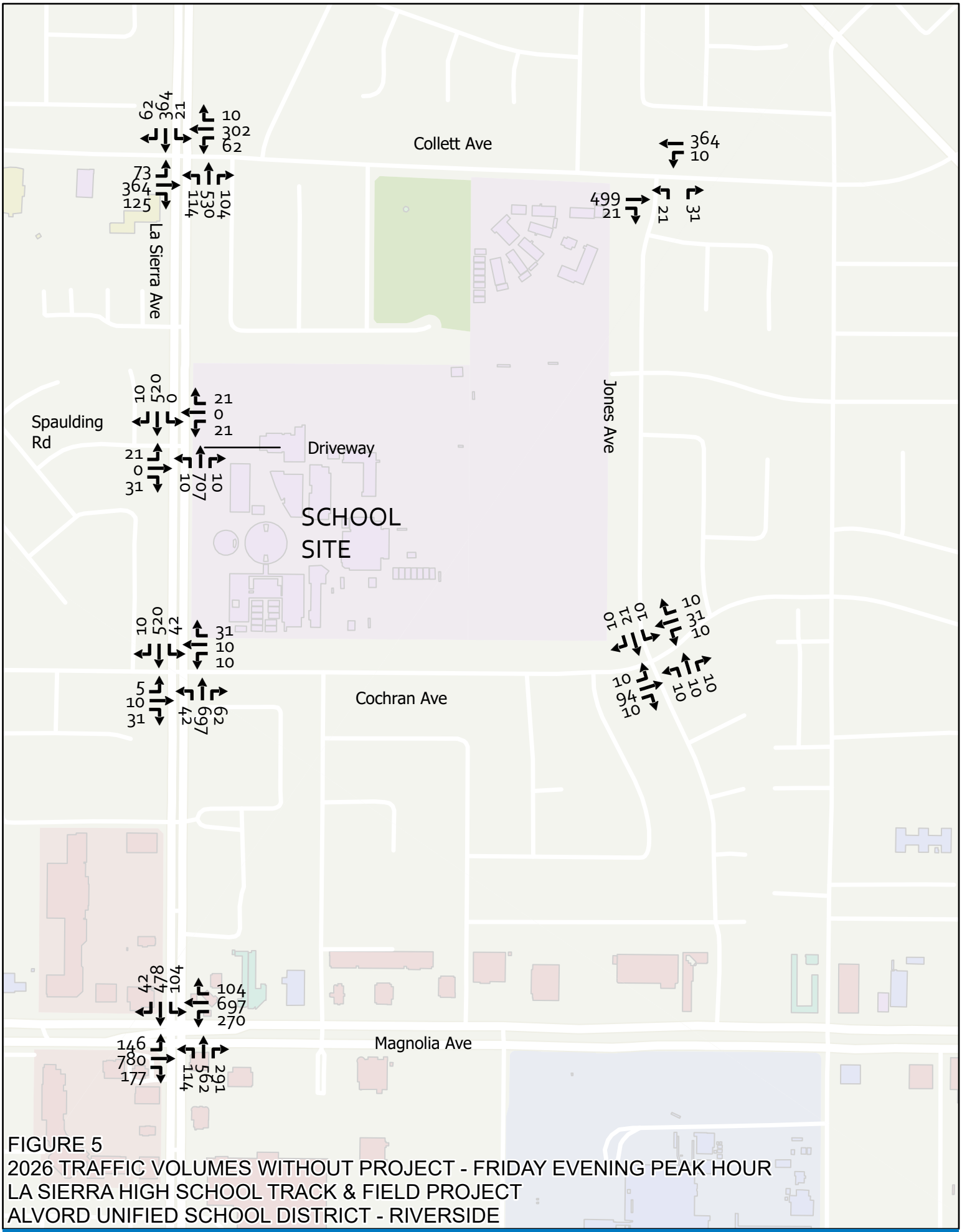


FIGURE 5
2026 TRAFFIC VOLUMES WITHOUT PROJECT - FRIDAY EVENING PEAK HOUR
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE

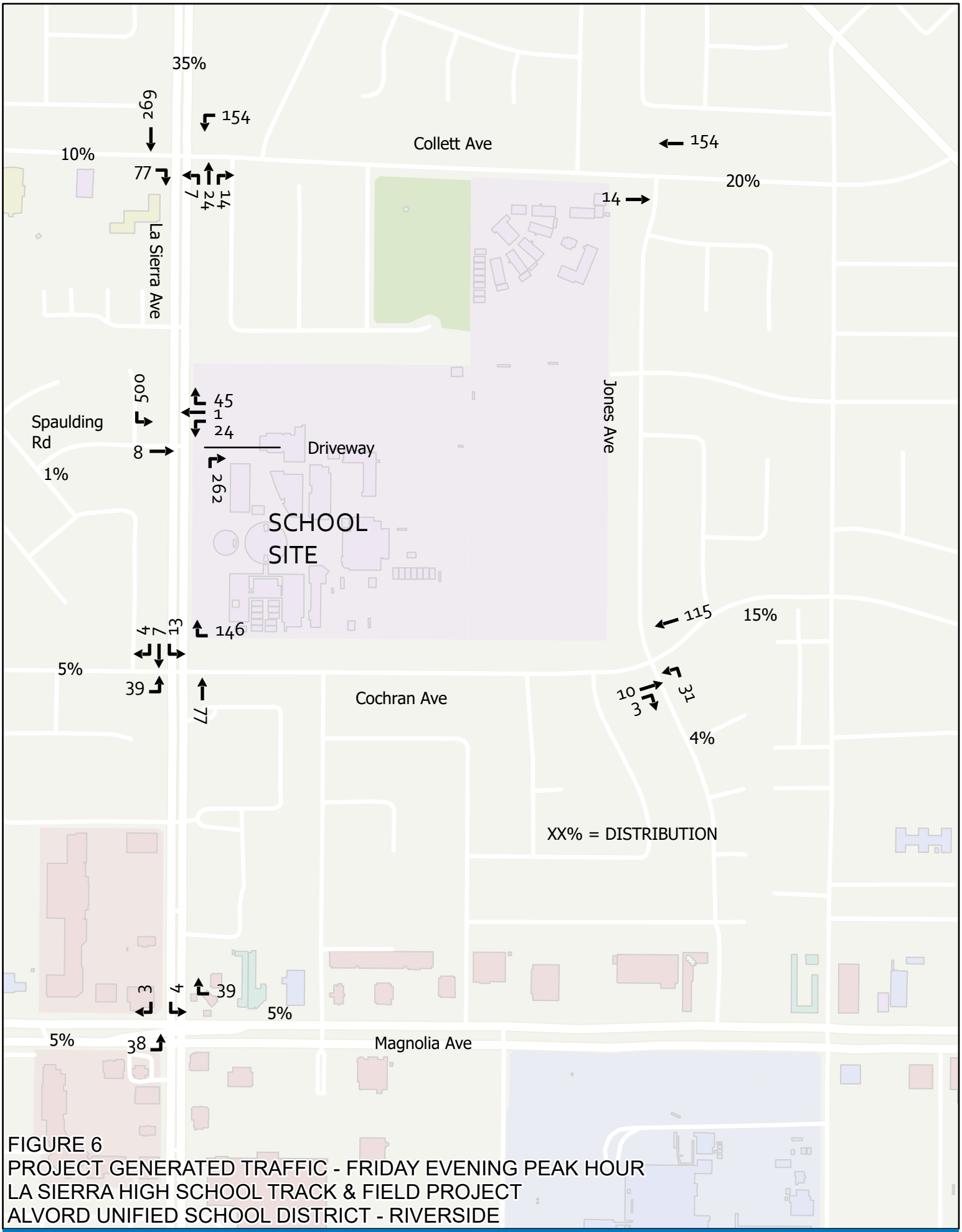


FIGURE 6
PROJECT GENERATED TRAFFIC - FRIDAY EVENING PEAK HOUR
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE

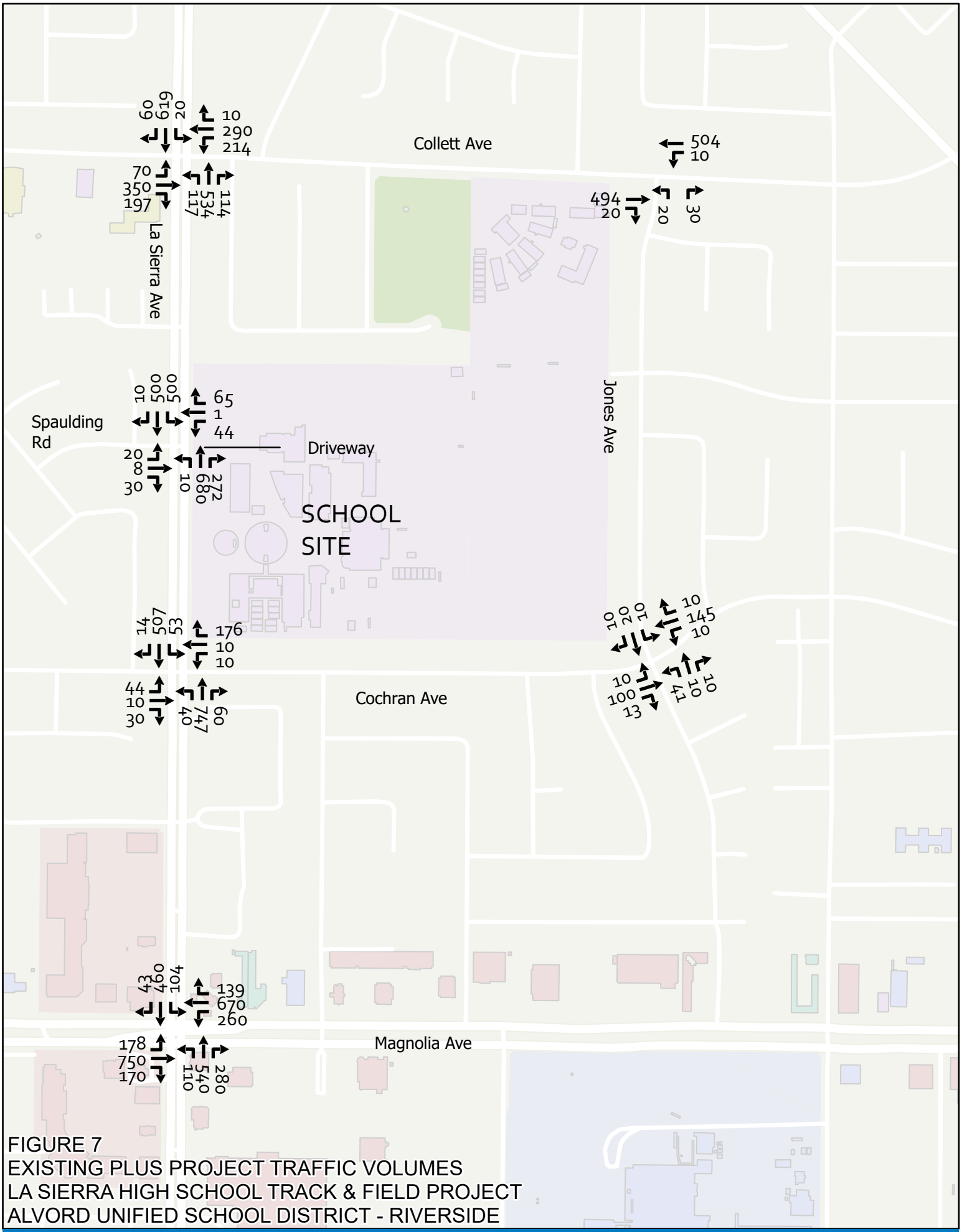


FIGURE 7
EXISTING PLUS PROJECT TRAFFIC VOLUMES
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE

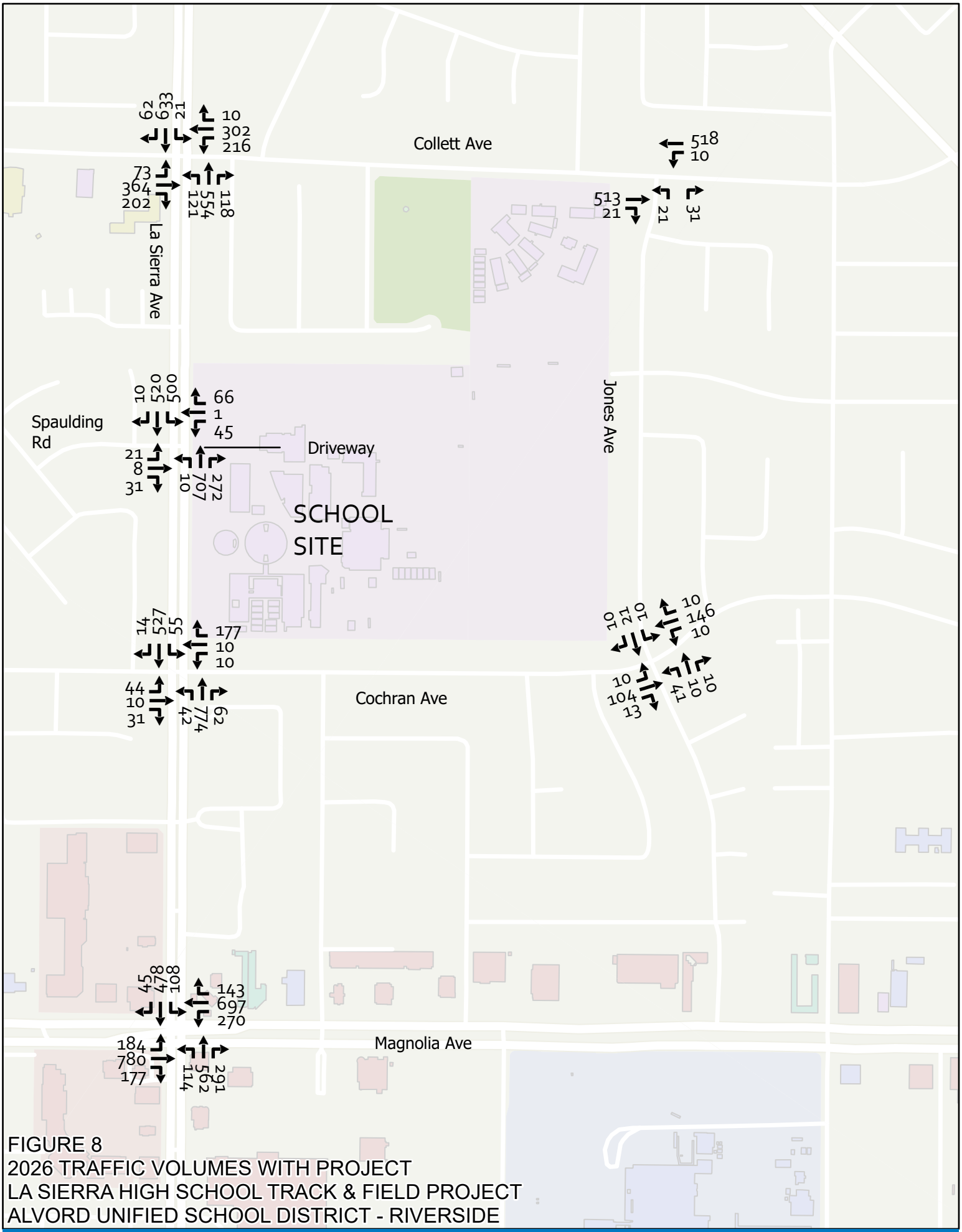


FIGURE 8
2026 TRAFFIC VOLUMES WITH PROJECT
LA SIERRA HIGH SCHOOL TRACK & FIELD PROJECT
ALVORD UNIFIED SCHOOL DISTRICT - RIVERSIDE